

**MINUTES
NOME PORT COMMISSION
REGULAR MEETING
April 15th, 2021**

The Regular Meeting of the Nome Port Commission was called to order at 6:39 pm by Chairman Lean at the Public Safety Building located on the Greg Kruschek Ave.

ROLL CALL

Members Present: Smithhisler; Henderson (telephone); Lean; West; Rowe (zoom); Sheffield (zoom); McLarty

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

In the audience: James Mason; Cathy Rubano

APPROVAL OF AGENDA

Chairman West asked for a motion to approve the agenda:

Motion to approve made by Lean, seconded by Smithhisler.

At the Roll Call:

Ayes: Lean; West; Henderson; Rowe; Sheffield; McLarty; Smithhisler

Nays:

Abstain:

The motion **CARRIED**.

APPROVAL OF MINUTES

March 18th, 2021 Motion made by McLarty, seconded by Lean to approve minutes; with addition of missing
Regular Meeting McLarty comments.

At the Roll Call

Ayes: West; Henderson; Rowe; Sheffield; McLarty; Smithhisler; Lean

Nays:

Abstain:

The motion **CARRIED**.

CITIZENS' COMMENTS

None.

COMMUNICATIONS

- 21-03-13 USCG Plans to Transit NW Passage – Nunatsiaq News
- 21-03-25 Why 2021 will be the year of Alaska micro cruise- Washington Post
- 21-04-05 City Public Notice Calendar
- 21-04-09 ADAC May 4-6 2021 Arctic Maritime Horizons Event Flyer

Discussion:

HM Stotts noted the USCG is planning to transit the NW Passage this summer with the HEALY, spending about 4 months in the Arctic conducting heavy ice trials and other science.

Lean noted that the recent Bering Straits Science talk had an admiral with the USCG commenting on the lack of US ice breaking vessels.

Sheffield commented that it was noted by the USCG that there will be no presence of USCG vessels in this region during the winter as the vessels will be tied up in other areas of the globe at that time. We need to expect self-rescue until a new one comes online in 2026.

COMMISSIONER'S UPDATES

Gay Sheffield thanked Lean for attending the recent Bering Straits Science talk and also commented that she will continue to send notifications to the group on future as it is a great place to have one on one conversations on the subject matter.

HARBORMASTER'S REPORT

HM Stotts provided an update on recent activities and prep work at the facility;

- Assisting Public Works Roads with final snow cleanup
- identify Invoicing for winter and spring
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- Budgeting F22 and purchasing needed items for facility opening such as safety tools, PPE and vehicle needs with remaining FY21 funds.
- Compile new 2021 COVID Criteria info sheet and transmit to all commercial users for submitting COVID mitigation plans
- Snow removal for at Port in prep for maintenance and repair projects.
- Getting an increased number of calls asking about camping in Nome or living in containers/campers on Port property, which is not allowed.

HM Stotts also provided an update on expected 2021 gravel movements including Ridge finishing the Kotlik gravel haul form last year, with about another 40k to go. Brice will also be moving **around ¼ million tons** of gravel for the Cape Blossom road project in Kotz. Initial barge scheduling calls for 3 tug/barge sets that will be hauling gravel from Nome to Kotz. That should put a gravel barge back in Nome every 2-3 days starting in early June and is expected to go all summer.

- Nome is also expecting the NG ORION cruise in Nome 4 different days this summer and port staff are looking into a platform, like a 40' flat, with a non-slip material application to use on the dock face for cruise PAX to use for access in the event of mud.
- Smithhisler asked how much revenue the Port makes from a single cruise stop. PD Baker stated it is right around \$6 -7,000 per visit.

Discussion:

- There was group discussion on the NG ORION cruise and dock surfacing. McLarty asked why we do not pave the entire dock surfacing as that would solve the mud as well as surface material loss and works well at other facilities. HM Stotts commented that it was most likely due to cost and how long it would last. West commented that it is probably due to the equipment coming off the barges having tracks and grousers which could damage the concrete surfacing. All agreed that if it was feasible to pave everything that would be preferable.

PORT DIRECTOR'S REPORT (verbal)

PD Baker provided a brief update on her provided report. PD Baker stated that;

- Pre-construction, engineering and design for the Arctic Deep Draft Port, the design agreement is now at the division office in Hawaii; the civil works guy in Anch said it will hopefully be signed by the end of the month. A charrette will then be planned for some time after. Phased drawings will be discussed with the group later in the meeting.
- Sediment at Causeway bridge; The USACE is not going to address settlement this side of the bridge this year and is putting together options for removal of the built up sand in future years.
- The Anode replacement project for the West Gold, City and Fish Docks will take place in August sometime and port staff are working with the contractor on laydown space at the facility.
- The Inner Harbor CAP Project; we are approaching a milestone where the design alternatives are assigning cost/benefits so they can proceed with a recommended plan. Weighing costs of the project vs deepening and widening to -12' (+/- 1ft over ex) expanding the limits so there is more room in the basin for vessels to operate.

