

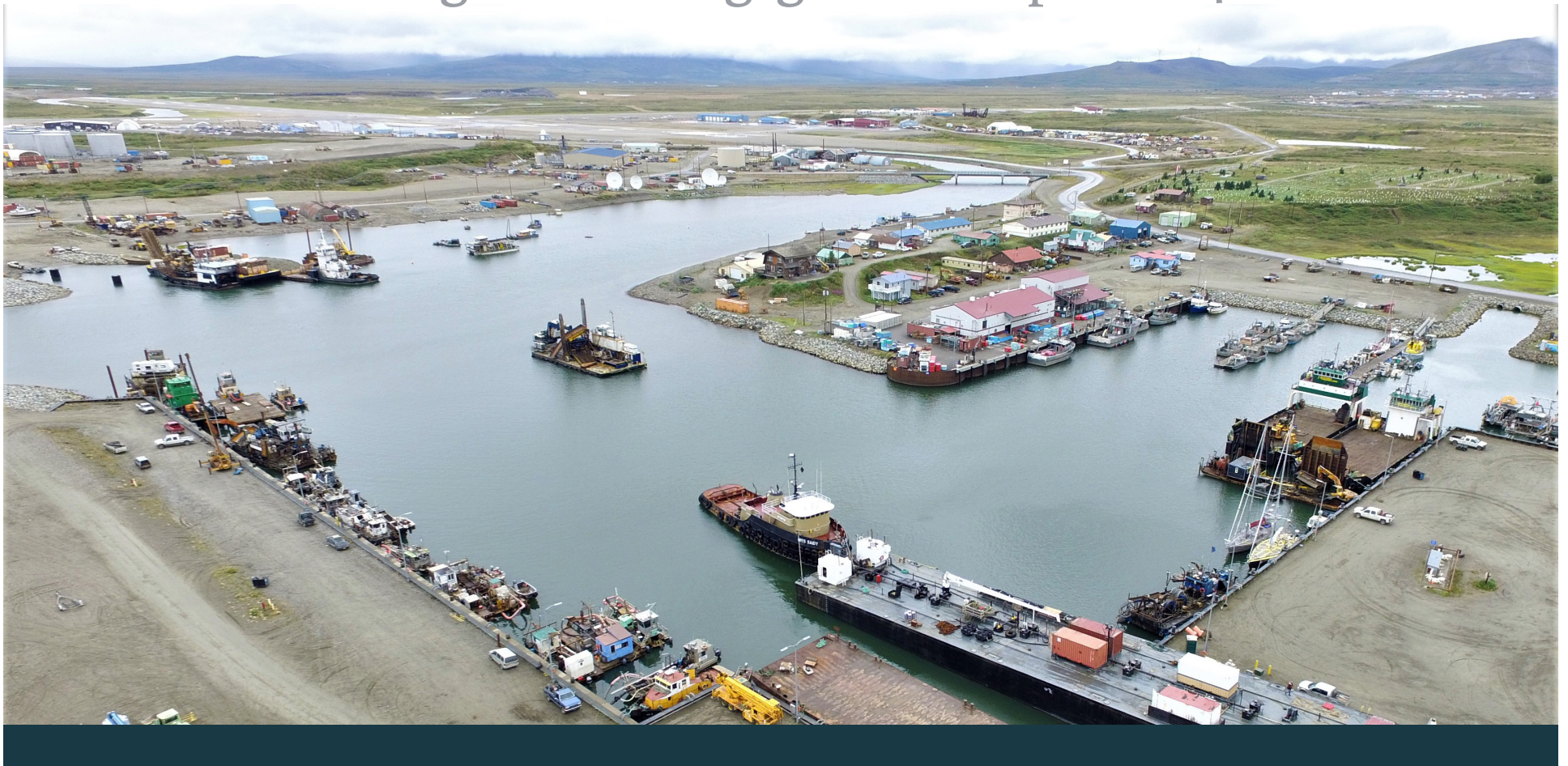
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Port of Nome

STRATEGIC DEVELOPMENT PLAN UPDATE - PHASE A

Background & Engagement - April 2024



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Thank You

To Nome's citizens, businesses, stakeholders, and all who participated in the development of this document.

Planning Team

PND Engineers, Inc.; Corvus Design, Inc.; and Northern Economics.



Introduction

Nome, located in Northwest Alaska on the southern coast of the Seward Peninsula and the Bering Sea, is on the westernmost point on the North American mainland. Nome and its Port are the regional hub for transportation, commerce, and medical services. The Port of Nome serves a vast and underserved region, undergoing significant change. Due to climate change, the Northwest Passage is breaking up earlier and staying ice-free longer each year, providing an outstanding opportunity for the City of Nome and its port facilities. This Strategic Development Plan (SDP) update aims to ensure that the Port of Nome is prepared for the future, having anticipated trends and needs of the maritime industry operating in the region and developing a twenty-year vision for its port facilities.

The City of Nome is determined to prepare itself for the future by thoroughly assessing its current and future maritime and harbor facilities within a comprehensive SDP update for the Port of Nome. This plan aims to provide insights into the direction and strategies required to maximize success, including identifying new projects and development opportunities. The public process will involve City Departments, residents, local businesses, tribal organizations, marine operators, and other stakeholders. The plan will be a

strategic implementation tool compatible with the community character that will guide Port priorities for the future. The SDP update will:

- Understand local and regional maritime trends and opportunities for the Port of Nome and its role within the Northwest Passage and Arctic;
- Identify local and regional economic opportunities for the community and the Port of Nome and how collaboratively they can grow, sustain, and support each other;
- Make facility recommendations that support and enhance Nome’s harbors as a premier destination for industry, fisheries, mining, recreation, commerce, and visitor services;
- Be a community-endorsed plan that best meets the needs of users and industry through cooperation and consensus-building; and,
- Establish a twenty-year vision with short-, mid-, and long-term development opportunities and goals, including phased development with construction costs, permitting, and funding options for current and future projects.

Development opportunities for the Port of Nome are largely driven by the economic activity and outlook at the Port of Nome and surrounding areas. Understanding these economic trends is crucial for comprehending both the current needs and the prospects of the Port and waterfront. Furthering the analysis, we also examine resource development activities and several maritime industries. To bring our analysis full circle, we turn to the insights provided by local stakeholders—those who have first-hand experience with the Port of Nome and its myriad possibilities. Their perspectives offer invaluable context to the data, rounding out our understanding of the Port’s role in regional development and its potential trajectory in the face of evolving maritime dynamics.

PND Engineers, Northern Economics, and Corvus Design are developing this Strategic Development Plan update for the Port of Nome.

