ATTACHMENT G:
City of Saint Paul FY24 BUILD Grant Application

FY 2024 RAISE Project Information Form - All Fields Required

DO NOT CHANGE FILE NAME, COPY/PASTE, OR PDF THIS DOCUMENT WHEN SUBMITTING TO AVOID PROCESSING ERRORS

Field Name	Response	Instructions
Project Name	Saint Paul Harbor Improvements Planning Project	Enter a **concise,** descriptive **title** for the project. This should be the same title used in the Grants.gov SF-424 submission and the application narrative.
Project Description	This Project will plan for improving the existing Saint Paul harbor transportation infrastructure to increase safety and capacity. This includes improvements and realignment of the only access road through the Harbor, as well as improvements and expansion to the docks, piers, and mooring capacity for vessels, and finally improvements and relocation of the Harbormaster Office to a safe and sustainable location.	Describe the project in plain English terms, using **no more than 100 words**. For example, "The project will fund construction activities for streetcar service from location X to location Y" or " the RAISE grant will redevelop Main street with Complete Streets enhancements, ADA accessible sidewalks, and dedicated bicycle paths from 10th street to 25th street." **Do not** describe the project's benefits, background, or alignment with the selection criteria in this description field.
RAISE Amount Requested	$ 4,052,760.00	Enter the **total amount of RAISE funds requested** for this project in this application. *[See NOFO Section B.2 for minimum and maximum award size]*
Total Project Cost	$ 4,311,475.00	Enter the **total cost of the project**. This should equal the sum of Total Federal Funding and Total Non-Federal Funding. *This value may not be less than the amount requested.* *Total Project cost means future eligible costs. This cannot include any previously incurred costs.* This Total should match the Total on the SF-424 item 18.g.
Total Federal Funding	$ 4,052,760.00	Enter the **amount of funds committed to the project from ALL Federal sources including the proposed RAISE amount**. *This value may not be less than the amount requested.* For applications designated as **urban**, Federal funding cannot exceed 80% of total project cost unless the project is located in a Historically Disadvantaged Community or an Area of Persistent Poverty as defined in the RAISE NOFO. For applications designated as **rural**, there is no limit to the share of Federal funding.
Total Non-Federal Funding	$ 258,715.00	Enter the **amount of funds committed to the project from non-Federal sources**. For applications designated as **urban**, the total non-Federal funding amount must be greater than or equal to 20% of the total project cost, unless the project is located in a Historically Disadvantaged Community or an Area of Persistent Poverty as defined in the RAISE NOFO. For applications designated as **rural**, there is no minimum non-Federal share requirement.
Capital or Planning	Planning	Identify the project as **capital** or **planning**. The "**capital**" designation is for projects that requesting funding for the construction of surface transportation capital infrastructure. *(Right-of-way acquisition is capital. Projects that include pre-construction AND right-of-way acquisition, but do not include construction activities will be classified as capital).* The "**planning**" designation is for projects that are requesting funding for planning, preparation, or design of eligible surface transportation capital projects.
2020 Census-designated Urban Area	Not Located in an Urban Area	Select the Urban Area the project is located in using the drop down, or if the project is located outside an Urban Area please select "Not located in an Urban Area". Reference the "Urban or Rural Designation" tab in this file for assistance. For more information, see https://www.transportation.gov/RAISEgrants/urbanized-areas. Note: The RAISE 2024 urban/rural designation applies the updated 2020 Census urban areas which is a change from prior years.
Urban/Rural	Rural	Identify whether the project is **located in a rural or urban area**, using the drop-down menu. For RAISE 2024, a project is designated as urban if it is located within (or on the boundary of) a Census-designated urban area that had a population greater than 200,000 in the 2020 Census. If a project is located outside a Census-designated urban area with a population greater than 200,000, it is designated as a rural project. Reference the "Urban or Rural Designation" tab in this file for assistance. For more information, see https://www.transportation.gov/RAISEgrants/urbanized-areas. If the project is located in an urban AND a rural area, select the appropriate designation based on where the majority of the project funds will be spent (e.g. 51% of project costs spent in the urban area = Urban designation). *Note: The urban/rural designation is based on the **Urban Area**. It is NOT based on the city or county population count.*
Project Location Zip Code	99660	**Identify the 5-digit zip code of the project location.** If the project is located in more than one zip codes, please identify the zip code in which the majority of the project is located. If the project is in a territory that does not have zip codes, leave this field blank. *Project location zip code is NOT the applicant organization zip code.*
2020 Census County	AK - Aleutians West Census Area	**Identify the county (or county equivalent)** where the project is located in using the drop-down. If the project is located in more than one county, please identify the county in which the majority of the project is located.
Additional 2020 Census Counties		**Identify additional counties separated by a comma**. For instance, if the project additionally runs through Polk County and Butler County, please enter 'Polk County, Butler County' in the cell. If the project is in a territory that does not have county designations, leave this field blank.
2020 Census Tract(s)	2016	**Identify the census tract(s) the project is located in.** For example, if the project is located in Census Tract 93.30, please enter '93.30' into the cell. The last zero may be missing from your response (e.g., 93.30 may display as 93.3). If the project is located in more than one census tract please identify all census tracts. For example, if the project is located in Census Tract 93.31, Census Tract 93.32, and Census Tract 94.03, please enter '93.31, 93.32, 94.03' into the cell. Please visit the USDOT's Grant Project Location Verification Tool (https://maps.dot.gov/BTS/GrantProjectLocationVerification/) to identify census tract(s).
Project Located in an Area of Persistent Poverty?	No - Project is not located in an Area of Persistent Poverty	**Identify if the project is located in an Area of Persistent Poverty** based on the definition in the NOFO. Please visit the USDOT's Grant Project Location Verification Tool (https://maps.dot.gov/BTS/GrantProjectLocationVerification/) to identify Areas of Persistent Poverty.
Project Located in a Historically Disadvantaged Community?	Yes - Project is located in a Census Tract that meets the definition	**Identify if the project is located in a Historically Disadvantage Community** based on the definition in the NOFO. Please visit the USDOT's Grant Project Location Verification Tool (https://maps.dot.gov/BTS/GrantProjectLocationVerification/) to identify Historically Disadvantaged Communities.
Project Location Latitude	57.125518	**Provide the project's latitude coordinates.** For projects that are not located at a single set of coordinates, please provide a centralized set of coordinates. Tools such as Google Maps, Google Earth (https://earth.google.com/web) or GEOJSON (https://geojson.io/#map=2/0/20) are recommended to identify the project's coordinates.
Project Location Longitude	-170.28536	**Please provide the project's longitude coordinates.** For projects that are not located at a single set of coordinates, please provide a centralized set of coordinates. Tools such as Google Maps, Google Earth (https://earth.google.com/web) or GEOJSON (https://geojson.io/#map=2/0/20) are recommended to identify the project's coordinates.
Project Type	Maritime - Repair/Rehabilitation	Identify the **Primary and Secondary project type** combination that most closely aligns with your project from the choices in the drop-down menu. See the "Project Types" tab in this file for further information and project type definitions.
Anticipated FY24 RAISE Project Start Date	9/1/2024	Enter the month/day/year you anticipate your project to start. This should only refer to the start of the RAISE funded 'project' and not include any previously incurred activities or costs that will not be funded under the RAISE 'project'.
US DOT FY24 Discretionary Application?		If the applicant has or will submit this **exact project to another FY 2024 USDOT discretionary grant program**, please list the name of the program(s).
US DOT FY23 Reconnecting Communities and Neighborhood Grant Program Identical Application Submission?	No	If this exact project was submitted in the **FY 2023 Reconnecting Communities and Neighborhoods Grant program**, select "Yes" from the drop-down menu.
US DOT FY23 Reconnecting Communities and Neighborhood Program "Reconnecting Extra" Designation?		If your RAISE 2023 application was submitted in the **FY2023 Reconnecting Communities and Neighborhood Grant program AND you were notified you received the designation of "Reconnecting Extra"**, select "Yes" from the drop-down menu. If you are not sure, or this does not apply to you, please leave blank.
Previous Submission to TIGER/BUILD/RAISE		If this exact project was submitted in a **previous TIGER, BUILD, or RAISE** round, please list the name(s) of the round(s) (e.g TIGER 2015, BUILD 2019, RAISE 2022, RAISE 2023).
Other Federal Agency Assistance?		If this project has applied for **another Federal (non-USDOT) financial assistance or capacity-building program**, please list the name of the program(s).
Tribal Government?	No	Select "Yes" from the drop-down menu if the applicant is a **Federally recognized tribal government**.
Tribal Benefits?	Yes - Direct Tribal Benefits	**If the applicant is not a Federally recognized tribal government**, is the project located on tribal land? And if not, does it have direct tribal benefits? Answer using the drop-down menu.
Project include a Project Labor Agreement or other workforce agreements?	No	Select Yes or No if your project includes a Project Labor Agreement or any other workforce agreements.
Private Corporation Involvement	Yes - Directly Involves or Benefits a Private Corporation	Does this project involve (a) private entity(ies) that will receive a direct and predictable financial benefit if the project is selected for award? This includes, but it not limited to, private owners of infrastructure facilities being improved and private freight shippers or carriers directly benefitting from completion of the proposed project.
Private Corporation Name(s)	Trident Seafoods, Tanadgusix Corporation, Lynden Alaska Marine Lines, EnviroTech, Vitus Marine, American Seafoods, Bowhead Transport, Hurtigruten Expeditions, St. Paul Fishing Company, 57 Degrees North LLC, 170 Degrees West LLC, Village Cover Seafoods LLC, Boyer Marine, Bristol Wave Seafoods, Alaskan Leader Seafoods, Kiewit Corporation, The Dutra Group, Coastal Transportation, North Pacific Fishing LLC, U.S. Fishing LLC, America's Finest Fishing LLC, O'Hara Corporation, Ocean Peace Inc. as well as dozens of private boat businesses that deliver Bering Sea snow crab to Saint Paul Harbor.	**If this project directly involves or benefits a specific private corporation**, please list the corporation(s) separated by a comma.
TIFIA/RRIF?	No	Is the project currently, or does this project anticipate applying for Transportation Infrastructure Finance and Innovation Act (**TIFIA**) or Railroad Rehabilitation & Improvement Financing (**RRIF**) **loans**? See [https://www.transportation.gov/buildamerica/] for more details.
Department Financing Program?	No	If your application is unsuccessful, would you like to be contacted about the **Department's financing program**?

PROJECT DESCRIPTION

The City of Saint Paul (City) is requesting $4,052,760 in FY24 RAISE grant funding for the Saint Paul Harbor Improvements Planning Project (Project). This Project focuses on improving the existing Saint Paul harbor transportation infrastructure to increase **safety and capacity**. This includes improvements and realignment of the only access road through the Harbor, as well as improvements and expansion to the docks, piers, and mooring capacity for vessels, and finally improvements and relocation of the Harbormaster Office to a safe and sustainable location. The Project will complete all necessary planning and preconstruction activities to prepare for future construction.

Project Location

Saint Paul Island is one of the **most remote and difficult to access communities** in the nation. Located in the middle of the Bering Sea of Alaska, 800 miles west of Anchorage and 300 miles west of the Alaska mainland, Saint Paul Island is accessible only by air or vessel. It is a 4-hour flight from Anchorage, Alaska and one day's travel (235 miles) by vessel to the Aleutian Islands.

Saint Paul Island is the largest of the 5 Pribilof Islands, about 44 square miles in area and home to 341 people. **Eighty-four (84%) of the population is Unangun (Aleut) Alaskan Native, and the island is home to a Federally Recognized Alaska Native Village.** Saint Paul Island is not located in an urbanized area, nor in any organized Borough. Saint Paul Island is located in Census Tract 1, Aleutians West Census Area, Alaska. According to the Climate and Economic Justice Screening Tool, **Saint Paul Island is "Partially Disadvantaged.**" The US Department of Treasury has formally designated the Aleutians West Census Area as an **Opportunity Zone.**

Figure 1: Saint Paul Island is the largest of the 5 Pribilof Islands

Figure 2: The southern tip of Saint Paul Island is home to the Harbor and City, and most of the Island's population.

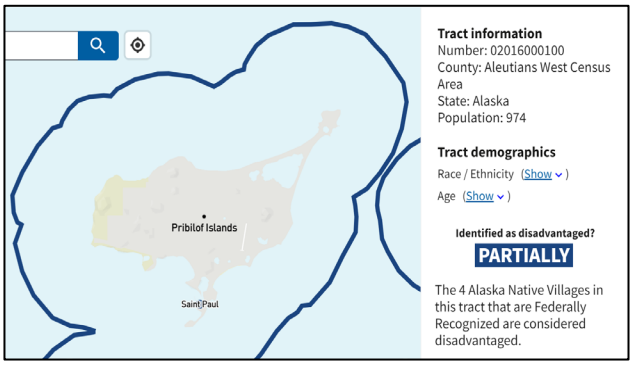


Figure 3: Aleutians West Census Area Disadvantaged Status

Figure 4: Saint Paul Harbor

The Saint Paul Harbor - the Project location - is on a narrow peninsula on the southern tip of the island in the vicinity of latitude 57.125518, longitude -170.285358.

Saint Paul Harbor has a breakwater, 600' of dock space split between three docks, a barge off-loading area, and a small boat harbor. Saint Paul Harbor facilities are capable of handling fishing vessels, small rescue boats, small cruise ships, and fuel and cargo barges.

