

**PORT OF NOME
SNAKE RIVER MOORAGE FACILITY
GRANT FUNDING STRATEGY**

AGENCY	U.S. Department of Transportation
PROGRAM	RAISE Grants (Rebuilding American Infrastructure w/Sustainability & Equity)
DESCRIPTION	Funding Surface Transportation Projects having Significant Local/Regional Impact
FUNDING	\$1.5B Total – 50% to Rural Projects (Project Awards of \$1M Min/\$25M Max)
ELIGIBILITY	State, local & tribal governments (port infrastructure investment)
FED SHARE	Min 80% (Secretary may elect go fund up to 100% for rural projects)
DEADLINE	February 28, 2024 – 11:59 PM (Eastern)
PROJECT	PORT OF NOME – SNAKE RIVER MOORAGE FACILITY
APPLICANT	CITY OF NOME (up to 20% cost-share or \$3.3M)
\$\$ REQUEST	\$13.2M (Rural Projects can be funded up to 100% which is \$16.5M)

Primary Selection Criteria:

Safety
Environmental Sustainability
Quality of Life
Mobility and Community Connectivity

Secondary Selection Criteria:

Economic Competitiveness
State of Good Repair
Partnerships and Collaboration
Innovation

Program Requirements:

Climate Change and Environmental Justice Impact Consideration
Racial Equity and Barriers to Opportunity

PROJECT PURPOSE:

As regional and international vessel traffic in the Bering Strait and Arctic Regions continues to increase, congestion in the Inner Harbor drives elevated safety concern for users and the Port, requiring constant coordination to ensure vessel and crew safety, minimize shipping delays and address vessel conflicts timely. Extensive efforts are undertaken to ensure a wide variety of fleet types ranging from 200-foot cargo barges to 40-foot fiberglass sailboats and 20-foot subsistence skiffs; all competing for operational space in the congestion.

As the only maritime coastal shipping hub in Western Alaska, delays in and out of the facility, caused by minimally available dock access frequently result in significant shipping delays. These delays impact delivery of fuel, equipment, building materials, household goods and basic life-sustaining necessities that must be delivered to the regional rural network during the ice-free shipping season. As Nome continues to struggle with vessel congestion and overcrowding, the region’s critical transportation network link experiences reduced capacity and ability to serve the region. This escalates costs and risks for the population in Nome and across the region.

As the only protected harbor of refuge in the Bering Strait and Arctic Regions, it is very common to have a large number of vessels set course for Nome to evade an impending and often brutal Bering Sea storm. It is during

this time that the Port of Nome makes every effort to accommodate as many vessels as physically and safely possible into the protected harbor to keep mariners out of harm’s way. However, in order to continue serving this role, a secondary moorage space must be established to meet the increasing demand of the maritime industry relying on Nome’s protection and services.

The pressure of this significant operating congestion and overwhelming storm level occupancy can be relieved through the development of the Snake River basin. This location will contain sufficient shore-side infrastructure to support small dredges, subsistence vessels and sailboats with drafts less than 8 feet, and eliminate the need for accessing the Small Boat Harbor. This would allow for increased capacity for larger cargo, gravel and mining vessels to maneuver to/from the sheet pile docks and loading ramps, thereby significantly reducing the risks vessel or dock damage, crew injury, or shipping delays resulting from limited dock access and maneuverability.

PROJECT BUDGET:

Total ROM Estimated Snake River Moorage	\$16,500,000
Federal Funding Requested	13,200,000
City Contribution (Cash Match)	2,550,000
Potential Other Contribution	750,000
Total Funds	\$16,500,000

REQUEST:

Support is requested from the Nome Common Council for the Port to submit an application to the USDOT RAISE grant program to fund a minimum of 80%* of costs to complete the Snake River Moorage Facility to expand critically needed moorage space within the inner harbor.

*Secretary can choose to fund up to 100% for rural project costs.