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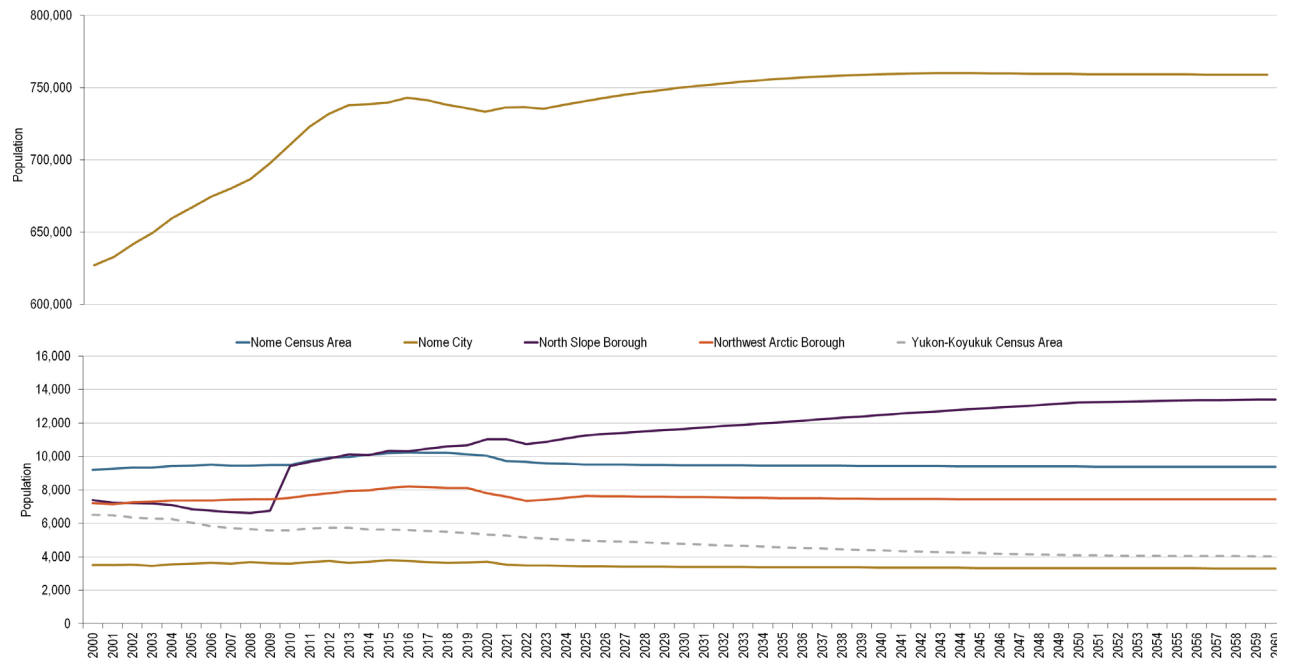
ECONOMIC ASSESSMENT

POPULATION

Analyzing population trends is vital because it gives us a clear picture of Nome’s workforce evolution, pinpointing where economic activity is heating up as more people move in, fueling business growth, and diversifying the job market. Growth in Nome and the surrounding regions naturally leads to increased demand for services, retail activity, and associated construction projects, directly influencing cargo, fuel, and gravel volumes. This forward-looking approach ensures that Nome’s infrastructure and services evolve with a growing regional population. The flexibility of the barge delivery system, coupled with current population projections, suggests that the Port is well-equipped to handle the community’s needs for the next two decades, as per the updated Northwest Alaska Transportation Plan (ADOTPF 2022).

Figure 1 provides a clear view of the demographic shifts over time, with Nome and the Nome Census Area seeing a general decline, the Northwest Arctic Borough experiencing a decrease followed by a small forecasted growth, the North Slope Borough showing consistent growth, and the Yukon-Koyukuk Census Area facing a steady decline. A net increase in population from 2020–2060 is forecasted, driven

Figure 1. Population Estimates 2000–2022 and Projections 2023–2060



Source: Adapted by Northern Economics based on data from the Alaska Department of Labor and Workforce Development

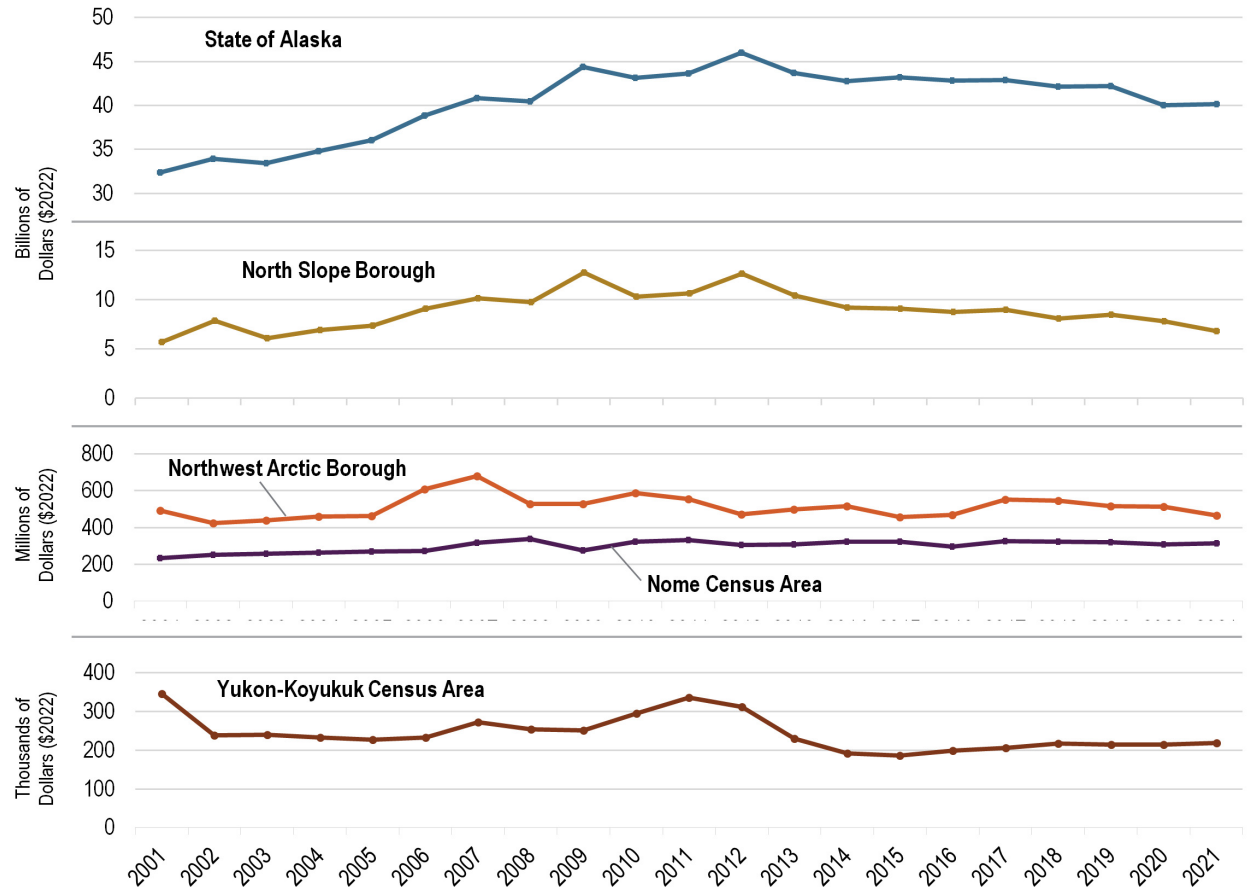
by estimated increases in population in the North Slope Borough (22.6%) and Northwest Arctic Borough (1.1%), offset by population decreases in Nome (-4.8%), Nome Census Area (-2.1%), and Yukon-Koyukuk Census Area (-20.5%). The state population is projected to increase only slightly from 2022 to 2030, keeping the demand for public services at current levels (ADOLWD 2023).

GROSS DOMESTIC PRODUCT

Gross Domestic Product (GDP) is used to gauge the economic performance of a country or region and is typically expressed as an annual figure. It includes all private and public consumption, government outlays, investments, additions to private inventories, paid-in construction costs, and the foreign balance of trade (exports are added, imports are subtracted). Essentially, GDP broadly represents overall economic activity, like a scorecard for a region's economy. It adds up the total value of everything produced, like goods and services, over a specific period, usually a year or a quarter. Think of it as the total income of a community: when GDP goes up, it's like the community is earning more money, which can mean more jobs and better living conditions. If GDP goes down, it's like the community is earning less, which can signal more challenging times ahead.