Saint Paul Island Background

Figure 5: Saint Paul Harbor, with the City of Saint Paul behind.

Fishing is the primary source of economic activity, yielding primarily Opilio crab and halibut, both of which are processed on the island. Saint Paul Island has been described as the "Galapagos of the North," due to the yearly migration of over 211 bird species, the occasional rare bird, and 500,000 northern fur seals. The Bering Sea location results in cool weather year-round and a narrow range of mean temperatures varying from 15 to 64 degrees Fahrenheit. Average rainfall is 25 inches and snowfall is 56 inches. Heavy fog is common during the summer months, but extreme wind and weather occur throughout the year. Known more descriptively as the Seal Islands, the Pribilofs are the historic breeding grounds of the world's largest population of northern fur seals.

The main economic activity on Saint Paul Island is the winter snow crab fishery. Approximately half of all snow crab harvested in the U.S. is delivered by fishing vessels to the sole processor on Saint Paul Island. Fishing takes place from January into April depending on allowable harvest levels and catch rates. Snow crab fishing, and past and future harvests of other crab species, is the primary impetus for the harbor. The City of Saint Paul collects revenues from dock and wharfage fees and fish taxes to support Harbor maintenance and operations.

Goods are transported to and from Saint Paul Island using intermodal transportation. Most freight and supplies are delivered by barge from Anchorage on a monthly or bimonthly schedule; fuel twice per year; and cargo from Seattle arrives five or six times a year. A small portion of supplies and perishable foods are transported via airplane. Trucks are used to transport goods between the port and other locations on the island, such as fuel, using the only access road available, the Harbor Road.

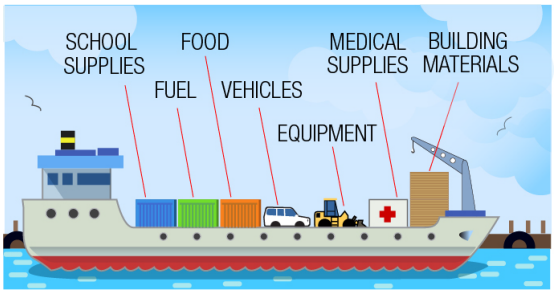


Figure 6: Saint Paul receives most basic needs via barge.

Detailed Statement Of Work

The project to be planned includes removal, replacement, upgrades, and expansion of intermodal transportation infrastructure at the Saint Paul Harbor, specifically the docks, piers, harbormaster office, and primary road through the Harbor. The major planning components of the Project include:

- Equity Analysis
- Community Engagement
- NEPA Environmental Review (expected Environmental Assessment)
- Topographical Survey and Geotechnical Investigation
- Define right-of-way requirements (for Harbor Road realignment only)
- Design Drawings (35%, 65%, 95%, and Final design plan sets)
- Benefit-Cost Analysis
- Permitting
- Project bidding and award

Current Design Status

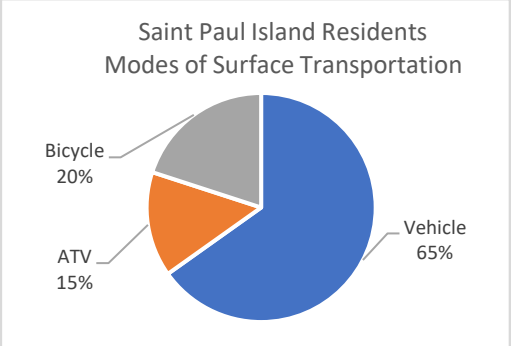
Conceptual (15%-35%) design and cost estimates Project were completed between 2015-2022. The focus of the proposed Planning Project is to re-evaluate those improvement and expansion needs, update design and cost estimates, as well as other pre-construction activities.

Transportation Challenges Addressed By The Project and the How this Project Addresses These Transportation Challenges

The transportation challenges addressed by this Project are categorized as **safety and capacity challenges** that not only impact transportation but the quality of life, economic competitiveness, and environmental sustainability of the Saint Paul Harbor and those that rely upon it.

Harbor Road

The current Harbor Road requires realignment due to limited sight distance and blind corners. In this harbor setting, large cargo containers, machinery, and other obstructions reduce sight distance. This lack of visibility increases the risk of collisions between vehicles, pedestrians, and stationary objects. Blind corners, where visibility of oncoming traffic or pedestrians is obstructed, present a significant danger on roads passing through harbor operations. The current road also lacks clear and adequate signage, the absence of which leads to confusion and increases the likelihood of accidents. Finally, the Harbor Road has poor drainage resulting in standing water accumulating on the road surface during heavy rainfall or high tide events. Flooding impedes traffic flow, reduces traction for vehicles, and increases the risk of vehicles becoming stuck in flooded areas, leading to accidents and road closures. Poor drainage has contributed to the deterioration of the Harbor Road surfaces, leading to the formation of potholes, which pose a safety hazard for vehicles and heavy equipment. Surface water drainage issues not only affect vehicle safety but also pose risks to pedestrians and cyclists using the road.



City North Docks and Piers and City South Docks

To efficiently transfer cargo from the barges to the port facilities for further transportation or

storage, safety protocols are paramount to prevent accidents or damage to the cargo, the vessel, and the port facilities. The ship's crew, assisted by harbor workers, secure the vessel to the berth using ropes, chains, or mooring lines to prevent movement during unloading. Unloading freight at the remote, rural port of Saint Paul in rough weather presents significant challenges due to the lack of advanced infrastructure and the increased vulnerability to harsh environmental conditions.

The process is similar for the unloading and loading of fish and crab. Port workers and fishermen closely monitor weather forecasts to anticipate rough weather conditions. Based on the forecast, decisions are made regarding whether it's safe to unload the catch or if it's better to wait until conditions improve. During rough weather, navigating into Saint Paul Harbor requires extra caution, to minimize the impact of waves and wind. Once maneuvered into position, crew members work quickly to secure the vessel to the dock using ropes, lines, and fenders to prevent it from drifting or sustaining damage. Unloading fish in rough weather requires a coordinated effort among the vessel's crew, port workers, and other personnel involved in the process.

Unloading and loading of fish and cargo in the current conditions of the Saint Paul Harbor – primarily inadequate infrastructure and capacity -- presents numerous safety challenges for both personnel and the cargo itself. This rural and remote port in the middle of the Bering Sea of Alaska is often more exposed to harsh weather conditions, including strong winds, high waves, and heavy rainfall. These weather conditions can make unloading operations more challenging and increase the risk of accidents, such as slips, falls, or equipment damage.

Damaged transportation infrastructure, such as the deteriorating City North and South Docks, pose significant hazards during unloading operations. The current harbor infrastructure is at the end of its useful life, damaged, and outdated. This increases the risk of accidents to vessels and injuries to people. Saint Paul Harbor lacks adequate mooring facilities and protection from waves and currents. This creates a risk of vessels becoming unstable during unloading, leading to collisions with other vessels and port infrastructure.

The current inadequate capacity of the Harbor makes it difficult for vessels to access the port, especially during adverse weather conditions. The limited current capacity of the Harbor leads to congestion which not only increases the risk of accidents such as collisions between vessels, equipment, or personnel, but also impedes the movement of cargo and make it difficult for workers to maneuver safely.

Harbormaster Office

The current Harbormaster Office is poorly located and has been repeatedly subjected to waves overtopping the breakwater. It is so heavily damaged by waves, wind, and flooding that it is unusable. Without a functioning harbormaster office, the Saint Paul Harbor suffers inadequate monitoring of vessel movements, increasing the risk of collisions, groundings, or other navigational accidents. Without onsite assistance, fishermen and cargo barge operators face challenges in safely maneuvering their vessels, particularly in unfamiliar or challenging harbor environments.

Addressing these safety and capacity issues requires a combination of measures which can be achieved with RAISE investment.

The Project will evaluate measures to improve visibility along the Harbor Road, installation of signage, traffic calming measures, mirrors or other warning systems, as well as realignment away from Harbor operations where heavy equipment and workers are present. Additionally, the

Project will plan for the installation of proper drainage infrastructure to efficiently collect and divert surface water away from the road, resurfacing and repair of damaged road sections to improve drainage and prevent the formation of potholes and uneven surfaces.

The Project will evaluate and plan for the necessary repairs and improvements, additional equipment and infrastructure for City South Docks and City North Docks and piers to safely and efficiently accommodate the fishing vessels, freight barges, cruise ships, and other vessels that routinely use the Harbor and rely upon it for critical fishing industry operations as well as a port of refuge in the middle of the Bering Sea, great distances from any other ports.

The Project will plan for a new and relocated harbormaster office to support the fishing industry and cargo barges in this remote island community by ensuring safety, managing vessel traffic, providing assistance with mooring and berthing, maintaining harbor infrastructure, coordinating emergency responses, and facilitating communication and information sharing among maritime stakeholders.

Project History and Previously Completed Components

Due to portions of the existing Harbor Road running on top of the main breakwater, and the proximity of the road to previous harbor projects, numerous environmental assessments have been completed in the area by both the U.S. Corps of Engineers (USACE) and the U.S. Department of Interior, Bureau of Indian Affairs, since 1982. The first breakwater was constructed in Saint Paul Island in 1983, and the current breakwater was constructed in 1989.

The USACE has spent significant time and resources studying, planning, designing, and constructing the breakwaters, entrance channel, and turning basin. The original design of the harbor was predicated on providing moorage for a fleet of 36 crab and bottom fish vessels with lengths up to 120 feet. This also provided access for refrigerated cargo vessel lengths more than 300 feet. The current inner harbor facilities can only accommodate a fraction of this original design fleet.

In 2019, the City of Saint Paul was awarded an EDA Economic Adjustment Assistance grant to complete a harbor improvement and expansion feasibility study to address current and longer-term needs at Saint Paul Harbor and inform the City's Capital Improvement Plan update. The proposed Project would complete the planning and preconstruction activities for much of the Phase 1 improvements and expansion identified in that study.

Broader Context

The City owns, operates, and maintains the Saint Paul Harbor facilities. This Project, which completes planning for Phase 1, is informed by the 2021 Feasibility Report (Attachment C), which identified three broad phases of improvements:

Phase 1 - Upgrade and expand existing inner harbor facilities for improved larger vessel moorage.

Phase 2 - Expand the breakwater and revise the entrance channel.

Phase 3 - Relocate the exit to the Salt Lagoon, expand the upland with additional moorage, and expand the inner harbor.

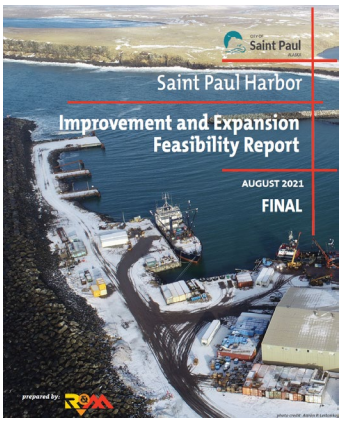


Figure 7: Saint Paul Harbor Improvement and Expansion Feasibility Study - August 2021

PROJECT READINESS

Introduction

This section demonstrates the City of Saint Paul's ability to deliver the complete project on schedule while (1) meeting all federal, state, and local requirements and (2) adequately anticipating and mitigating project risks.

Project Schedule

Task Name	2024				2025				2026				2027				2028			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Grant Management																				
Pre-Obligation																				
Notice of Award																				
Pre-obligation tasks with USDOT																				
Funds Obligated																				
Project Bidding & Award																				
RFP Preparation & Issuance																				
Bid Response Period																				
Bid Award & Approvals																				
Planning, Environmental, Design																				
Planning & Public Engagement																				
Harbor Plan Complete																				
35% Design																				
65% Design																				
NEPA Compliance																				
Survey & Geotech																				
Permitting/Protected Species Requirements																				
95% Design, Final Design & Engineering																				
Project Closeout																				

Given that this is a planning and design project, we fully expect the entire project to be completed before the September 2028 obligation deadline and well ahead of the expenditure deadline. There are very limited risks associated with this Project, which does not include any construction activities.

Public engagement will be central to this effort throughout this project. While the public engagement efforts will be concentrated mostly in the planning stage—where the public can have the greatest impact on the final result—the public will have opportunities to engage with the

project throughout the design stages to ensure project development remains faithful to the public interest.

This project assumes 18 months needed (6 quarters) to complete permitting requirements. If an Incidental Harassment Authorization (IHA) will be required for future in-water work at the harbor, this duration is consistent with information we have received from environmental professionals experienced in navigating this and other relevant permitting processes (e.g. Section 10 & 404). All permitting requirements should be able to fit within this window. Even if there are a significant delays, this project would still have a multi-year buffer before the expenditure deadline.

Environmental Risk Assessment

While a discussion of environmental risk is not required for planning grant applications, the City wants to demonstrate that we are already considering this and can effectively use grant funding to become fully prepared for a construction project once this project is complete.

Since the Project begins with the planning phase, it is understood that environmental risk will be fully assessed during the project, so that the NEPA process will be completed, and foreseeable environmental risks mitigated or avoided. This project application only requests funding through the design phase, but we have already anticipated probable impacts to the natural and human environment. Given the scope of the proposed work, and the fact that no dredging or fill work will be required for the Project, the anticipated NEPA document is an Environmental Assessment.