- Launch Ramp Replacement Project; We are days away from handing the contract to STG with a pre-construction conference after so we can set dates and get notices out to the users. Dates for the ramp replacement are July 10th – Sept 15th.

PD Baker also provided an overview of the USACE’s port design alternative 8B and the different phases of the project.

- Phase 1- remove the spur, extend the existing Cswy 3,500ft and construct the three docks. City would be responsible for the docks, roads and utilities. The USACE responsibility is the breakwaters and dredging.
- Phase 2- USACE does the dredging with the City having a 35% cost-share, dredging the deep water basin and existing Outer Harbor to widen the channel.
- Phase 3- remove existing east breakwater, construct the east Cswy, construct docks and then finish dredging to the channel.

Discussion:

- Smithhisler asked if port staff had any info on upcoming proposed work to the Nome Causeway Bridge to repair; coatings on girders and piping, abutments as well as other work. PD Baker and HM Stotts both did not have much information on this proposed work but would follow up with the USACE for more information with the structural team. It is most likely they are doing minor maintenance on the bridge per their requirements.
- McLarty commented that the port should provide alternative haul out locations for vessels this summer to use while the Barge Ramp is under construction.
 - HM Stotts responded that we are already planning a project in the spring to have Utilities remove the buried power line under the East Gravel Ramp and then we can lessen that ramps slope. This and Belmont Beach will be made available for vessels use this season.
- McLarty also commented on alternative 8B noting that he still supports having a breach on the West Causeway for smaller dredges and skiffs so they do not have to transit around the deep draft port which takes them into deep water and adds to congestion with other traffic.
 - PD Baker responded that this is only 35% detail and we will keep this in mind as we move forward with the design discussions.
- Smithhisler asked if the phasing approach is based on funding>
 - PD Baker stated that funding is a portion of it, another part is just the size of the project with limited summer construction season windows.

OLD BUSINESS

None.

NEW BUSINESS

Inner Harbor CAP 107 Design Alternatives

PD Baker provided an overview of the alternatives presented by the USACE; the differences between them in dredging scope and depth, wall strengthening options, navigation turning options and 8 ft maneuvering channel in the Snake River.

Discussion:

Group discussion on the various items presented by PD Baker. The main consensus of the group is that Alternatives 3, 4 or 5 were the most popular as they allow for the broadest coverage in the design to meet Nome’s needs. There was group discussion on methods to strengthen the South Wall to allow deeper dredging at the dock face. This includes driving new sheets in front of the existing South Wall and also adding tie-backs to add strength. The USACE is currently estimating a 6.3million cost to do this wall strengthening project. We have not yet received the cost estimate from PND Engineers.

CITIZENS’ COMMENTS

West commented that there is a 10 year planning survey on the City website he would like folks to fill out.

COMMISSIONER’S COMMENTS

Henderson no comment.

Rowe no comment.

Sheffield –commented that there is still an opportunity for folks interested to sign up with ADAC – Arctic Domain Awareness Center – UAA – regional focused online meeting to understand community connectivity needs of mariners operating in the Arctic. Sheffield and HM Stotts attended the last talk and it gave us the chance to voice our opinions on current USCG communication equipment and operations in this region.

McLarty commented that it is important to doll up the East Gravel Ramp and it is important to have this back up ramp for this season and for future use. Oct 1st will be late to pull everyone at the same time so is hoping STG can finish early.

Smithisler commented that port/ city staff need to continue to fight for what Nome needs, even though it can be a fight at times but is sorely needed and important for the facility.

Lean commented that people may not be aware but there will be a purse sane boat fleet (50ft) focusing on the Pink Salmon fishery out of Nome this season. Icicle or other large companies may have processors operating in the region all summer. There are many vessels not doing well in other areas of the state that have heard of fish in the region so trying their luck offshore Nome. They may start operating toward the end of June – early July.

West commented he is looking forward to the upcoming year. We should keep going for what we think is needed for the facility and its future.

ADJOURNMENT

Motion was made by Henderson for adjournment 7:50 pm.

APPROVED and SIGNED this 20th day of May 2021.

ATTEST:



Joy Baker, Port Director



Jim West, Chairman
Scott Henderson