Each region's GDP over the 20-year span (Figure 2) reflects its unique economic developments, with the North Slope Borough and Nome Census Area experiencing significant growth from 2001–2021, at 19.3% and 34.3%, respectively. In contrast, the Yukon-Koyukuk Census Area saw a substantial decline of 36.8%, and the Northwest Arctic Borough decreased 5.3% since 2001.

Figure 2. Gross Domestic Product for Years 2001–2021 (adjusted for inflation to 2022 dollars)

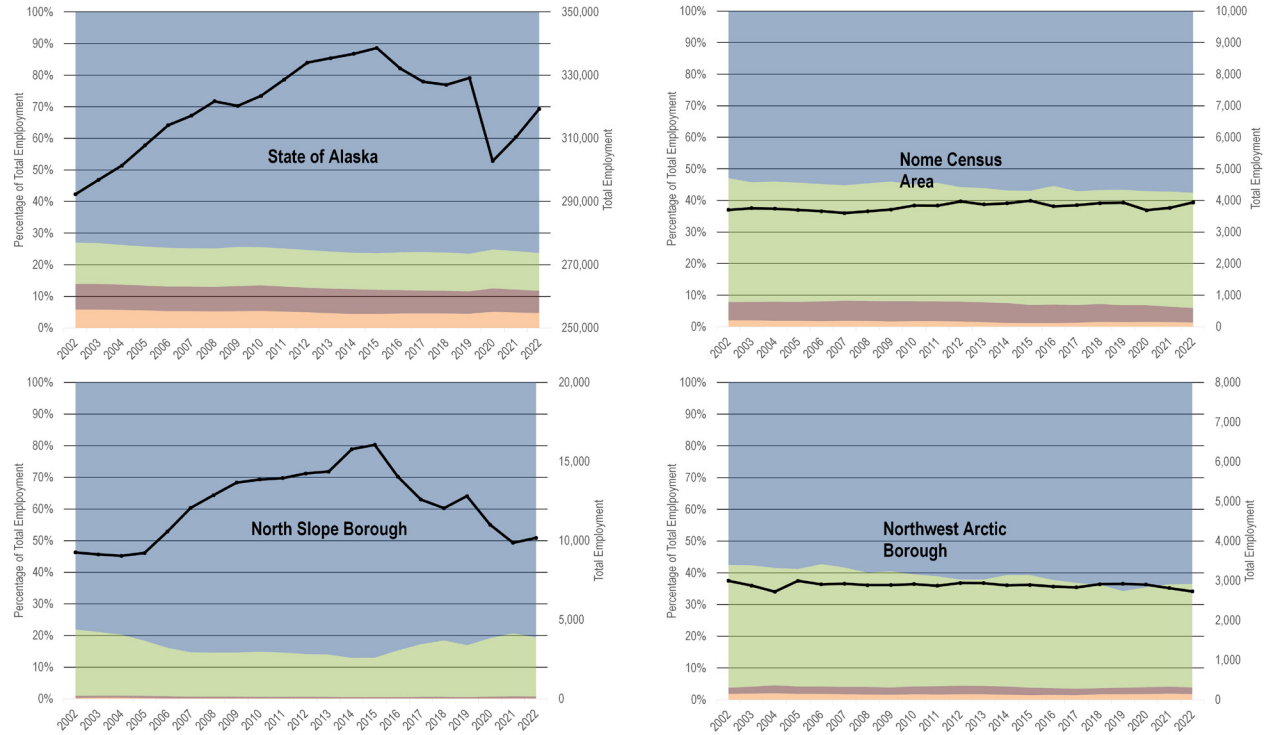


Source: Adapted by Northern Economics based on data from the U.S. Bureau of Economic Analysis

EMPLOYMENT

The employment levels in Nome and nearby regions are a barometer of the area's labor market health, revealing the ability to provide jobs for the community. High employment in Nome and its hub areas usually translates to a higher quality of life, with more residents earning wages and supporting the local economy. As seen in Figure 3, only the Nome Census Area has recovered to pre-pandemic levels, with a population of 3,937 in 2022, compared to 3,932 in 2019 (an increase of 5). Though recovering, during the same period, Alaska had a decrease of 9,827, and the North Slope Borough had a decline of 2,646. The statewide employment forecast from the Alaska Department of Labor and Workforce Development for 2030 does not anticipate any protracted periods of elevated oil prices that would drive up state employment, and the state is unlikely to use market earnings to expand government services.

Figure 3. Employment Trends for Alaska and Select Northern Regions (2002–2022)



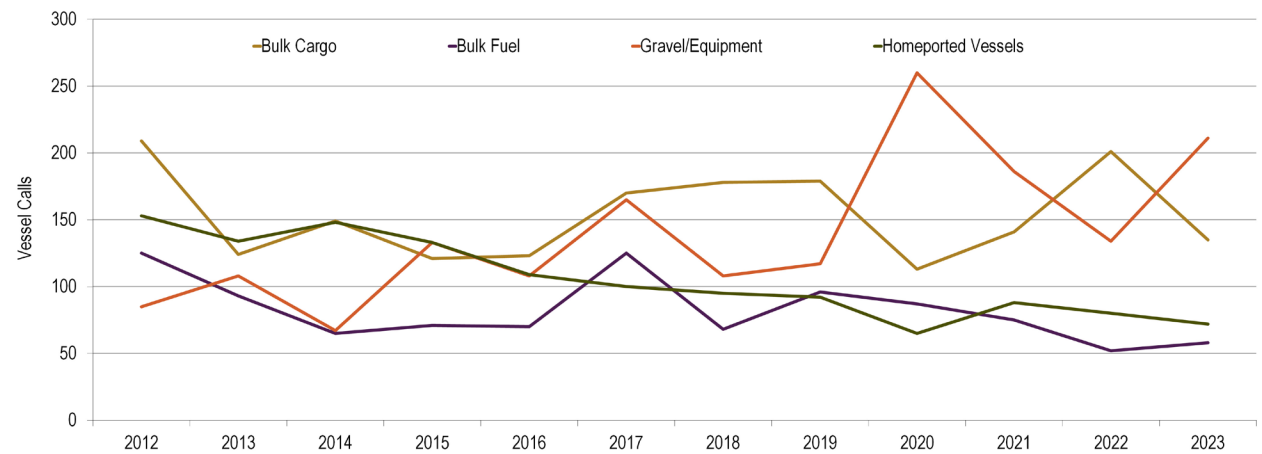
Source: Quarterly Census of Employment and Wages (QCEW), Bureau of Labor Statistics

Upwards of 60 communities have received shipments from the Port of Nome (McDowell 2016). Movement of fuel, freight, and gravel are the primary sources of revenue and activity at the Port of Nome. However, increased cruise ship frequency and vessel sizes indicate increased passenger traffic and the associated recreation and tourism activities. Commercial fishing, processing, and personal use fishing also contribute to activity at the Port of Nome.