While it is possible that substantial project scope changes may result from the public engagement process proposed in this RAISE application, prior planning efforts and documents relied on input from major stakeholder organizations and the public—these provide useful indicators of public needs and priorities for harbor-area improvements (see Project Planning below for a list of planning efforts). These documents help reduce the risk that this project doesn't align well with the public interest or disproportionately harms vulnerable populations.

Technical Capacity Assessment

The City of Saint Paul identifies two primary categories of technical capacity from which all subcategories stated in the 2024 RAISE notice of funding opportunity flow: (1) grant management capacity and (2) project development & delivery capacity.

Grant Management Capacity

The City of Saint Paul has an experienced managerial and technical staff that uses state of the art networked computer hardware and software to manage personnel, accounting, project status, reporting, and performance standards. City staff have managed every federal project locally. This includes receiving grant funds, completing the scope of work defined in the grant agreements, developing solicitations for Requests for Proposals, negotiating contracts, completing financial

and progress reporting from startup to project completion, and close-out. Many small communities that receive grant funding require hiring a CPA or having a separate bank account for grant funds, but the City has consistently done it all in-house and maintained clean audits. Past and current grant and contract awards have successfully met federal and state audit standards and have maintained compliance with all regulatory requirements. An independent accounting firm conducts an annual audit.

The Management Team meets weekly to review grant-funded projects. Project management software is used to track assignment and completion of tasks, due dates of reports and deliverables, project scheduling, and completion of grant requirements. Progress and financial reports are completed regardless of whether expenditures or progress on the project were made during the reporting period.

The City of Saint Paul has successfully managed multiple Federal, State, foundation, corporate, and private grants. Due to Saint Paul Island's short summer construction season, many projects are multi-year projects.

Expert Grant Management Assistance – In 2023, the City of Saint Paul was granted expert grant application and management assistance through the USDOT Thriving Communities Program. This provides the City with access to technical assistance, best practices, and capacity building for grant management.

Federal Funding – recent City experience implementing federally funded projects includes:

Project Years	Grant Source	Grant Amount ($)	Project
2023	USDOT	200,000.00	Safe Streets & Roads for All: Regional Action Plan
2022-2025	EDA	2,270,400.00	Small Boat Harbor Utility Expansion Project
2020-2021	EDA	120,000.00	St. Paul Island Harbor Improvements Feasibility Study and Business Plan
2020	USDA Rural Utilities Service	807,969.00	Assistance to Rural Communities with Extremely High Energy Costs

Federal Regulations – Prior experience with federal grants, including USDOT grants, has equipped the City of Saint Paul with staff experience, vetted contract language for RFPs, project accounting and reporting processes, etc. In addition to reducing compliance risks, the City's grant management experience will reduce the level of reliance on limited USDOT grant staff resources.

A 2021 Saint Paul Harbor Improvement and Expansion Feasibility Report completed by a professional engineering firm assessed all of the harbor facilities this RAISE application is requesting planning & design funds for. Following the report, concept-level cost estimates were prepared with the understanding that federal procurement requirements such as Buy America and the Davis Bacon Act would be non-negotiable and clearly stated in future RFPs for design and construction. Real property acquisition will not be necessary for any portion of this project.

Project Development & Delivery

Project Planning – The City's practice of incorporating projects into mid- and long-range development plans includes the City's Capital Improvement Plan (CIP), Saint Paul's participation in the regional Community and Economic Development Strategy (CEDS), and development of the 2021 Saint Paul Harbor Improvement and Expansion Feasibility Report.

Since Saint Paul Island is not within a Metropolitan Planning Organization boundary, the eventual construction project defined during this planning & design project will only need to be added to the STIP. It has become standard practice for the Alaska Department of Transportation and Public Facilities to modify the STIP to accommodate federal grant funding announced for Alaska projects.

Project Delivery:

Small Boat Harbor Utility Expansion Project
- $2,838,000
- 80% federally funded by EDA EAA grant, 20% local cash match

This project is currently active and provides extension and upgrades of water, sewer, and electric utility infrastructure to support commercial activity within Saint Paul's small boat harbor area.

Bulk Fuel Facility/Dispensing Tankage Upgrade Project
- $1,350,000
- 80% funded by a Community Development Block Grant from the State of Alaska Dept. of Commerce, Community and Economic Development, with 20% matching funding from Alaska Energy Authority

This project is currently active and provides upgrades to the City's existing bulk fuel facility, gasoline transfer operations, and dispensing station piping/power and diking.

Aalax New Landfill Development Project
- $3,000,000
- 100% federally funded by EPA

This project is currently active and develops a new landfill site which includes new landfill cells, fencing, signage, equipment building, access road and purchase of solid waste management equipment.

Wastewater Lift Station Project
- 100% funded by State of Alaska, Dept. of Environmental Conservation, Division of Water Facilities Programs

This project, completed in 2022, constructed new wastewater lift stations for the City of Saint Paul's water and wastewater utility.

The primary way the City will ensure effective delivery of this project is by using the funding to secure professional expertise in planning, design/engineering, and environmental science. By contracting with individuals or firms with proven track records of delivering high-quality planning, environmental, and design products that are on time, within budget, and compliant with federal requirements, the City can focus on its strength as the grant manager while leveraging capacity and expertise it would not otherwise have access to without grant funding.

Plan to Address Cost Overruns – The City has taken the following steps to mitigate the potential for cost overruns:

- Receiving cost information from professional planners, engineers, and environmental specialists regarding conservative cost estimates to complete the planning, environmental, and design portions of this project. These estimates include contingencies.
- Using this input to set price limits in the City's RFPs with firm not-to-exceed amounts.

Cost overruns for this project are most likely to show as additional staff time needed to manage the grant & project. These will be absorbed by staff according to RAISE requirements pertaining to cost increases, without the City needing to seek additional federal funding.

In the extreme case that additional funding is required, the Denali Commission in Alaska provides funds every year to distressed communities that can be used as grant match. Saint Paul Island was designated as a distressed community by the Denali Commission this past year and would be given priority status for matching funds.

PROJECT BUDGET

The City of Saint Paul, Alaska is requesting $4,052,760 in USDOT RAISE grant funding for Planning, Preparation and Pre-Construction Activities for the Saint Paul Harbor Improvements Planning Project (Project).

Table 1:

	Planning, including Community Outreach, Stakeholder Engagement, and Equity Analysis	Pre-Construction, Design, NEPA, BCA, Project Management, and Bidding – Harbor Road	Pre-Construction, Design, NEPA, BCA, Project Management, and Bidding – City North Dock & Piers	Pre-Construction, Design, NEPA, BCA, Project Management, and Bidding – City South Dock	Pre-Construction, Design, NEPA, BCA, Project Management, and Bidding – Harbormaster Office	TOTAL
Funding Source	**Funding Amount**	**Funding Amount**	**Funding Amount**	**Funding Amount**	**Funding Amount**	**Funding Amount**
RAISE Funds:	$218,000	$1,534,312	$1,114,033	$1,114,033	$72,381	$4,052,760
Other Federal Funds:	$0	$0	$0	$0	$0	$0
Non-Federal Funds:	$16,463	$95,355	$69,583	$69,583	$7,731	$258,715
Total:	**$234,463**	**$1,629,667**	**$1,183,616**	**$1,183,616**	**$80,112**	**$4,311,475**

Table 2a:

2020 Census Tract(s)	**Project Costs per Census Tract**
Census Tract 02016000100 Aleutians West Census Area, Alaska	$4,311,475
	Total Project Cost: $4,311,475

Table 2b:

2010 Census Tract(s)	**Project Costs per Census Tract**
Census Tract 02016000100 Aleutians West Census Area, Alaska	$4,311,475
	Total Project Cost: $4,311,475

Table 2c:

Urban/Rural	**Project Costs**
Urban	$0
Rural	$4,311,475
	Total Project Cost: $4,311,475

BUDGET NARRATIVE

Sources, Uses, and Availability

Sources: The City of Saint Paul will contribute a 6% local in-kind match. RAISE Grant funding will provide the remaining 94% as federal share.

Availability: No conditions or restrictions exist for the City of Saint Paul's matching funds.

Uses: This funding request includes the following sequential planning and pre-construction activities of the proposed Project, to prepare for future construction phase.

Line Items

A detailed Rough Order of Magnitude cost estimates for the Project are provided in Table 4.

Planning:

The budget includes funding of planning and preparation activities such as data collection and analysis, equity analysis, surveys, interviews and consultations with stakeholders, and community outreach and engagement.

Pre-Construction/Design/NEPA/Benefit-Cost Analysis/Project Management/Bidding:

Topographic Surveys and Geotechnical Investigations: The budget includes design field surveying sufficient for the design of the proposed renovations and for preparation of construction plans. This will include conducting all approved topographic and property surveys and combine with available topographic surveys to create base maps for the Project and conducting all approved geotechnical investigations necessary for the future construction of the Project.

Design Plan Sets: The budget includes funding to complete 35%, 65%, 95%, and Final design plan sets to current standards and current site conditions. Final design plans will include a construction schedule, a complete description of construction items and a detailed construction cost estimate, as well as details for bidding and construction.

Right-of-Way Definition and Determination: The budget includes funding for definition and determination of final right-of-way acquisition requirements and process for the Harbor Road.

Environmental/NEPA/Permitting: The budget includes environmental compliance and permitting, NEPA Process, Marine Mammal Protection Act, Endangered Species Act, etc. to ensure the final construction phase effectively addresses the Project purpose and need while meeting all federal, state, and local requirements.

Preparation of a Benefit-Cost Analysis: The Project budget includes a line item for the development of a Benefit-Cost Analysis, to prepare the Project for final construction phase.

Project Management: The Project budget includes a line item for a Project Manager to oversee the Project. This will include stakeholder management, resource management, risk management, quality assurance and control, schedule management, budget management, communication, reporting, change management, close out and evaluation.

Bidding: The Project budget includes funding for the procurement strategy and construction bidding process, including preparation of Requests for Proposal documents soliciting bids from

contractors, evaluation of bids, selection of contractors, negotiating contracts and finalizing agreements.

City Administration: The budget includes City management and administration of the Planning Project. This line item provides the salary and benefits of all personnel involved in the proposed planning Project: City Manager, Public Works Administrative Assistant, Finance Director, Accounting Supervisor, Grants & Projects Specialist, and City Clerk. (Further details provided in Table 3).

Contingency Amount and Cost Overrun Plan

The budget includes a 10% contingency for each of the Pre-Construction, Design, NEPA, BCA, Project Management, and Bidding components. No contingency is necessary for the Planning component.

The City is conscientious that scope creep can be a large threat to sending a project into cost overrun. While change requests can be appropriate and even beneficial to the project, some or too many changes can drastically impact the project, making cost overruns unavoidable.

The City's project manager will utilize a scheduling or project management tool which can add to the productivity of the project and increase efficiencies, as well as keep the project on track and prevent cost overruns. Monitoring progress through a project management tool will allow the project manager to address and resolve issues before they become problems that threaten the project's schedule and budget. The City's project manager will maintain clear and frequent lines of communication with team members, consultants, and vendors.

All attempts to avoid cost overruns will be employed to maintain the project's budget. If it is discovered that a cost overrun may be imminent, a strategic response will be determined which may include allocation of City resources, seeking loan and/or grant funding, or other measures as deemed suitable in the best interest of the City and the project's successful completion.

Level of Design

Conceptual design (15%) work has been completed for the City South Dock and City North Dock and Piers components. The Harbor Road and Harbormaster Office components had 35% design sets completed in 2015. The need for the identified infrastructure improvements, the project objectives and scope, engagement with stakeholders, and feasibility study have all been completed. However, evaluation of all previous planning will be conducted and updated if necessary. Additionally, all new stakeholder and public engagement will be conducted since it has been over two years since the initial engagement was completed.

Cost Estimates

Cost estimates of the Project were initially based on previous levels of design completion in 2015 and 2022. The proposed Project is largely unchanged since initial planning was completed in 2021-2022. Cost estimates were obtained from the engineering and consulting firm that completed the Saint Paul Island Harbor Improvement and Expansion Feasibility Study in 2021, R&M Consulting, LLC, and have been updated to include a 15% inflation factor.

Cost Share or Non-Federal Funding Match

As a rural community, the City of Saint Paul respectfully requests a waiver to the 80% maximum federal share to 94% federal share. The City of Saint Paul is prepared to commit 6% in-kind

match. The Saint Paul City Council approved a resolution (Attachment D) authorizing the City Manager to apply for RAISE grant funding for this Project.

Table 3:

Saint Paul Harbor Improvements Planning Project In-Kind Matching Funds				
Category	**Rate**	**Per Unit**	**Total Units**	**Total**
Personnel Salary & Benefits				
City Manager (10%)	$113.42	hour	624	$70,774.08
Finance Director (5%)	$70.36	hour	312	$21,952.32
Accounting Supervisor	$53.45	hour	312	$16,676.40
Grants & Projects Specialist (10%	$53.45	hour	624	$33,352.80
City Clerk (5%)	$70.29	hour	312	$21,930.48
PW Administrative Assistant (10%	$34.13	hour	624	$21,297.12
			Subtotal Personnel	**$185,983.20**
Administration Support				
Office & Meeting Space	$19,924.63	year	3	$59,773.89
Phone, Internet, Utilities	$2,152.73	year	3	$6,458.19
Annual Audit	$1,000.00	year	3	$3,000.00
Advertising/Publishing RFP	$1,500.00	once	1	$1,500.00
Legal - Contract review	$2,000.00	once	1	$2,000.00
			Subtotal Administrative Support	**$72,732.08**
GRAND TOTAL IN-KIND				**$258,715.28**

Previously Incurred Expenses

No previously completed components or previously incurred expenses are included in this proposed Project budget.