VESSEL TRAFFIC

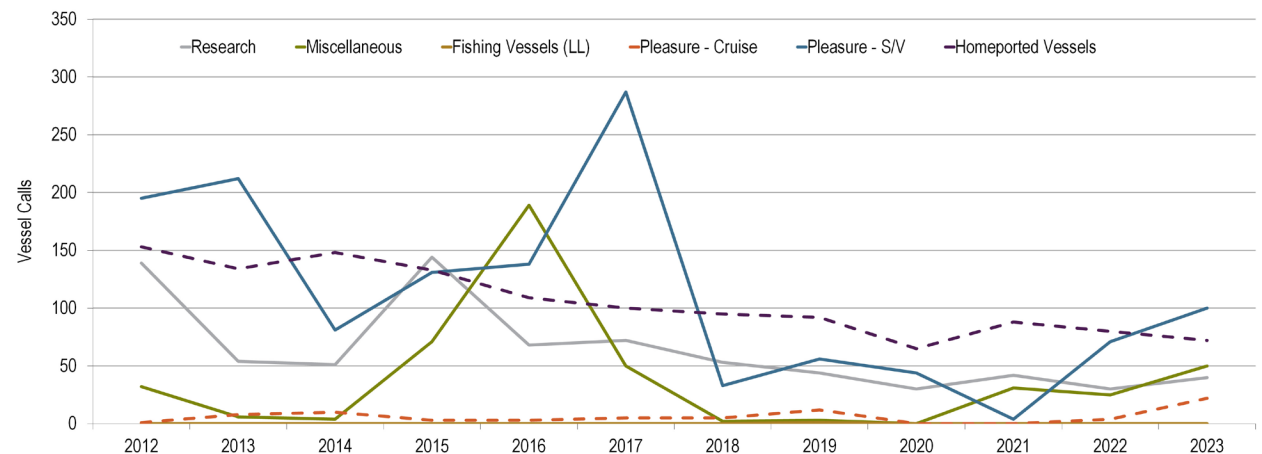
The following overview provides a snapshot of vessel activity at the Port of Nome and explores the impact of the Port’s proposed expansion. Overall, while individual vessel categories have experienced unique trends, aggregate vessel traffic has trended downward from 786 transient vessels to 616 from 2012 to 2022. As seen in Figure 4 and Figure 5, bulk cargo, fuel, research, and pleasure vessel traffic drove the overall decrease, offset by a substantial increase in gravel/equipment and cruise ship traffic. Cruise ship dockings increased from 1 to 22 during the decade and are anticipated to grow in 2024 based on Port of Nome cruise ship data, with upwards of 4,000 passengers, including a call from the 1,850-passenger Westerdam.

Figure 4. Port of Nome Vessel Calls for Bulk Cargo, Bulk Fuel, and Gravel/Equipment Transport (2012–2023)



Source. Port of Nome

Figure 5. Port of Nome Vessel Calls for Other Vessel Types (2012–2023)



Source. Port of Nome

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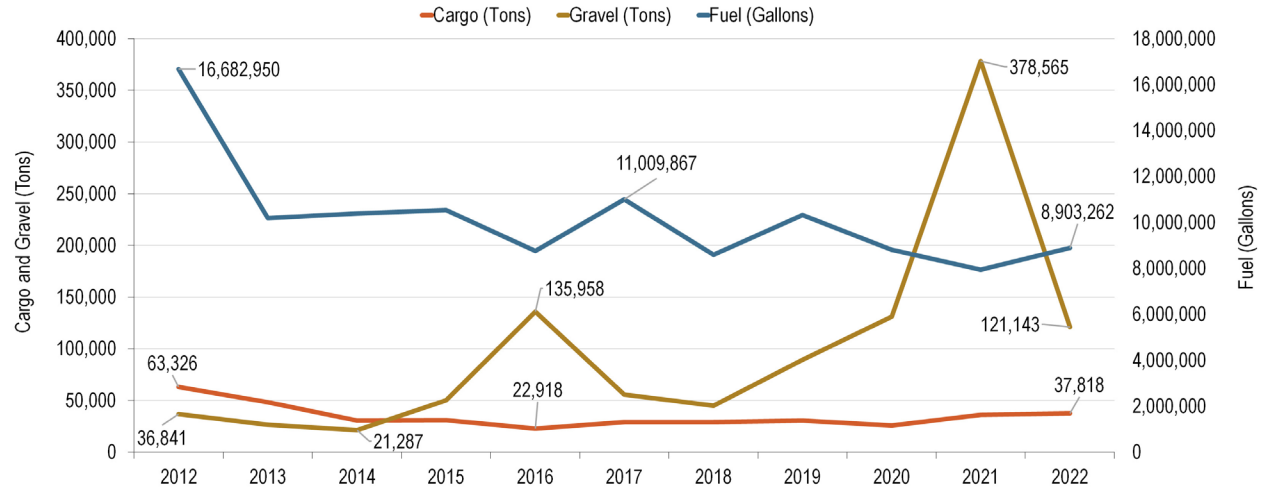
Construction projects in the surrounding regions, primarily driven by federal spending, are a crucial driver of gravel/equipment and fuel activity but fluctuate with the availability of funds. Resource development (discussed below) can also significantly impact vessel traffic.

While research vessels have decreased from 139 in 2012 to 40 in 2023, changing ice conditions and the port expansion are likely to increase the attractiveness of utilizing the Port of Nome for crew changes, resupplies, and more.

GRAVEL, SAND, AND ROCK

Historical data on gravel, sand, and rock movements (Figure 6) through the Port of Nome reveal notable fluctuations. From 2012 to 2022, the movement of these commodities experienced significant variation. After a decrease in tonnage from 2012 to 2014, there was a substantial spike in 2015, mainly for gravel, which more than doubled from the previous year. This growth continued exponentially, reaching a peak in 2021, with gravel movements surging to over 378,000 tons, underscoring a period of intense construction activity or demand for raw materials in the region. The following year, however, saw a retraction to 121,143 tons, indicating a potential stabilization or conclusion of major projects.

Figure 6. Historical Commodity Movements for Fuel, Gravel, and Cargo (2012–2022)



REFINED PETROLEUM PRODUCTS

Fuel movements through the Port of Nome from 2012 to 2022 (Figure 6) have been variable. The volume started high at over 16 million gallons in 2012, followed by a general downward trend with some yearly fluctuations. Notably, there was an increase in 2017, when fuel movements surpassed 11 million gallons. However, volumes have mostly decreased since then, with the lowest point in 2021 at approximately 7.95 million gallons. The year 2022 saw a slight recovery to around 8.9 million gallons, indicating a possible resurgence in fuel demand or changes in supply patterns..

CARGO

Cargo movements at the Port of Nome from 2012 to 2022 showed an initial decline from 63,326 tons to a low of 22,918 tons in 2016, reflecting a downturn in economic activity or changes in shipping patterns. However, there was a rebound starting in 2017, with a gradual increase peaking at 37,818 tons in 2022. This upward trajectory suggests a recovery and growth phase.

From commodity transport to providing support services and housing, resource development projects near Nome and surrounding regions also present growth opportunities in Nome.

FISHERIES

The fisheries sector at the Port of Nome from 2013 to 2022 paints a picture of change and resilience. The number of fishermen actively fishing has varied, with a peak of 54 in 2017, indicating a robust period for the industry. Total pounds landed have seen highs and lows, with a notable peak of over 646,000 pounds in 2016, predominantly from crab fishing, which consistently represented the largest share of gross earnings. However, there was a remarkable decline in both active fishermen and pounds landed in the years following, with a slight recovery in 2022.