City of Saint Paul Previous Investments In Saint Paul Harbor Infrastructure

Over the past four years, the City invested other funds preparing and planning the proposed Project. In 2020, the City received an EDA Technical Assistance Grant in the amount of $120,000 to conduct the Saint Paul Island Harbor Improvement and Expansion Feasibility Study. The City provided $107,923 -- a 47% local cash match – to that project. The Feasibility Study outlined the necessary improvements, renovations, upgrades, and areas of expansion for the Saint Paul Harbor.

In 2022, the City received an EDA Economic Adjustment Assistance Grant in the amount of $2,270,400 for the Saint Paul Small Boat Harbor Utility Expansion Project. The City provided $567,600 -- a 20% local cash match -- for this project, which is one of the proposed phases of improvement identified in the Saint Paul Island Harbor Improvement and Expansion Feasibility Study.

The City has invested in complimentary projects supporting and protecting Saint Paul Harbor infrastructure. In 2023, the City received a grant from the State of Alaska Department of Homeland Security and Emergency Management (DHSEM) for a closed caption security TV system for the main & small boat harbors. The State of Alaska DHSEM grant amount of $134,883 is providing 89% of the project funding. The City is providing the remaining 11% as local in-kind match.

Table 4:

Saint Paul Harbor Improvements Planning Project		
ROUGH ORDER OF MAGNITUDE COST ESTIMATE		20-Feb-24
Planning & Public Involvement		
NO.	PAY ITEM DESCRIPTION	COST
A	CONTRACTED PROJECT MANAGEMENT	$18,000
B	PUBLIC ENGAGEMENT PLAN AND IMPLEMENTATION	$100,000
C	EQUITY ANALYSIS	$35,000
D	PLAN DRAFTING	$30,000
E	BENEFIT-COST ANALYSIS	$35,000
F	CITY ADMINISTRATION/OVERHEAD	$16,463
	SUBTOTAL	$234,463
Harbor Road Design & Preconstruction		
NO.	PAY ITEM DESCRIPTION	COST
A	CONTRACTED PROJECT MANAGEMENT	$111,000
B	TOPOGRAPHIC SURVEY	$100,800
C	GEOTECHNICAL INVESTIGATION	$122,850
D	DEFINE/DETERMINE ROW REQUIREMENTS	$52,500
E	DESIGN (UPDATING OF 35% DESIGN SETS FROM 2015, PLUS COMPLETING 65%, 95%, AND FINAL DESIGN PLAN SET	$912,770
F	EXPECTED)	$105,000
G	CONTINGENCY (10%)	$129,392
H	CITY ADMINISTRATION/OVERHEAD	$95,355
	SUBTOTAL	$1,629,667
City North Dock Design & Preconstruction		
NO.	PAY ITEM DESCRIPTION	COST
A	CONTRACTED PROJECT MANAGEMENT	$81,000
B	DESIGN UPLAND SURVEY	$55,125
C	DESIGN GEOTECH PROGRAM	$165,375
D	DESIGN	$586,321
E	PERMITTING CLEAN WATER ACT SECTION 10 AND 404	$22,050
F	PERMITTING NEPA	$110,250
G	CONTINGENCY (10%)	$93,912
H	CITY ADMINISTRATION/OVERHEAD	$69,583
	SUBTOTAL	$1,183,616
City South Dock Design & Preconstruction		
NO.	PAY ITEM DESCRIPTION	COST
A	CONTRACTED PROJECT MANAGEMENT	$81,000
B	DESIGN UPLAND SURVEY	$55,125
C	DESIGN GEOTECH PROGRAM	$165,375
D	DESIGN	$586,321
E	PERMITTING CLEAN WATER ACT SECTION 10 AND 404	$22,050
F	PERMITTING NEPA	$110,250
G	CONTINGENCY (10%)	$93,912
H	CITY ADMINISTRATION/OVERHEAD	$69,583
	SUBTOTAL	$1,183,616
Harbormaster's Office		
A	CONTRACTED PROJECT MANAGEMENT	$9,000
B	TOPOGRAPHIC SURVEY	$14,619
C	GEOTECHNICAL INVESTIGATION	$8,000
D	DEFINE/DETERMINE ROW REQUIREMENTS (N/A)	$0
E	DESIGN (UPDATING OF 35% DESIGN SETS FROM 2015, PLUS COMPLETING 65%, 95%, AND FINAL DESIGN PLAN SET	$35,000
F	CONTINGENCY (10%)	$5,762
G	CITY ADMINISTRATION/OVERHEAD	$7,731
	SUBTOTAL	$80,112
	TOTAL	**$4,311,475**

MERIT CRITERIA

Safety

The Project will:

- Protect non-motorized travelers from safety risks.
- Reduce fatalities and/or serious injuries in underserved communities.
- Incorporate specific safety improvements that are part of a documented risk reduction mitigation strategy and that have port-wide system impact.

Safety is a primary Project purpose. Key planning and design efforts will focus on improving the existing Saint Paul Harbor infrastructure to increase safety for the general public, harbor facility employees, fishermen and vessel operators, processing plant employees, heavy equipment operators, and overall harbor operations. **These improvements are projected to increase safe docking capacity and significantly reduce the risk of injury**.

Saint Paul Island is regularly exposed to storms of hurricane-force strength. Wave surges in the harbor basin combined with strong winds result in vessels being slammed against mooring infrastructure. Existing **inadequate mooring infrastructure creates safety risks** while vessels are moored. Numerous mooring lines snap each year, and dock cleats are sometimes damaged or pulled out. Mooring lines snapping can hurt those either on the dock or onboard a vessel, including eye injuries, muscle damage, broken or fractured bones, head and traumatic brain injuries, paralysis, and loss of life. When mooring lines snap, vessel crewmembers must immediately adjust tension on the remaining lines and set more lines to compensate for those lost. Often, this means a crewmember must jump from the ship to the dock to secure the line. This unsafe activity is often necessary during winter months with cold, rainy and/or snowy and icy conditions that are inherently dangerous for clambering about a vessel and dock.

The existing cleats are inadequate for larger vessels in rough weather. Cleats are used to secure mooring lines that keep vessels in place at the docks. In rough weather, the forces acting on the vessels increase significantly due to strong winds, waves, and currents which can exert additional strain on the mooring lines and the cleats. Without properly functioning cleats, mooring lines come loose, leading to the vessels drifting or even colliding with other vessels and structures.

Aside from the quality of mooring facilities, **inadequate moorage capacity reduces the number of vessels that can safely moor**. Vessels are not permitted to moor in the harbor other than at a dock or mooring facility. When all docks are at capacity during storms, all remaining vessels must stay out of the harbor and weather the storm.

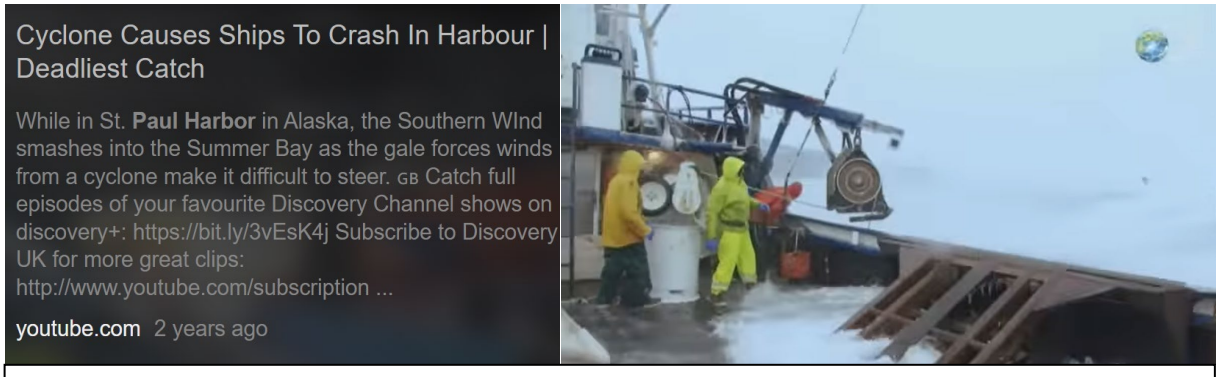


Figure 1: Fishing boat approaching Saint Paul Harbor during storm. Courtesy Deadliest Catch/YouTube.

Because of the great distance from other ports, Saint Paul Harbor is a **port of refuge** for fishing and crabbing vessels, U.S. Coast Guard and other government ships, tourist vessels, trans-Arctic commercial vessels, and expeditions that call on Saint Paul Island for emergencies, supplies, fuel, or air transportation. It is critical for these vessels to be able to reliably enter and moor at Saint Paul Harbor. During fishing operations, it is not uncommon for a vessel to suffer a mechanical problem and need to wait for replacement parts or repairs.

In the Bering Sea, waiting for repairs is most safely accomplished while moored in the harbor. During the winter, Saint Paul Harbor is the only refuge north of Dutch Harbor—235 nautical miles—with semi-reliable air service for parts and personnel shipment; however, if a larger vessel is moored to the dock, there is usually **no room for another vessel to moor for medical emergencies, repairs, transport to airport,** refueling, and obtaining necessary supplies. There are simply not enough places to park. Lack of access contributes to the safety issues.

A functioning **Harbormaster's Office** is also necessary for safe harbor and transit operations. The harbormaster needs to be on site or within view of the harbor for a variety of tasks, including directing vessel traffic, administering vessel mooring, and aiding vessels approaching the dock or in distress. The harbormaster is in contact with each vessel entering the harbor and meets each vessel approaching the city dock to receive mooring lines. The harbormaster's office is poorly located in an area exposed to tidal surges and has experienced repeated, disruptive damage. It needs to be relocated to reliably provide its safety functions.

The existing **Harbor Road** is the only access to both the main and small boat harbors. Most importantly, it is the **only access road between the harbor and the Saint Paul Health Center and the Saint Paul Island Airport from which medevacs depart.** Tourists, fishermen, and barge employees off-load at the main harbor and all freight and fuel is transported across this road to all other destinations on the island. It is important for heavy equipment operators, fuel trucks, forklift operators, and other operators to transfer shipments, move fish, and access facilities around the harbor; however, the existing road runs around and between commercial buildings and portions of the road are closed to the public during the crab season due to the heavy equipment transport of containers in the area. **Pedestrians, ATV's (which are the most affordable transportation choice for this community), vehicles, and heavy equipment traffic share multiple pathways on the current Harbor Road, where there is insufficient signage, delineation, and lighting, creating significant safety issues for all.**

Saint Paul's **remote location further complicates safety risks**. There are **no hospitals or trauma centers on the island,** and the sole medical clinic has limited primary care capabilities. Anyone sustaining serious injuries must be flown nearly 800 miles to Anchorage. Poor weather conditions on the island can delay medevac flights for days at a time, allowing injuries to worsen.

According to the Saint Paul Department of Public Safety Crash Data, four motor vehicle accidents have occurred along the Harbor Road over the past 30 years that resulted in one death (one person run over by heavy equipment), one serious injury (ATV accident) and two vehicle accidents without injuries. While this may seem like a small number, there are only 341 people residing on this very remote island.

The Project will plan for solutions to these serious safety concerns.

Adding moorage availability will increase safety by allowing vessels to wait at the dock for needed repairs or services, provide safety to more vessels during rough weather, and reduce stress and accident probabilities on the fleet from repetitive, dangerous vessel movements, per the Sensitivity Analysis of Damage and Injury Risk Reduction for Increased Moorage discussed in the Benefit-Cost Analysis (BCA) supporting this Project (See Attachment A). The BCA explains how the safety measures proposed by this project are expected to **reduce the risk of serious injury by 70-75%.**

City South Dock safety improvements would likely include increasing overall safe moorage space by 250 feet—enough for two to five vessels—depending on weather; upgrading and repairing fenders, cleats, bull rails, and bollards to reduce current vessel and infrastructure damage, and to reduce risks of injury and vessel loss. **City North Dock** safety improvements would most likely include removing the old dock and unusable piers, replacing them with dolphins connected by catwalks, with ramps to connect to the shore. This is a **cost-effective** approach to increasing needed moorage space.

The large vessels that regularly call upon Saint Paul Harbor use bollards to safely load. Planning and designing for increased capacity and improved infrastructure will improve safety for vessels mooring in severe weather. This Project will look at increasing the safety of mooring lines and replacing bollards and cleats to allow vessels to **stay in the harbor longer with reduced accident risk.**

Harbor Road Upgrade planning and design would explore safety improvements providing direct road access to the public main and small boat harbors without requiring driving between several existing commercial buildings. This will likely plan a road realignment to improve existing sight-distance issues as well as the existing convergence of all traffic types on this road. The Project will also explore roadway drainage improvements for stormwater management in the harbor area and reduce localized flood risk for harbor facilities due to runoff from high intensity precipitation events and snow melt events.

Environmental Sustainability

The Project will:

- Reduce transportation-related air pollution and greenhouse gas emissions in this disadvantaged community.
- Reduce vehicle miles traveled specifically through modal shift to active transportation.
- Incorporate energy efficient investments for harbor and/or vessel power needs.
- Improve the resilience of at-risk infrastructure to be resilient to extreme weather events and natural disasters caused by climate change.
- Avoid adverse environmental impacts to air and water quality, wetlands, and endangered species.

A **primary purpose** of the Project is to identify a robust range of solutions to ensure future construction proposals will cost-effectively **maximize environmental sustainability**. This Project will specifically address environmental sustainability in three key ways: **(1) reducing greenhouse gas emissions, (2) preparing critical infrastructure to adapt to the effects of climate change, and (3) advancing environmental justice and racial equity.**

Greenhouse Gas Emissions – Inadequate mooring space at the City South and North Docks means that vessels must jog outside the harbor or be diverted to Dutch Harbor 235 nautical miles

south. This unnecessarily burns marine diesel. The BCA [Appendix X] notes that approximately 13,333 gallons of marine diesel are consumed annually by vessels either waiting for available mooring at Saint Paul Harbor or diverting to Dutch Harbor 235 nautical miles south.

The Project will identify mooring capacity improvements to reduce fuel use, document additional improvements to reduce emissions, and design feasible solutions. Planning and design efforts will explore sustainable energy sources to power areas of the harbor, including the City South and North Docks, the Harbormaster's Office, and lighting for the Harbor Road.

Preparing for Climate Change – **The impacts of global climate change experienced on Saint Paul Island are severely disproportional to its own emissions.** These impacts include sea level rise and stronger storm surges on the island's coastal areas, increased flooding and stormwater inundation, and more severe and frequent extreme weather events. Saint Paul Island is extremely vulnerable to the effects of increased temperatures and rainfall. Along Saint Paul Island's coastline, sea level rise combined with a shift in the timing and extent of sea ice and storm surges have caused flooding and erosion, threatening shoreline, infrastructure, and Alaska Native ways of life.

The Bering Sea is one of the largest and most biologically productive semi-enclosed seas in the world, but climate change threatens crab and fish populations and, therefore, the way of life for residents of Saint Paul Island. Declining sea ice and marine heatwaves in the Bering Sea have resulted in dramatic shifts populations of fish and crab stocks like Arctic cod, pollock, Pacific cod and snow crab. These impacts are expected to increase as an impact of climate change[1]. **Alaska is at the forefront of climate change in the U.S., warming faster than any other state --** twice as fast as the global average since the mid-twentieth century.

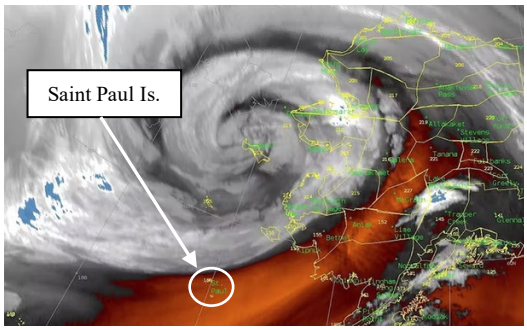


Figure 2: Typhoon Merbok spins off the Alaskan coast in September 2022. Courtesy National Weather

Wave action during fall storms has intensified due to the lack of sea ice that has historically protected against the formation of erosive waves. Cliffs along the southeastern side of the island have also experienced erosion because of the changing timing and extent of freezing temperatures that previously helped stabilize the cliffs.

The Alaska Climate Research Center observed a change of annual average daily temperature in the City of Saint Paul from 34.4ºF from 1950-1960, to 36.7ºF from 2010-2020 (a 7% increase). During that period, the Alaska Climate Research Center also observed an increase of annual precipitation from 23.7 inches to 26 inches (11% increase) in the City of Saint Paul. The University of Alaska Fairbanks Scenarios Network for Alaska and Arctic Planning (SNAP) models climate data for mid-range global emissions. SNAP temperature models show that the City of Saint Paul will experience a temperature increase of 4.9 degrees Fahrenheit (ºF) (12.9%) by the end of the century. NOAA reported record low maximum sea-ice extent levels in 2018 and 2019 in the Bering Sea.

[1] NOAA (National Oceans and Atmospheric Administration) Fisheries. June 2022. https://media.fisheries.noaa.gov/2022-06/ARAP-Bering%20Overview_508.pdf

The City of Saint Paul's Local Hazard Mitigation Plan, updated and approved by FEMA in 2022, determined that climate change will impact the City of Saint Paul in many ways, including more frequent and destructive storm surges threatening harbor infrastructure and potentially more flooding and erosion farther inland.

The clear evidence of climate change impacts to Saint Paul Island reinforces the centrality of planning and designing harbor infrastructure improvements that can reliably withstand these impacts. For the South and North Docks, this primarily means reducing structural vulnerabilities and stabilizing critical infrastructure to improve the harbor's resilience to a worsening wave climate. The 2021 Saint Paul Harbor Improvement and Expansion Feasibility Report (Attachment C) provided recommendations for both near-term and long-term mitigation strategies.

For the harbor road, this includes design features that address stormwater drainage issues like drainage/infiltration ditching and culverts. It will address shoreline stabilization to protect critical port transportation routes at risk of damage from storm surges, runoff, flooding, and general sea-level rise. For the Harbormaster's Office this means relocation outside of the area at risk of tidal surges.

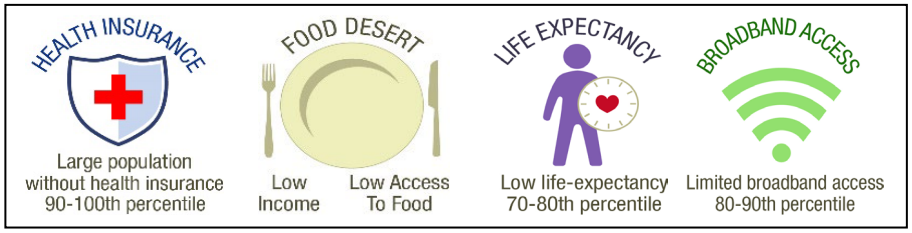
Environmental Justice – Climate change's negative impacts disproportionally affect environmental justice populations, in this case the tribal residents of Saint Paul Island. To fully appreciate the role of this Project—and federal investment in general—in furthering environmental justice, the little-known history of the Unangan (Aleut) people of Saint Paul Island must be considered.

The first full time residents of Saint Paul Island were Unangan slaves brought by Russian colonists in 1788 to harvest fur seals and protect the rookeries. They were kept there as wards of the Russian and then United States governments until the mid-20th century. Until 1950, and in some cases beyond, liberties of travel, assembly, education, and occupation were restricted by the federal government. The Fur Seal Act of 1966 finally established rights for Saint Paul Island residents taken for granted elsewhere in the nation. The land, which was owned by the federal government, was finally transferred to the community in 1971, allowing Saint Paul Island residents to own their own homes.

Any negative impacts on the environment would disproportionally affect the environmental justice populations, namely the tribal residents of Saint Paul Island. Therefore, the benefits of the Project will also positively benefit residents. The entire population experiences significant burdens as demonstrated by the high percentages in multiple indicators causing the community to be designated as disadvantaged. According to the USDOT Equitable Transportation Community (ETC) Explorer tool, Saint Paul Island, Alaska:

- Faces a significant and growing risk of climate-related disasters, with an alarming 82% probability of experiencing extreme weather changes.
- Suffers significant health vulnerabilities, including a troubling 91% of residents experiencing mental health issues, 96% experiencing high blood pressure, and 85% experiencing asthma.
- Shoulders significant social vulnerabilities, with 98% without health, property, or vehicle insurance, and 77% living with disabilities.

According to the EPA's Climate and Economic Justice Screening Tool, Saint Paul Island has:



Quality of Life

The Project will:

- Increase affordable transportation choices by improving and expanding active transportation usage and reducing vehicle dependence in this underserved community.
- Improve active transportation access to employment and key services.
- Improve public health by planning and designing active transportation facilities.
- Proactively address equity.

Figure 3: Colorful homes and Orthodox Church in the community of Saint Paul Island. Courtesy Nathaniel Wilder

It is critical to understand how different the Saint Paul Island context is from most of the continental United States—even other rural communities—and that any project recommendations for improving quality of life must be feasible for this remote, island community.

An adequately functioning harbor is inseparable from protecting quality of life on Saint Paul Island. While some cargo arrives on the island via air, the island's small airport cannot replace the harbor's role in providing essential supplies to the full population. Most basic goods like food and fuel arrive by barge due to its cost effectiveness compared to air cargo. Even so, the costs associated with importing and distributing basic consumer goods result in consumer prices that are far above national averages, especially in Alaska's remote, low-population areas. The previously mentioned capacity and safety issues decrease the harbor's functionality.

The City of Saint Paul purchases **gasoline and diesel received via barge delivery only two times per year.** The City is the sole service provider for all gasoline, diesel, marine diesel, and heating fuel on Saint Paul Island. Residents of Saint Paul Island rely on heating fuel for their homes. At this extremely minimal level of fuel delivery service, the inability or inaccessibility for the barge to safely moor at the City South Dock is a risk to basic community functioning. **Barges and freighters bring basic needs for survival to the community.**

Non-perishable food, supplies and materials for home and business repairs, medical supplies for the clinic, books and materials for the school, vehicles, and heavy equipment, to name a few. Without reliable and safe docks to receive the barges and freighters, Saint Paul residents would suffer dramatically. Data from the ETC and EJSCREEN tools discussed in the previous section show the clear need for investments that can provide quality-of-life benefits. **Improving the safety and enhancing the facilities to properly accommodate vessels will increase the efficiency and effectiveness of importing goods.**

A better harbor allows for more frequent and reliable shipments of essential goods such as food, medicine, building supplies and fuel. This ensures that residents have more affordable access to necessary supplies without delays or shortages, improving their overall standard of living.

Figure 4: Lynden Alaska Marine Lines cargo barge

Securing RAISE funding for planning and design would give our community the **access to expertise** to identify specific project features that could have an **outsized impact on furthering the quality of life for vulnerable residents** and the broader community—beyond maintaining the status quo. Bringing in planners and professional engineers with expertise in this space would introduce new ideas that residents may not come up with themselves and ensure these ideas are both implementable and compatible with the local context.

Harbor improvements will reduce friction for conducting business stemming from inadequate design or state of repair in and around the harbor area, whether for ships docking at the harbor (**City North & South Dock** improvements) or movement of goods from the ships through the harbor area (**Harbor Road & Harbormaster's Office** improvements). Hindered goods movement increases the cost of imported goods and hurts affordability for residents.

Ensuring active transportation improvements are incorporated into the planning and design of the **Harbor Road** will ensure future construction of the road **improves mobility and connectivity** for pedestrians to a key employment area. Given the high percentage of low-income residents, this directly addresses transportation equity.

Mobility and Community Connectivity

The Project will:

- Implement a plan, based on community participation and data, that addresses gaps in the existing Transportation network.
- Remove barriers for individuals by improving active transportation connectivity.
- Include transportation features that increase accessibility for non-motorized travelers in this underserved community.
- Incorporate Universal Design beyond ADA requirements.

Improving mobility and connectivity is a primary purpose of the Project. Ensuring the long-term viability of the Saint Paul transportation assets is necessary for (1) maintaining the community's vital connection to the basic goods all residents rely on and (2) connecting the Bering Sea fishing fleet to the rest of the world—the **fishing industry is what connects Saint Paul Island to the global economy**, and every member of the community has some level of involvement in or reliance on the fishing industry.

There are t**wo significant mobility and connectivity constraints for the Harbor Road**: (1) the current alignment and condition of the road hinders mobility for non-motorized travelers and (2) the road is shared between non-motorized travelers, vehicles, and heavy equipment. The Harbor Road runs through an active commercial and industrial port area. All ocean-going freight and travelers off-load at the main harbor and are transported to all other destinations on the island.

Commercial and private traffic utilize the road for access to and from the small boat harbor, Trident Seafoods processing plant, and the vessel repair and supply store. The accident data cited in the Safety section shows how non-delineated use of the Harbor Road by multiple modes of transportation is an untenable long-term solution.

Aside from land transportation, vessel mobility is in many ways more critical for meeting the Island's needs. A **significant mobility constraint is the lack of mooring space** in Saint Paul Harbor. There is approximately 600 feet of moorage for large vessels in the harbor, reduced to 500' during rough weather. This is inadequate for the existing fleet and provides no capacity for emergencies or new vessels. Vessels often must jockey for position at the dock and, since they cannot stay in the harbor if not moored, some must exit and re-enter for fuel, unloading, or other services. The delays and overcrowding in the harbor are **detrimental to vessel mobility** and impede connecting the Saint Paul Island industry with the broader global fish/crab markets.

The Project provides solutions to these issues.

Planning and design for the **Harbor Road** will lead to improved mobility and community connectivity with an active transportation focus in two ways: (1) incorporating universal design principles and practices will ensure the road improvements lead to better usability by all populations regardless of ability and (2) ensure context-sensitive design to improving safe access for travelers between the harbor and the rest of the community given the traffic mix on this road.

Improvements are necessary to **improve mobility within the harbor area** and—as the only road connecting the community to the main harbor and small boat harbor—more reliably connect residents to jobs, goods, and important services throughout the year.