Table 1. Norton Sound Region Permit and Fishing Activity by Year (2013–2022)

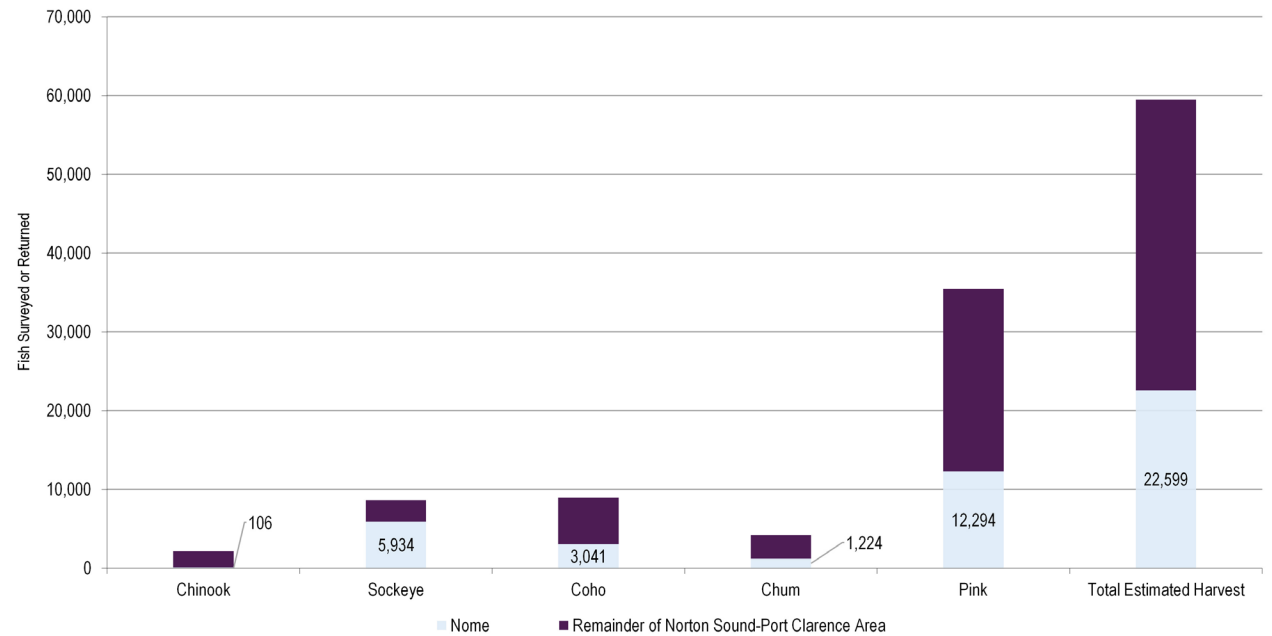
Year	# of Fishermen Who Fished	Total Pounds Landed	Estimated Gross Earnings (\$)	Species with Largest Share of Gross Earnings
2013	32	472,112	1,995,278	Crab
2014	31	418,911	1,568,337	Crab
2015	44	521,913	1,880,778	Crab
2016	38	646,321	2,627,467	Crab
2017	54	555,038	2,675,740	Crab
2018	40	463,967	1,746,904	Crab
2019	25	372,090	880,455	Halibut
2020	18	344,629	591,001	Halibut
2021	14	225,507	281,177	Share of earnings not reported
2022	22	282,532	2,839,485	Crab

Source: Alaska Commercial Fisheries Entry Commission

SUBSISTENCE HUNTING AND FISHING

Northwest Alaska residents of Norton Sound and Port Clarence have relied on fish for cultural and nutritional sustenance for thousands of years. Fishing occurs in both marine and fresh waters. Comprehensive harvest surveys estimate that the five species of Pacific salmon comprise about two-thirds of the total fish harvest in the area, with Dolly Varden, whitefishes, herring, king crab, saffron cod, northern pike, and other species making up the other third. For the mainland communities, diet surveys indicate that subsistence-caught fish contribute more than half of the meat, fish, and poultry area residents consume (Alaska Department of Fish and Game, 2023). In 2022, Nome accounted for 72% of total subsistence salmon harvest permits and 38% of the total harvest in the Norton Sound-Port Clarence Area. As Port Activity increases, access to subsistence hunting and fishing may become increasingly difficult without additional infrastructure.

Figure 7. Norton Sound-Port Clarence Area Fish Surveyed or Returned (2022)



Source: ADF&G 2020

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MINING ACTIVITY

Rock

Cape Nome Quarry, located east of Nome, produces quality rock for construction projects and is a source of industrial-grade armor stone and riprap commonly used on seawalls, causeways, and breakwaters. Cape Nome Quarry provides rock to surrounding communities via barge and the Port, and has supply available for years to come.

Gold, Zinc, Lead, Silver, and Copper

Nome's Port could become a pivotal supply chain node for zinc, lead, gold, silver, and copper exploration activities with the possible development of the Upper Kobuk Minerals Project and Ambler Road Project.

Offshore Dredging

Offshore dredging around Nome uses a variety of mainly floating dredges (from small pontoon vessels to large barges). Record gold prices and the availability of offshore leases significantly increased active gold dredges, from just three in 2004 to a record 128 in 2012. Since then, the number of vessels has declined substantially as operations have consolidated or ceased. An additional offshore lease sale is anticipated sometime after the 2025 summer mining season.

Graphite

Graphite production for electric vehicle batteries promises substantial job creation and use of fuel, storage, and other commodities provided locally. Graphite One is the current project proponent for a graphite mining and processing operation near the community of Teller, roughly 37 miles from Nome. Construction could start as early as 2028, with a first shipping date in 2030. Graphite One plans to begin producing 25,000 tonnes of synthetic anode material out of their Secondary Treatment Plant (STP) by mid-2026. They anticipate a need for 500–800 people for construction (not including the STP), 150 for mine operations, and another 155 at the STP during operations with a goal to ensure a concentrate production of 183,000 dry metric tonnes (dmt) per year. The mine life is anticipated to be over 20 years at 183,000 dmt per year (Graphite One 2024).

Heavy hauling vehicles, laydown storage space for graphite (during non-shipping seasons), and a man camp (housing) will be needed to support operations and should lead to a significant increase in economic activity and commodity movements through the Port of Nome.

RECREATION AND TOURISM

Based on the Alaska Travel Industry Association’s Alaska Visitor Profile for 2022–2023, 7% of visitors surveyed visited Northwest Alaska, with ~1% visiting Nome. The warming climate and diminishing sea ice have led to an increase in marine traffic from various vessels, including cruise ships, which has the potential to boost marine-based tourism in Nome. Cruise ship traffic at the Port of Nome is predominantly expedition cruise size, with 150–300 passengers and associated crew members. However, the Westerdam—a 2,500-passenger, 1,000-crewmember cruise ship—is expected in 2024. The proposed 2024 Phase 1 Port expansion will expand capacity and enable larger vessels to dock rather than anchor in the harbor and lighter passengers ashore.

Table 2. Port of Nome Cruise Ship Traffic (2023)

Cruise Ship Traffic	Capacity
Scenic Eclipse (Cancelled)	228
Roald Amundson	530
Scenic Eclipse*	228
NG Resolution	183
Roald Amundson	530
Hanseatic Nature	230
Nansen	530
Silver Wind*	274
Seaborne Venture*	528
L’Austral	264
Sylvia Earle	132
Le Boreal	264
Le Commandant Charcot*	245
2023 Total	4,166

**Ship anchored, passengers to lighter ashore*

RECREATIONAL ACTIVITIES

All cruise ship passengers are taken on a tour of the Nome area before boarding their ship or after disembarking. The tour generally includes an overview of the city of Nome, gold rush history, gold panning, a visit to a sled dog kennel/past Iditarod competitor, and a visit to the tundra.