The planning and public participation process will help **identify gaps in connectivity** for residents as well as areas that hinder mobility. This will inform the design phase. The previous section's discussion of planning for nonmotorized infrastructure improvements as a way to improve quality of life will largely be accomplished by enhancing connectivity and mobility for nonmotorized users of the corridor—maintaining a view of creating a transportation environment usable by all people, without regard to vehicle access.

Planning and design for a relocated, two-story **harbormaster office** supports vessel mobility by ensuring the office's functionality during the worst weather conditions when harbormaster oversight is most critical—something that has not been the case given the existing office's vulnerability to wave surges.

Economic Competitiveness and Opportunity

The Project will:

- Improve intermodal and/or multimodal freight mobility, especially for supply chain bottlenecks.
- Facilitate tourism opportunities.
- Address current or projected transportation system vulnerabilities for this underserved community.
- Promote long-term economic growth and other broader economic and fiscal benefits.
- Adopt/change local and economic hiring preferences for the project workforce to promote the entry and retention of underrepresented populations.

Improving economic competitiveness is a primary objective of the Project. The economic wellbeing of the whole community is tied to the Harbor's ability to generate revenue, whether

through fish tax revenue, receiving cruise ships, or the direct and indirect economic impacts of all other harbor transportation activities. Planning efforts will identify harbor improvements that can help the community **diversify revenue sources**. The Saint Paul Island community needs to utilize planning efforts to simultaneously (1) improve the resiliency of a critical link in our supply chain, and (2) improve long-term economic competitiveness and resiliency through infrastructure improvements and programming that opens the harbor to more diverse economic activities.

Implementation of the Project provides increased economic competition for the entire region. Upgraded harbor facilities can facilitate increased trade and commerce not only for the island but also for neighboring communities. Improved access to maritime transportation enables businesses to import and export goods more efficiently, boosting economic activity across the entire region. Harbor improvements often create jobs not only during the construction phase but also in the long term through increased economic activity. The expansion of port facilities, marinas, and related services can generate employment opportunities for residents.

Supporting the Fishing and Seafood Industry

The planning and design efforts proposed in the Project are needed to ensure **future infrastructure improvements effectively support the local economy as well as the regional fishing and seafood industry**. According to a NOAA annual report on Fisheries of the U.S.[2], the state of Alaska in 2019 accounted for 60% of the country's commercial fisheries and seafood industry, landing and 32% of the economic value.

Figure 5: Crab pots and the community of Saint Paul Island. Courtesy Nathaniel Wilder.

The repairs and upgrades to the City South and North Dock and Harbormaster's Office will ensure the continued viability and development of the regional fishing industry and the seafood processing plant. Trident has the sole processor plant on the island and historically employed up to 300 people during the high season and 30 people during off-season. Associated with this is local employment directly supporting the harvesting and processing activities, fuel and supply sales, increased air transport activity, and the multiplier of these impacts throughout the community.

Economic Diversification

It is reasonably clear based on prior planning and public involvement work around the harbor that renovations to the City South and North Dock and the Harbormaster Office will support the establishment of **new or increased economic activity**. In addition to supporting local fishing and seafood processing activity and diversify into other fisheries, opportunities to expand the presence of military (primarily U.S. Coast Guard) vessels, tourism, and marine and climate research in the area create immediate economic activity, followed by an eventual increase in supporting services (e.g. hospitality, housing, maintenance, supply).

[2] National Oceans and Atmospheric Administration Fisheries "Fisheries of the U.S. 2019." https://media.fisheries.noaa.gov/2021-05/FUS2019-FINAL-webready-2.3.pdf?null=

For example, there is great interest among fisheries scientists and experts in establishing mariculture facilities on the island. In 2021, Alaska Governor Dunleavy re-established the Alaska Mariculture Task Force as a step toward reaching the goal of growing a $100 million per year mariculture industry in 20 years. In 2022, the Alaska State Legislature passed a new law that allows permitting of production-level shellfish hatcheries. In late 2023, the City of Saint Paul submitted a grant proposal to NOAA Fisheries to conduct a feasibility study of the technical, regulatory, and financial aspects of accommodating king crab hatching and rearing as part of the ongoing effort to restore failing king crab stocks in the Bering Sea.

Figure 6: Adventure Cruise MS Roald Amundsen

The U.S. Coast Guard has a Forward Operating Location, Sentinel Class Fast Response and National Security Cutters on Saint Paul Island. The Coast Guard patrols the Bering Sea waters during fishing season to provide emergency support to the fleet and enforce fishery regulations.

Commercial and small-scale luxury adventure cruise ships also call on Saint Paul Harbor and have shown interest in increasing not only in vessel size but frequency. Six cruise ships docked in Saint Paul Harbor in 2023, up from zero only three years ago. Seven cruise ships are expected in 2024. Planning efforts will explore how to **expand existing tourism** to the island. Visitors from all over the world come to explore the Island's history, flora, fauna, as well as tours of the Saint Paul community, the Saints Peter and Paul Russian Orthodox Church and the Unangan Heritage Museum. The great seabird colonies of the Pribilof Islands are known world-wide by professional guides, experienced naturalists, ornithologists, hunters, and photographers. Saint Paul Island also hosts the world's largest colony of Northern Fur Seals. More than 50 percent of the entire population breeds here in the Pribilof Islands.

Figure 7: Crab Vessel Research Ad Posting (Alaska Bering Sea Crabbers, 2024)

Outside funding for research vessels has recently increased, given the national interest in studying the effects of climate change on aquatic species in the region. The North Pacific Research Board and the National Science Foundation are examples, increasing their marine ecosystem and ocean studies in the Bering Sea[3].

Beyond representation in the planning process, the plan documents need to recommend ways to **leverage business opportunities enabled by the infrastructure improvements to create long-term jobs on the island.** The planning process will ensure the Project maximizes investments dollars that stay in this historically underinvested, majority non-white community. Harbor-area transportation improvements help implement two key goals in the Saint Paul Island Comprehensive Economic Development Strategy to (1) support, protect, and create new fisheries opportunities, and (2) to strengthen infrastructure and services to create and maintain a healthy

[3] The Bering Sea Project, a partnership between the North Pacific Research Board and the National Science Foundation, seeks to understand the impacts of climate change and dynamic sea ice cover on the eastern Bering Sea ecosystem. https://nprb.org/bering-sea-project/

foundation for residents and businesses to thrive. The planning process will further clarify the range of (1) new economic activities, (2) improvements needed to make these activities feasible on Saint Paul Island, and (3) ways to reduce barriers to development and new employment.

State Of Good Repair

The Project will:

- Restore and modernize the existing core infrastructure assets that have met their useful life.
- Reduce construction and maintenance burdens through efficient and well-integrated design.
- Create new infrastructure in this remote community that will be maintained in state of good repair.
- Address current or projected transportation system vulnerabilities for this underserved community.

As the harbor is a primary source of transportation for this isolated, remote island community, **maintaining the harbor intermodal transportation infrastructure in a state of good repair is critical for sustaining life and therefore a primary purpose of the Project.**

The existing **Harbor Road** is the only access to both the main and small boat harbors. More importantly, it is the **only access road between the harbor and the Saint Paul Community Health Clinic and the Saint Paul Island Airport from which medevacs depart**. The existing road has had long-standing surface water drainage issues impacting three existing commercial buildings, the Tribal Government's vessel repair building, the Small Boat Harbor parking area and boat launch ramp. Prior reconnaissance work has determined that the existing platted 40-foot-wide right-of-way is too narrow to accommodate a road that meets American Association of State Highway and Transportation Officials design standards for local traffic patterns and community needs. Repetitive subgrade and surface repairs, and grading requirements due to inadequate surface course, have resulted in high operation and maintenance costs to the City.

Figure 8: Damaged and unusable City North Pier

Figure 9: Damaged concrete deck of City North Dock

The 2021 Saint Paul Harbor Feasibility Study (Attachment C) identifies state-of-repair deficiencies of the Saint Paul Harbor transportation infrastructure as insufficient to operate at its full level of performance.

The **South Dock, North Dock and Piers** are **core transportation assets that have met their useful life** and require replacement and modern upgrades. Necessary docking equipment such as fenders, cleats, bull rails, and ladders are all damaged, missing, or inadequate in size and capacity. There is significant damage to the concrete deck of the North Dock and it not currently usable. Dolphins are used in the Saint Paul Harbor to extend berthing because the number of

ships is greater than can be accommodated by the length of the docks and piers. A dolphin is a group of pilings arrayed together to serve as a mooring point. The dolphins on all docks and piers in the harbor are damaged, at the end of their useful life and inadequate for the vessels requiring them.

Figure 10: Old tires used as fenders at City South Dock

Figure 11: A dolphin with old tires used as fenders

The **Harbormaster's Office** is a vital transportation component that has also met the end of its useful life. It is in poor condition due to damage from **frequent storms and waves overtopping the breakwater.** The office has sustained significant, recurring water damage and roof damage and should not remain in the same location.

Figure 12: Waves overtopping breakwater behind Harbormaster Office

Figure 13: Damaged and unusable Harbormaster Office

The underserved community of Saint Paul Island suffers tremendous vulnerabilities to reliable transportation. While the burden on the Explorer Tool displays 65% of the population experiencing a transportation cost burden, the local reality is far worse. Saint Paul Island is not on any road system, and transit looks different here on this remote Alaskan island than most of the contiguous 48 states. There is only one airline that services Saint Paul Island three times per week; however, these are frequently cancelled due to significant weather impacting landing. For example, in July 2023 only three flights successfully landed on the island over the entire month. The cost of a round trip ticket to Anchorage is $1,900. Currently there is not a ferry service to the island; however, Saint Paul Island is now included on the recently (August 2023) designated USDOT Marine Highway Route M-11, so ferry service is projected in the future and the Project will plan for it. Personal vessels cannot travel the great nautical distance and rough seas between Saint Paul Island and the mainland Alaska. **This is why maintaining the harbor infrastructure and intermodal route between the harbor and the airport is so critical.**

The Project plans for restoring and modernizing the existing core infrastructure assets that have met their useful life as well as creation of new infrastructure, to maintain a state of good repair. The Project plans the replacement of the South Dock, North Docks and Piers with new dolphins, ramps, catwalks, modern energy-absorbing fenders, as well as expanded transportation facilities to appropriately accommodate the number and size of vessels which utilize these remote transportation assets.

Improving the state of good repair for the Harbormaster's office will require (1) **relocation to an area less prone to damage from wave overtopping,** (2) using more climate-appropriate construction materials, and (3) constructing an elevated building to **further mitigate flood risk**. The Project will allow the Harbormaster to sufficiently oversee maintenance and repair activities to ensure that all harbor transportation facilities are in good condition, which is essential for accommodating vessels and facilitating cargo loading and unloading operations.

The Project will provide **planning and design to bring the community's critical transportation route into a state of good repair** by addressing current transportation limitations on the Harbor Road. Determination of whether right-of-way acquisition will be necessary is a component of this Project. Planning and design work is needed to address sightline and stormwater management issues and provide solutions to increase the longevity of good repair given the uses the road must accommodate. Efficient and well-integrated design accomplished through the Project will reduce the construction and maintenance burdens.

Partnership and Collaboration

The Project will:

- Engage residents of this underserved community to ensure equity considerations are meaningfully integrated throughout the lifecycle of the project.
- Coordinate with other types of projects such as economic development, commercial or residential development near public transportation, power/electric infrastructure projects, or broadband deployment.
- Establish formal public-private partnerships or joint ventures to expand or create new economic development capacity.
- Participate in the Thriving Communities Network

Partnership and Collaboration is a primary purpose of the Project.

A **Harbor Planning Team and Industry Stakeholders** comprised of local and tribal governments and fishing industry stakeholders began meeting in January 2021 to outline alternatives, options, phases, and costs to renovate, replace, upgrade, and expand the community's harbor to meet current and **future needs.** The Project planning team coordinated with operators, coastal engineers, and the US Army Corps of Engineers to ensure technical input had been captured and reflected in the preliminary concept plans. This Team continues to meet and communicate regularly, engaging in discussion of project details, funding opportunities, federal and state requirements, and partnering on funding and construction.

Letters in support of the Project (Attachment D) demonstrate not only the level of partnership and collaboration the City has with stakeholders but also the **number of entities besides the City that would benefit from the Project.** Collaborating with government agencies, private sector partners, nonprofit organizations, industry and other stakeholders has allowed our community to leverage resources, expertise, and funding opportunities that are otherwise largely

inaccessible. In late 2022, the City, along with the Aleut Community of Saint Paul Island Tribal Government and the Central Bering Sea Fishermen's Association, were selected to **participate in the USDOT's Thriving Communities Network.** The City, Trident Seafoods, and the Central Bering Sea Fishermen's Association are already **partnering to create new economic development capacities** in the crab and halibut fishing industry and mariculture scientific research and industry. The Project will provide the needed transportation infrastructure improvements to bring these to fruition.

Funding for public engagement through this Project will help obtain expertise in continuing and further developing an equitable engagement process to ensure that anyone who resides, works, visits, has an interest in, or does business in an area potentially affected by the Project will be included. This **aligns with the USDOT's Promising Practices for Meaningful Public Involvement in Transportation Decision-Making Guide.**

Innovation

The Project will:

- Incorporate innovative technology.
- Incorporate innovative project delivery.

Innovative Technology -- There are two key problems this Project addresses with innovative technology.

First is the current use of old tires in Saint Paul Harbor. Old tires have inconsistent properties, limited energy absorption capabilities, and require frequent replacement, all of which compromise safety. Data from tests conducted by the World Association for Waterborne Transport Infrastructure and American Society for Testing and Materials demonstrate that energy-absorbing fenders exhibit superior energy absorption capabilities compared to old vehicle tires. This means they can effectively dissipate the kinetic energy of berthing vessels, reducing impact forces and minimizing damage to both the vessel and the dock or structure.

The Project will plan an innovative solution to this problem by replacing the tires with **modern, energy-absorbing fenders which are optimized for performance and reliability.** Modern energy-absorbing fenders are designed and manufactured to meet specific performance standards, ensuring consistency in their performance characteristics. They can effectively dissipate the kinetic energy of berthing vessels, reducing impact forces, and minimizing damage to both the vessel and the dock or structure. The fenders can be tailored to specific berthing requirements and vessel types. This customization enables optimal performance and maximizes the effectiveness of the fendering system, resulting in enhanced safety and operational efficiency.

Secondly, like many rural and remote communities in Alaska, Saint Paul Island has historically relied heavily on fossil fuels due to its isolated location and limited access to alternative energy sources. Diesel-powered cars, trucks, utility vehicles, and boats are common modes of transportation for residents and businesses. Saint Paul Island is vulnerable to the effects of climate change, including rising temperatures, changing weather patterns, and coastal erosion, which are exacerbated by the burning of fossil fuels, as further described in Environmental Sustainability. Numerous studies have quantified the environmental benefits of electric vehicles, showing significant reductions in carbon dioxide (CO2), nitrogen oxides (NOx), particulate matter (PM), and other pollutants.

This Project will provide an opportunity to **evaluate the feasibility of providing redundant, renewable energy technology to the transportation infrastructure facilities** on Saint Paul Island. In recent years, there has been growing interest and efforts on Saint Paul Island to reduce reliance on fossil fuels and transition to cleaner and more sustainable energy sources. There are already wind turbines on the island, and a focus on exploring additional renewable energy options such as electric vehicles and solar, as well as energy efficiency measures aimed at reducing energy consumption and costs. Transitioning away from fossil fuels presents unique challenges for remote island communities like Saint Paul Island, requiring careful planning, investment, and collaboration among stakeholders to achieve energy independence and resilience.

Accelerated and Innovative Project Delivery -- There are two primary problems that innovative project delivery will address.

First, the City of Saint Paul is limited in staff and finances, due to the closure of the crab fisheries the past 3 seasons. While existing staff have limited knowledge and abilities necessary to complete environmental reports and permitting for small and simple projects, the proposed planning Project is complex and multi-faceted. Environmental regulations and requirements are constantly evolving, and staying up to date with changes can be challenging for in-house staff who do not have dedicated expertise in environmental law and regulations. Additional considerations will be required due to the proposed Project being conducted in a coastal area with cultural and historic resources and populations of threatened and endangered species. By outsourcing environmental work to a consulting firm, the City can mitigate the risk of regulatory non-compliance, legal challenges, and negative environmental impacts.

To solve this, the City will hire an environmental consulting firm with the resources, specialized knowledge, and relevant expertise will help ensure that the required environmental review and reports are compliant with current regulations, reducing the risk of non-compliance penalties and legal issues. Engaging a **NEPA lead agency** will provide a streamlined process for environmental consultations and permits for commonly encountered project types of similar size, location and complexity. The City will seek consultants who can incorporate natural capital assessment methodologies into the environmental review process, providing a more comprehensive understanding of the value of ecosystem services and biodiversity. The City will also hire a consultant to **develop innovative online portals for project documentation, interactive maps, and virtual public hearings or consultations.**

The second issue is that, in many past projects, the City of Saint Paul has followed the traditional design-bid-build (DBB) approach, whereby a design team is hired first to develop the project's design. Once the design is complete, the City solicits bids from contractors for construction based on the design documents and then selects a contractor based on price and other factors, and construction proceeds separately from design. Data from studies conducted by organizations such as the Design-Build Institute of America show that design-build (DB) projects tend to be completed 33.5% faster, had lower unit costs and overall project costs compared to DBB projects. Data from industry surveys and case studies suggest that **DB projects tend to foster greater innovation and creativity** compared to traditional delivery methods. For the proposed Project, the City of Saint Paul would follow the DB delivery method to streamline the process, improve efficiency in project delivery, reduce administrative tasks and reduce financial risks.

CITY OF SAINT PAUL

ALASKA

RESOLUTION 24-07
A RESOLUTION OF THE COUNCIL OF THE CITY OF SAINT PAUL TO APPLY FOR THE U.S. DEPARTMENT OF TRANSPORTATION'S FY24 REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) GRANT PROGRAM FOR THE CITY SOUTH DOCK, CITY NORTH DOCKS AND PIERS, HARBORMASTER OFFICE, AND HARBOR ROAD PLANNING PROJECT

WHEREAS, The "Rebuilding American Infrastructure With Sustainability And Equity" (RAISE) Grant Program is a competitive transportation program held annually and administered by the U.S. Department of Transportation; and

WHEREAS, RAISE program funds are intended for surface transportation infrastructure projects that will improve: safety; environmental sustainability; quality of life; mobility and community connectivity; economic competitiveness and opportunity including tourism; state of good repair; partnership and collaboration; and innovation; and

WHEREAS, The U.S. Department Of Transportation's "Rebuilding American Infrastructure With Sustainability And Equity" (RAISE) Grant Program is now open for grant applications; and

WHEREAS, RAISE funds can be used toward a variety of transportation projects, for both planning phase and construction phase; and

WHEREAS, Project proposals from rural communities may request up to 100% federal share but any contribution from the applicant is reflected positively in the grant competition; and

WHEREAS, the City of Saint Paul, Alaska (hereinafter "City") desires to participate in this grant program to the greatest extent possible as a means of providing funding to accomplish the necessary planning and pre-construction activities for improvements and expansion to the City South Dock, City North Dock and Piers, Harbormaster Office, and Harbor Road; and,

WHEREAS, the City council, staff, stakeholders, and community partners have identified these as high priority Harbor improvements; and,

WHEREAS, the proposed project will accomplish planning, design, engineering, environmental review and permitting for the improvements and expansion of the City South Dock, City North Dock and Piers, Harbormaster Office, and Harbor Road, and prepare the City for future construction grant funding proposals.

WHEREAS, these improvements will increase the safety, efficiency, capacity and level of service for the Saint Paul Harbor; and,

NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Saint Paul hereby authorizes applying for RAISE grant funds from the USDOT and authorizes the City Manager to sign all documents relating to the RAISE grant proposal; and,

BE IT FURTHER RESOLVED that the Council of the City of Sainit Paul hereby authorizes providing up to 6% local matching funds to be more competitive for this grant and demonstrate the City's commitment to the Project; and

BE IT FURTHER RESOLVED that unprevented cost overruns of projects will be detrimental to the City's operating budget. All attempts to avoid cost overruns will be employed to maintain the project's budget. If it is discovered that a cost overrun may be imminent, a strategic response will be determined which may include allocation of City resources, seeking loan and/or grant funding, or other measures as deemed suitable in the best interest of the City and the project's successful completion; and

BE IT FURTHER RESOLVED that Resolution 24-07 rescinds and replaces Resolution 24-04 passed on January 30, 2024.

PASSED AND ADOPTED BY APPROVAL OF THE COUNCIL OF THE CITY OF SAINT PAUL THIS 27th DAY OF FEBRUARY 2024 BY 7 IN FAVOR 0 OPPOSED AND 0 ABSTAIN.

ATTEST:

Aubrey Wegeleben, City Clerk

Jacob N. Merculief, Mayor

THE STATE of ALASKA
GOVERNOR MIKE DUNLEAVY

Department of Transportation and Public Facilities

OFFICE OF THE COMMISSIONER
Ryan Anderson, P.E., Commissioner

PO Box 112500
Juneau, Alaska 99811-2500
Main: 907.465.3900
dot.alaska.gov

February 8, 2024

Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE.
Washington, DC 20590

Re: Letter of Support for City of Saint Paul, Alaska USDOT FY24 RAISE Grant Application

Dear Honorable Pete Buttigieg,

I write to you today to express our support for the City of Saint Paul, Alaska's planning grant application for renovations, improvements, and expansion of the Saint Paul Harbor.

Saint Paul Island is in the middle of the Bering Sea of Alaska, 750 miles west of Anchorage and accessible only by air or vessel. The island is home to predominately Aleut (Unangan) native Alaskans. The Saint Paul Harbor is a critical and strategic port of operations which supports the fishing industry, helping meet international demand for various species of Bering Sea crab, pollack, and halibut. Saint Paul Island is one of two Pribilof Island communities in the Bering Sea that were previously engaged in the historic fur seal trade. Since the enactment of the Fur Seal Act Amendments of 1983 and the phase-out of the commercial fur seal harvest, the Alaska congressional delegation has worked diligently to ensure the federal government meets its obligation to support the establishment of a self-sufficient economy on Saint Paul Island. Saint Paul's harbor was constructed with federal support and the City's application seeks funding to make improvements to several key components of the harbor.

Renovations, improvements, and expansion of the Saint Paul Harbor are required to address the most urgent needs. Funding for this project will accomplish the planning and preconstruction activities necessary to prepare the City of Saint Paul to pursue funding for the construction phase. The renovations and improvements will be designed to accommodate commercial use, freight and fuel transportation, private vessel use, and public uses like emergency medical services and public transportation along the newly created M-11 route designated through the US Marine Highway System.

The Saint Paul Harbor is a critical port of operations for the Bering Sea's commercial crab fisheries as well as the local halibut fishing fleet, barge deliveries from Anchorage and Seattle, and the US Coast Guard. It serves as a strategic port for the Bering Sea fishing fleet to offload crews, undertake medical evacuations, and obtain fuel and other supplies. Barges and freighters deliver the majority of life-sustaining supplies to the island, including all fuel, non-perishable food, materials for home and business construction and repairs, medical supplies for the clinic, books and materials for the school, to name a few.

The U.S. Coast Guard has a Forward Operating Location on Saint Paul Island and patrols the Bering Sea waters surrounding the island during fishing seasons to provide emergency support to the fleet and enforce fishery regulations. Six commercial and small-scale luxury adventure cruise ships called on Saint Paul Harbor in 2023 and are expected to increase to seven in 2024. Vessels equipped with advanced technology for fisheries and oceanographic research from NOAA Fisheries, the National Science Foundation, and academic institutions also regularly call upon Saint Paul Harbor.

Financial investment in Saint Paul Island's Harbor infrastructure is crucial for several reasons that contribute to the economic, social, and logistical well-being of the community.

- Economic Stimulus: A well-maintained harbor supports various economic activities, including commercial fishing, shipping, and tourism. Investing in harbor infrastructure enhances the efficiency of these operations, fostering economic growth and contributing to local employment opportunities.

- Commercial Fishing Industry: Saint Paul Island has a significant reliance on the fishing industry, particularly for crab and other seafood. A functional harbor facilitates the landing, processing, and shipment of seafood products. Upgraded facilities can improve the speed and safety of offloading and increase the overall competitiveness of the local fishing industry.

- Tourism Development: Saint Paul Island may attract tourists interested in its unique wildlife, historical sites, and cultural heritage. An improved harbor can accommodate cruise ships and other vessels, promoting tourism and potentially diversifying the local economy.

- Logistical Efficiency: The harbor serves as a key transportation hub for the island. Upgraded infrastructure supports the efficient movement of goods and supplies, reducing transportation costs and ensuring a more reliable supply chain for the island's residents and businesses.

- Safety and Environmental Considerations: A well-maintained harbor and functional harbormaster office contribute to navigational safety for vessels approaching and departing from the island.

- Resilience and Preparedness: Upgrading the harbor infrastructure can enhance its resilience to extreme weather events and changing climate conditions. This is particularly relevant in remote areas like Saint Paul Island, where reliable transportation infrastructure is critical for responding to emergencies and ensuring the well-being of the community.

- Long-Term Sustainability: Continuous investment in harbor facilities reflects a commitment to the long-term sustainability and development of Saint Paul Island. It positions the community to adapt to changing economic and environmental conditions, ensuring that the harbor remains a viable and strategic asset.

Federal financial investment in the harbor of Saint Paul Island is a strategic and multifaceted approach that supports economic development, enhances community resilience, and ensures the island's long-term sustainability. It plays a pivotal role in fostering a thriving and resilient community in this remote part of Alaska. We urge you to strongly consider selecting the City of Saint Paul, Alaska as a recipient of a RAISE Grant to complete the planning and pre-construction activities for this important project.

Thank you for your attention to this matter, and please do not hesitate to reach out if you require any further information.