Nome’s tourism strengths lie in its rich gold mining history, the unique and diverse tundra landscape, and charismatic wildlife, including muskox and reindeer. Birding is also popular, with niche species available and accessible via Nome’s road system. Winter tourism attractions (notably the Iditarod) add to its allure, in addition to potential cultural connections to the Bering Land Bridge National Preserve and a tradition of unique local personalities (ADOTPF).

NATIONAL SECURITY AND PUBLIC SAFETY

Maritime use of the area is becoming more of an international issue. Increased Arctic shipping via the Northwest Passage and the Russian Federation’s Northern Sea Route has important global commercial and U.S. national defense implications. These passages provide a shorter route between Asia and Europe. These concerns will become more prevalent as sea ice retreats and vessel activity increases (ADOTPF 2022). An increased U.S. Coast Guard presence is anticipated as vessel traffic increases. More traffic and maritime activities increase the risk of safety incidents and emergency disasters. Additionally, vessels dredging for gold off the coast of Nome are subject to U.S. Coast Guard vessel safety and environmental protection requirements.

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**PORT
FACILITIES**

Port of Nome Existing Facilities

The Port of Nome is a strategic maritime hub equipped with various essential facilities. The Small Boat Harbor (SBH) is the inner harbor located at the mouth of the Snake River and encompasses floats and gangways, a Low Dock, Fish Dock, East Dock, South Dock, and the Gravel Ramp, accommodating a diverse range of vessels. The Outer Harbor is safeguarded by the East Breakwater and West Causeway, ensuring protection from the elements. The West Gold Dock, Middle Dock, and City Dock within the Outer Harbor contribute to

the Port's operational capabilities. The Seawall Revetment along Front Street provides further coastal protection. The Snake River Inlet also features a High Ramp and Barge Ramp, enhancing the Port's versatility in handling various maritime activities. The following pages provide a brief description of each facility and its condition.

Unless otherwise noted, all facilities were inspected by PND Engineers, Inc. (PND) in 2019 and are scheduled to be inspected again in 2024.

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EXISTING FACILITIES



Seawall Revetment



Nome seawall

Most of the city coastline, from approximately D Street to just east of the Nome Bypass Road, is a built-up armor stone seawall. The seawall protects the coastline and the properties along Front Street from wave action and storm surges. The revetment is the responsibility of the US Army Corps of Engineers.

Small Boat Harbor

FLOATS AND GANGWAYS

2019 Report – Fair Condition

The floats provide small boat moorage for vessels up to 40' in length. Mooring maximum is 16-20 boats with rafting. The floats are removed annually in winter months to prevent ice damage. A need for additional small boat moorage has been identified to relieve congestion, and to separate commercial operations from public activities for safety and efficiency.

LOW DOCK

2019 Report – Good Condition

The Low Dock provides additional small boat moorage and can provide some functionality for onloading and offloading of smaller vessels from the shore without the need of an access gangway. The dock is approximately 270' long and typically serves vessels in the 30' to 60' range.

FISH DOCK

2019 Report – Fair Condition

The Fish Dock services the local fish processing vendor and moors mostly commercial fishing and shipping vessels for its operations. The dock is approximately 440' long and typically serves vessels in the 60' to 80' range. The dock is heavily utilized and will have 8-12 vessels when rafting is used.

EAST DOCK, SOUTH DOCK AND GRAVEL RAMP

2019 Report – Not Inspected

The East and South Dock and the Gravel Ramp are operated by the City, however the sheet pile structures themselves are owned by the US Army Corps of Engineers (USACE). The two dock structures are typically used to moor as well as occasionally offload fuel. Between the East and South Docks is a gravel barge ramp that is used for launching and retrieving large commercial vessels. The East Dock services vessels in the 60' to 70' range, and the South Dock typically 80' and over. The barge ramp can accommodate hauling out large barges 300'+, but is mainly limited by draft in this area.



Float and ramp



Low Dock



Fish Dock

Snake River Outlet



Barge ramp and dolphins from shore



Barge ramp dolphins



High ramp and dolphins

BARGE RAMP

2019 Report – Poor Condition

The barge ramp located near the outlet of the Snake River is used to launch and retrieve small to medium sized vessels as well as an array of other local gold mining equipment. The ramp was replaced in 2022 due to the original structure reaching the end of its useful life. The ramp is 60' wide, and is used for trailered vessels or the use of air bags for vessels up to approximately 120' long.

HIGH RAMP

2019 Report – Good Condition

The High Ramp is used for loading and offloading of shallow draft vessels and consists of a single OPEN CELL SHEET PILE™ bulkhead with a concrete ramp and two offshore dolphins. The two offshore dolphins allow vessels to align bow first to the structure and use the concrete ramp to for loading and offloading goods.

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Outer Harbor

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WEST CAUSEWAY AND EAST BREAKWATER

2019 Report – Good Condition

The West Causeway and East Breakwater protect the Outer Harbor basin and shelter vessels during adverse weather conditions. The West Causeway is accessed by a single-span vehicle bridge that crosses a small breach near the north end of the structure to provide for fish passage. The basin is dredged annually to maintain adequate draft for incoming vessel traffic. The outer Harbor currently has three dock structures that service the majority of the incoming and outgoing cargo in Nome: West Gold Dock, Middle Dock, and City Dock.

CAUSEWAY BREACH BRIDGE

2019 Report – Good Condition (Abutments Only)

The causeway breach bridge provides vehicular access to the West Causeway for all incoming and outgoing port traffic. Port utilities (power, water, and fuel) are mounted under the bridge. The bridge is capable of supporting heavier than normal highway traffic to accommodate the port infrastructure however port operations would be aided by a wider structure in the future. ADOT provides inspection of the bridge structure per Federal Highway Administration (FHWA) regulations every two years.



Causeway revetment



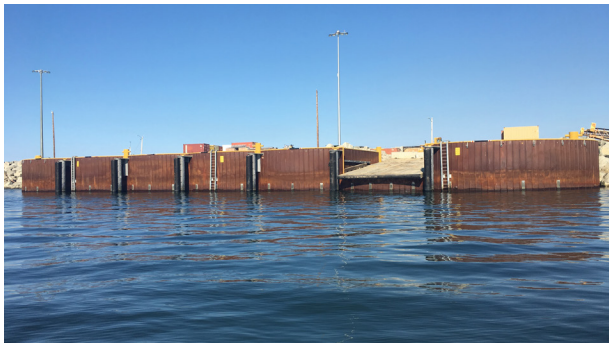
Breach bridge

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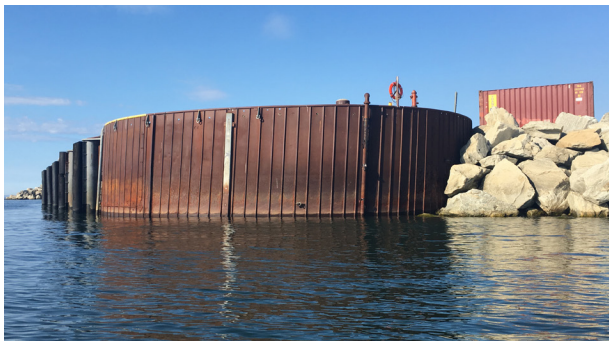
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West Gold dock



Mid dock



City dock

WEST GOLD DOCK, MID DOCK AND CITY DOCK

2019 Report – Good Condition

These structures are the primary fuel cargo and large vessel mooring facilities with a current draft of -22' MLLW. All three docks are heavily used during the open water season and often have multiple vessels rafted at each location. Mid Dock has a 30' wide access ramp for roll-on and roll-off equipment and goods from small barges. Gravel, freight and fuel are the typical onloads and offloads here. The docks are each approximately 200' long. The average barge is in the 300' range. The largest vessels accommodated are in the 560' range, requiring spanning two of the docks and being limited by draft.

Port of Nome Modification

In 2020, the United States Army Corps of Engineers (USACE) released the final version of the Port of Nome Modification Project. In this release, they recommended the expansion of port facilities at Nome based on criteria established under Section 2006 of the Water Resources Development Act. The report meticulously examined various alternative layouts and dredge depths for the Port, ultimately selecting Alternative 8b as the preferred plan for the Port's expansion.

Alternative 8b extends the West Causeway by approximately 3,500 feet to create a new outer harbor. This new outer harbor is proposed to be dredged to a depth of 40', facilitating the installation of new sheet pile docks. These docks aim to enhance the Port's capacity for vessel moorage, both in length and draft. Additionally, Alternative 8b recommends the removal of the existing East Breakwater. In its place, a new East Causeway further east, aligned with E or F Street, is suggested. This causeway includes a breach bridge, akin to the West Causeway, to enable fish passage and water flow. It also accommodates additional sheet pile docks on the interior, further increasing the moorage capacity of the Port. Both existing and new docks on the East Causeway are proposed to be dredged to a 28' draft, marking an increase from the current 22' draft.

The improvements will be designed and constructed in three phases. Phase I involves expanding the West Causeway and installing new sheet pile docks. As of this writing, Phase I is currently out to bid and is anticipated to commence construction in 2025. Phase II of the project involves dredging the Phase I West Causeway expansion to a depth of -40' MLLW and deepening the existing harbor to -28' MLLW. Finally, Phase III will entail the removal of the existing East Breakwater and replace it with the new West Causeway. This phase will also introduce the breach bridge and new sheet pile dock structures and dredging the basin to a depth of -28' MLLW.

Funded Improvements (Phase I & II)



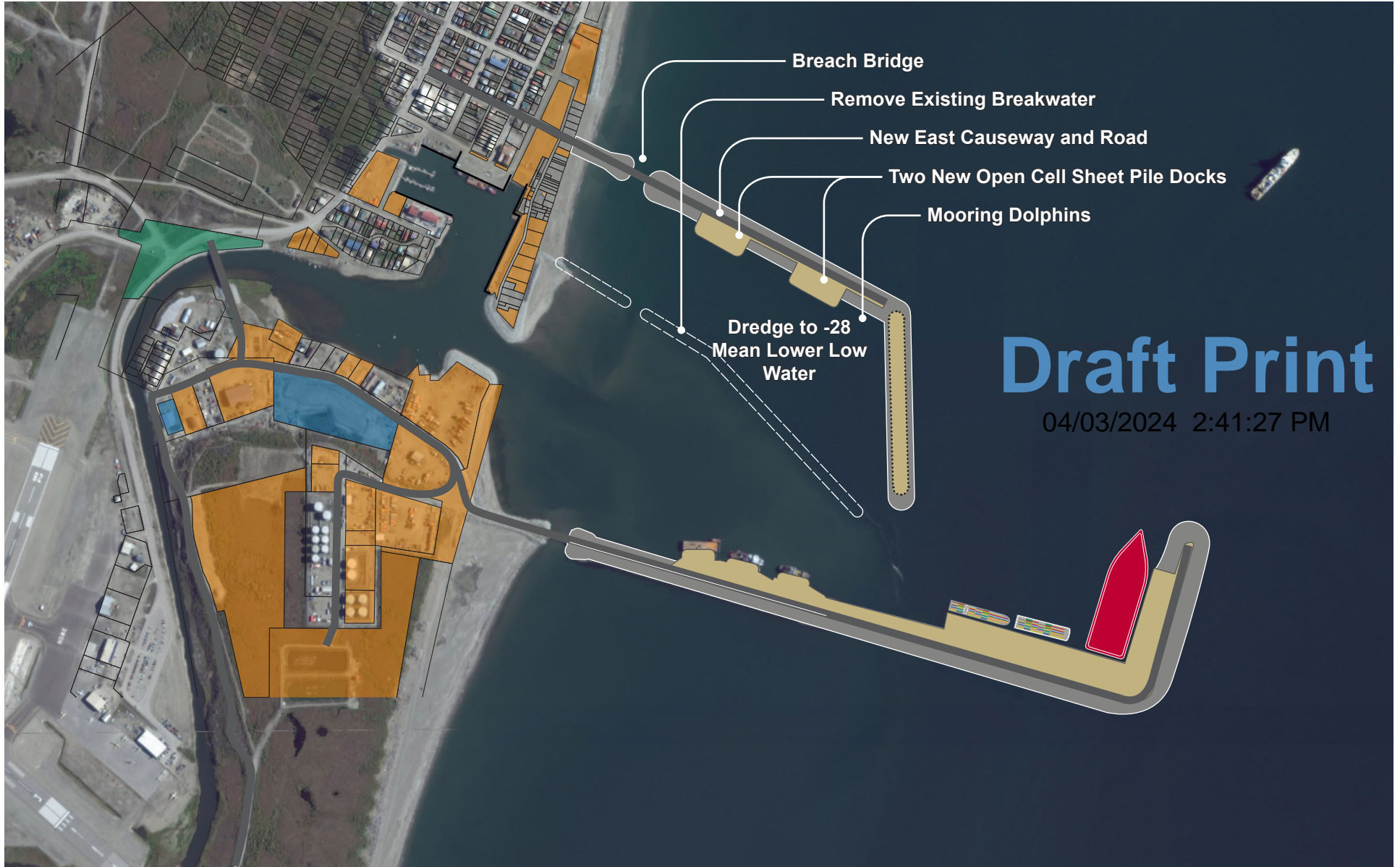
EXTEND CAUSEWAY (PHASE I) AND DREDGE (PHASE II)



Planned Improvements (Phase III)



REMOVE EAST BREAKWATER & NEW EAST CAUSEWAY AND ROAD



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**PUBLIC
ENGAGEMENT**

Leading up to the public meeting in January 2024, key stakeholder interviews were conducted with community members, local businesses, and commercial and personal use fishers that actively use the Port to get initial input. These preliminary interviews allowed the City and planning team to identify key focus issues and needs for the Port of Nome. Interviews were conducted with eight stakeholders and their summaries are below:

Community & Environment

- Build a Fishermen's Memorial at Middle Beach where the river meets the ocean.
- Create a dedicated landing and parking for subsistence hunting and fishing on Belmont Point's west side.
- Provide power across dock areas to facilitate maintenance and other dockside activities.
- Lease real estate strategically for temporary housing, considering local housing market impacts.
- Develop River Street / 1st Avenue for operations facilities.

Tourism

- A surge in tourism is expected.
- Upgrade dock surfaces to accommodate cruise passengers.
- Ensure capacity for passenger transportation.
- Improve restroom and shower facilities for community and visitors.
- Provide a welcoming waterfront and activities.

Operational Efficiencies

- Install a travel lift and haul-out for efficient vessel handling.
- Station a dedicated assist boat/tug in Nome for summer operations to aid large vessel maneuvering.
- Assess real demand for maritime services like welding and machine shops.
- Support for planned inclusion of jetty.
- Dedicate a docking area for the mining fleet with shallow draft limitations.

Other Feedback

- Additional deepwater slips are needed inside harbor.
- Plumb the new port with pipelines for fuel/water/sewage.
- Diesel and turbine (naval vessels) pipelines may be required.
- Install waste pump-out stations for vessels.
- There were general concerns about funding for development projects.
- Year-round mining operations could warrant more laydown space.

In-Person Meetings - Vision

Public meetings were held January 23, 24, and 25, 2024. These meetings included two evening public meetings, a meeting with the Ports Commission, and 'open studio' times during the day when people were able to drop by to speak with the team.

The first exercise was to check in with participants for their high-level thoughts and goals for the Port and its future.

What should the Port look like:

- Robust safety and security response
- Clean and simple
- Improved gas and oil spill response
- Provide small business development
- Welcoming
- Include subsistence facilities
- A place to walk and visit (food trucks, trails, beach bar)
- Functional for all vessels small and large
- Modern and forward-thinking future
- More availability for local use
- Provide safe and longer duration subsistence access
- Vibrant waterfront

What do you genuinely care about:

- The environment and nature
- Honoring cultural activities
- Pollution control (minimizing)
- Functional and aesthetic port
- Provide housing
- Provide opportunities for lower income residents to use
- Minimize waster generation

How can we make a difference:

- More jobs and income generation for the community
- Skills and workforce development
- Develop new businesses
- Provide investment opportunities
- Provide sewer and water to port facilities
- Emergency response for region
- Provide Coast Guard facilities
- Dedicated access for subsistence use
- Opportunities for the sale of Native and local art
- Plan and design for climate change and its impacts to community and port
- More moorage for smaller local boats

What do we want to achieve:

- Jobs and economic growth
- Reduced energy costs
- A sustainable community
- Lower costs of living
- Affordable port services
- Strategic military presence for the region (fast response)
- Provide funding for schools and kids
- Better maintained roads

In-Person Meetings - Desired Facilities

The second exercise was to determine what facilities participants felt were needed for the Port for the community in general, and for their specific interests in the Port.

DESIRED FACILITIES

Vessel Support (Larger and cruise ships)

- Shoreside power
- Additional waste disposal capabilities
- Gray water and fresh water facilities
- Incinerator (trash)
- Tank farm expansion (fueling)
- Fueling vessels (including smaller vessels)
- Bathrooms
- Laundromat

Subsistence access to water

- Ramp further out that accesses open water more frequently
- Locate in small vessel harbor
- Boat cleaning station
- Satellite dock
- Improved boat launch and parking at Bellmount Point
 - Meat and fish process table and rack (with water)
 - Boat launch (24' trailer boat) on inside of west causeway just above fish passage or at cargo expansion area.

Marine service facilities

- Warehouses
 - Ample size and convenient location
 - Heated with utilities
 - Equipment storage (no more Conexes)
 - Service space (welding, refrigeration, hydraulics, etc)
- Shop space
- Marine service providers
- Cranes
- Vessel storage (organized by vessel type and season)
- Vessel haul out/travel lift
- Dry dock

Cargo facilities

- Cargo crane
- Expanded sorting and storage area
- Expanded barge loading
- Lighting



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Park and open space

- Parks and plazas
- Bathrooms
- Cruise ship gateway
- Tour vendors
 - Visitor center/Tourism Information
 - Bus/tour staging/drop-off
 - Welcoming and nice
 - Connections to Front Street
- Trails (beach, along harbor and to downtown)
- Parking
- Vendor space
 - Food carts
 - Art and crafts
 - Small business sales area
- Interpretive signs-history and things to do

Port Security

- Lighting
- Cameras
- Port staffing
- Vessel oversight

Bathrooms

- At Small Boat harbor
- Off-loading/gathering cruise ship passengers

Small boat harbor facilities

- Recreation boat docks (seasonal)
- Restrooms
- Fuel for smaller boats
- Boat launch
- Parking and trailer parking
- Subsistence facilities

Miscellaneous

- Emergency Response Facilities
- Reinforced seawall, respond to climate change impacts
- Wifi
- Energy
- Improved lighting (for vessels-fog and vehicles-parking)
- Parking lots
- City bus
- Gift shops and Quickstop

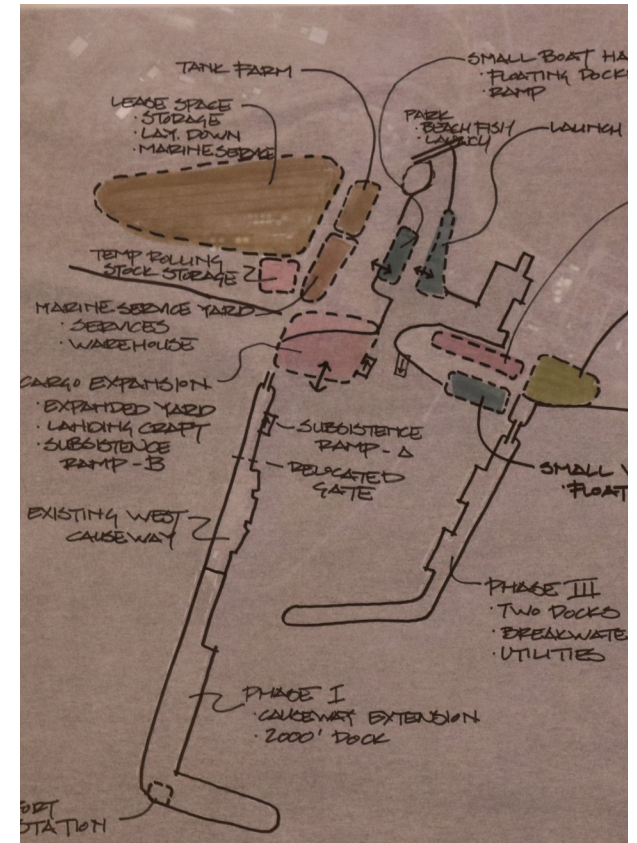
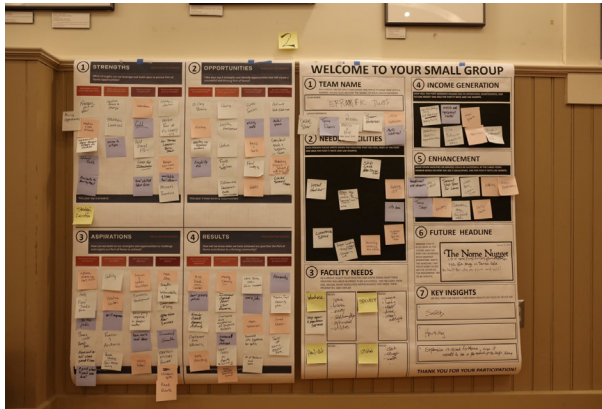


In-Person Meetings - Related Enhancements

Beyond specific improvements within the Port area, participants were asked what other related enhancements would help with the success of the Port.

RELATED ENHANCEMENTS

- Pavement on L
- Beautification
- Restaurants
- Dockside vendor/artist space
- Food cart area
- Tour excursions area
- Tribal trade and commerce area
- Ferry-OME to ANC
- Make nicer looking
- Ferry to surrounding Bering Strait communities
- Helipad
- Laundromat and showers
- Housing
- Subsistence area
- Park and playground
- Seasonal shops for lease
- Walkway/trail
- Public restroom
- Child care
- Restaurant (coffee shop, snack bar)
- Benches and green space



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Master Plan Ideas

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CONSOLIDATION OF PUBLIC ENGAGEMENT INPUT