Sincerely,

DocuSigned by:
DE6B08F7F6734C7...
Ryan Anderson, P.E.
Commissioner

Cc: Judy Chapman, Deputy Director of Planning, Project Delivery, DOT&PF
Marie Heidemann, Juneau Field Office Planning Chief, Project Delivery, DOT&PF
James Marks, Division Director, Project Delivery, DOT&PF
Erik McCormick, Division Operations Manager, Project Delivery, DOT&PF
Tabitha Williams, Administrative Operations Manager, Project Delivery, DOT&PF

ALEUT COMMUNITY OF ST. PAUL
TRIBAL GOVERNMENT

February 4, 2024

Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE.
Washington, DC 20590

Re: Letter of Support for City of Saint Paul, Alaska USDOT FY24 RAISE Grant Application
To the Honorable Pete Buttigieg,

The Aleut Community of St. Paul Island, is the federally recognized tribe for St. Paul Island, as listed and recognized by the United States under 84 CFR 1200; and the Tribal Government of St. Paul is the representative sovereign government. I write to you today to express our support for the City of Saint Paul, Alaska's planning grant application for renovations, improvements, and expansion of the Saint Paul Harbor.

Saint Paul Island is in the middle of the Bering Sea of Alaska, 750 miles west of Anchorage and accessible only by air or vessel. The island is home to predominately Aleut (Unangan) native Alaskans. The Saint Paul Harbor is a critical and strategic port of operations which supports the fishing industry, helping meet international demand for various species of Bering Sea crab, pollack, and halibut. Saint Paul Island is one of two Pribilof Island communities in the Bering Sea that were previously engaged in the historic fur seal trade. Since the enactment of the Fur Seal Act Amendments of 1983 and the phase-out of the commercial fur seal harvest, the Alaska congressional delegation has worked diligently to ensure the federal government meets its obligation to support the establishment of a self-sufficient economy on Saint Paul Island. Saint Paul's harbor was constructed with federal support and the City's application seeks funding to make improvements to several key components of the harbor.

Renovations, improvements, and expansion of the Saint Paul Harbor are required to address the most urgent needs. Funding for this project will accomplish the planning and preconstruction activities necessary to prepare the City of Saint Paul to pursue funding for the construction phase. The renovations and improvements will be designed to accommodate commercial use, freight and fuel transportation, private vessel use, and public uses like emergency medical services and public transportation along the newly created M-11 route designated through the US Marine Highway System.

The Saint Paul Harbor is a critical port of operations for the Bering Sea's commercial crab fisheries as well as the local halibut fishing fleet, barge deliveries from Anchorage and Seattle, and the US Coast Guard. It serves as a strategic port for the Bering Sea fishing fleet to offload crews, undertake medical evacuations, and obtain fuel and other supplies. Barges and freighters deliver the majority of life-sustaining supplies to the island, including all fuel, non-perishable food, materials for home

and business construction and repairs, medical supplies for the clinic, books and materials for the school, to name a few. The U.S. Coast Guard has a Forward Operating Location on Saint Paul Island and patrols the Bering Sea waters surrounding the island during fishing seasons to provide.

emergency support to the fleet and enforce fishery regulations. Six commercial and small-scale luxury adventure cruise ships called on Saint Paul Harbor in 2023 and are expected to increase to seven in 2024. Vessels equipped with advanced technology for fisheries and oceanographic research from NOAA Fisheries, the National Science Foundation, and academic institutions also regularly call upon Saint Paul Harbor.

As one of the primary users and beneficiaries of the Saint Paul Harbor, our organization wholeheartedly supports the City's proposal. Please add a statement here on how this project would positively impact your organization.

Financial investment in Saint Paul Island's Harbor infrastructure is crucial for several reasons that contribute to the economic, social, and logistical well-being of the community.

- Economic Stimulus: A well-maintained harbor supports various economic activities, including commercial fishing, shipping, and tourism. Investing in harbor infrastructure enhances the efficiency of these operations, fostering economic growth and contributing to local employment opportunities.

- Commercial Fishing Industry: Saint Paul Island has a significant reliance on the fishing industry, particularly for crab and other seafood. A functional harbor facilitates the landing, processing, and shipment of seafood products. Upgraded facilities can improve the speed and safety of offloading and increase the overall competitiveness of the local fishing industry.

- Tourism Development: Saint Paul Island may attract tourists interested in its unique wildlife, historical sites, and cultural heritage. An improved harbor can accommodate cruise ships and other vessels, promoting tourism and potentially diversifying the local economy.

- Logistical Efficiency: The harbor serves as a key transportation hub for the island. Upgraded infrastructure supports the efficient movement of goods and supplies, reducing transportation costs and ensuring a more reliable supply chain for the island's residents and businesses.

- Safety and Environmental Considerations: A well-maintained harbor and functional harbormaster office contribute to navigational safety for vessels approaching and departing from the island.

- Resilience and Preparedness: Upgrading the harbor infrastructure can enhance its resilience to extreme weather events and changing climate conditions. This is particularly relevant in remote areas like Saint Paul Island, where reliable transportation infrastructure is critical for responding to emergencies and ensuring the well-being of the community.

- Long-Term Sustainability: Continuous investment in harbor facilities reflects a commitment to the long-term sustainability and development of Saint Paul Island. It positions the

community to adapt to changing economic and environmental conditions, ensuring that the harbor remains a viable and strategic asset.

Federal financial investment in the harbor of Saint Paul Island is a strategic and multifaceted approach that supports economic development, enhances community resilience, and ensures the island's long-term sustainability. It plays a pivotal role in fostering a thriving and resilient community in this remote part of Alaska. We urge you to strongly consider selecting the City of Saint Paul, Alaska as a recipient of a RAISE Grant to complete the planning and pre-construction activities for this important project.

Sincerely,

John Wayne Melovidov President

2050 Venia Minor Rd., P.O. Box 86, St. Paul Island, AK 99660 | 907-546-3200 (MAIN) | 907-546-3254 (FAX) | aleut.com

ALASKA BERING SEA CRABBERS

February 12, 2024

Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE.
Washington, DC 20590

Re: Letter of Support for City of Saint Paul, Alaska USDOT FY24 RAISE Grant Application

To the Honorable Pete Buttigieg,

Alaska Bering Sea Crabbers (ABSC) is pleased to support for the City of Saint Paul, Alaska's planning grant application for renovations, improvements, and expansion of the Saint Paul Harbor. ABSC is a non-profit industry trade association representing the majority of independent crab harvesters who commercially fish for king, snow (opilio), and Tanner (bairdi) crab with pot gear in Alaska's Bering Sea and Aleutian Islands (BSAI) Crab Rationalization Program. Bering Sea crabbers are one of the primary users and beneficiaries of the Saint Paul Harbor.

Saint Paul Island is in the middle of the Bering Sea of Alaska, 750 miles west of Anchorage and accessible only by air or vessel. The island is home to predominately Aleut (Unangan) native Alaskans. The Saint Paul Harbor is a critical and strategic port of operations which supports the fishing industry, helping meet international demand for various species of Bering Sea crab, pollack, and halibut. Saint Paul Island is one of two Pribilof Island communities in the Bering Sea that were previously engaged in the historic fur seal trade. Since the enactment of the Fur Seal Act Amendments of 1983 and the phase-out of the commercial fur seal harvest, the Alaska congressional delegation has worked diligently to ensure the federal government meets its obligation to support the establishment of a self-sufficient economy on Saint Paul Island. Saint Paul's harbor was constructed with federal support and the City's application seeks funding to make improvements to several key components of the harbor.

Renovations, improvements, and expansion of the Saint Paul Harbor are required to address the most urgent needs. Funding for this project will accomplish the planning and preconstruction activities necessary to prepare the City of Saint Paul to pursue funding for the construction phase. The renovations and improvements will be designed to accommodate commercial use, freight and fuel transportation, private vessel use, and public uses like emergency medical services and public transportation along the newly created M-11 route designated through the US Marine Highway System.

The Saint Paul Harbor is a critical port of operations for the Bering Sea's commercial crab fisheries as well as the local halibut fishing fleet, barge deliveries from Anchorage and Seattle, and the US Coast Guard. It serves as a strategic port for the Bering Sea fishing fleet to offload crews, undertake medical evacuations, and obtain fuel and other supplies. Barges and freighters deliver the majority of life-sustaining supplies to the island, including all fuel, non-perishable food, materials for home and business construction and repairs, medical supplies for the clinic, books and materials for the school, to name a few. The U.S. Coast Guard has a Forward Operating Location on Saint Paul Island and patrols the Bering Sea waters surrounding the island during fishing seasons to provide emergency support to the fleet and enforce fishery regulations. Six commercial and small-scale luxury adventure cruise ships called on Saint Paul Harbor in 2023 and are expected to increase to seven in 2024. Vessels equipped with advanced technology for fisheries and oceanographic research from NOAA Fisheries, the National Science Foundation, and academic institutions also regularly call upon Saint Paul Harbor.

Financial investment in Saint Paul Island's Harbor infrastructure is crucial for several reasons that contribute to the economic, social, and logistical well-being of the community.

- Economic Stimulus: A well-maintained harbor supports various economic activities, including commercial fishing, shipping, and tourism. Investing in harbor infrastructure enhances the efficiency of these operations, fostering economic growth and contributing to local employment opportunities.

- Commercial Fishing Industry: Saint Paul Island has a significant reliance on the fishing industry, particularly for crab and other seafood. A functional harbor facilitates the landing, processing, and shipment of seafood products. Upgraded facilities can improve the speed and safety of offloading and increase the overall competitiveness of the local fishing industry.

- Tourism Development: Saint Paul Island may attract tourists interested in its unique wildlife, historical sites, and cultural heritage. An improved harbor can accommodate cruise ships and other vessels, promoting tourism and potentially diversifying the local economy.

- Logistical Efficiency: The harbor serves as a key transportation hub for the island. Upgraded infrastructure supports the efficient movement of goods and supplies, reducing transportation costs and ensuring a more reliable supply chain for the island's residents and businesses.

- Safety and Environmental Considerations: A well-maintained harbor and functional harbormaster office contribute to navigational safety for vessels approaching and departing from the island.

- Resilience and Preparedness: Upgrading the harbor infrastructure can enhance its resilience to extreme weather events and changing climate conditions. This is particularly relevant in remote areas like Saint Paul Island, where reliable transportation infrastructure is critical for responding to emergencies and ensuring the well-being of the community.

- Long-Term Sustainability: Continuous investment in harbor facilities reflects a commitment to the long-term sustainability and development of Saint Paul Island. It positions the community to adapt to changing economic and environmental conditions, ensuring that the harbor remains a viable and strategic asset.

Federal financial investment in the harbor of Saint Paul Island is a strategic and multifaceted approach that supports economic development, enhances community resilience, and ensures the island's long-term sustainability. It plays a pivotal role in fostering a thriving and resilient community in this remote part of Alaska. We urge you to strongly consider selecting the City of Saint Paul, Alaska as a recipient of a RAISE Grant to complete the planning and pre-construction activities for this important project.

Sincerely,

Jamie Goen
Executive Director
Alaska Bering Sea Crabbers
jamie@alaskacrabbers.org

ALEUTIAN
HOUSING AUTHORITY

February 9, 2024

Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE.
Washington, DC 20590

Re: Letter of Support for City of Saint Paul, Alaska USDOT FY24 RAISE Grant Application

To the Honorable Pete Buttigieg,

Aleutian Housing Authority wishes to convey our support for the City of Saint Paul, Alaska's planning grant application for renovations, improvements, and expansion of Saint Paul Harbor.

Saint Paul Island is in the middle of the Bering Sea of Alaska, 750 miles west of Anchorage and accessible only by air or vessel. The island is home to predominately Aleut (Unangan) native Alaskans. The Saint Paul Harbor is a critical and strategic port of operations which supports the fishing industry, helping meet international demand for various species of Bering Sea crab, pollack, and halibut. Saint Paul Island is one of two Pribilof Island communities in the Bering Sea that were previously engaged in the historic fur seal trade. Since the enactment of the Fur Seal Act Amendments of 1983 and the phase-out of the commercial fur seal harvest, the Alaska congressional delegation has worked diligently to ensure the federal government meets its obligation to support the establishment of a self-sufficient economy on Saint Paul Island. Saint Paul's harbor was constructed with federal support and the City's application seeks funding to make improvements to several key components of the harbor.

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The Saint Paul Harbor is a critical port of operations for the Bering Sea's commercial crab fisheries as well as the local halibut fishing fleet, barge deliveries from Anchorage and Seattle, and the US Coast Guard. It serves as a strategic port for the Bering Sea fishing fleet to offload crews, undertake medical evacuations, and obtain fuel and other supplies. Barges and freighters deliver the majority of life-sustaining supplies to the island, including all fuel, non-perishable food, materials for home and business construction and repairs, medical supplies for the clinic, books and materials for the school, to name a few. The U.S. Coast Guard has a Forward Operating Location on Saint Paul Island and patrols the Bering Sea waters surrounding the island during fishing seasons to provide emergency support to the fleet and enforce fishery regulations. Six commercial and small-scale luxury adventure cruise ships called on Saint Paul Harbor in 2023 and are expected to increase to seven in 2024. Vessels equipped with advanced technology for fisheries and oceanographic research from NOAA Fisheries, the National Science Foundation, and academic institutions also regularly call upon Saint Paul Harbor.

As one of the users benefiting from the Saint Paul Harbor, Aleutian Housing Authority fully supports the City's proposal. We own and operate a 14-unit Senor Facility and a 10-unit Low-Rent Facility in Saint Paul. On many occasions, we need to ship material and mechanical items that are too large to utilize air freight. Even breaking down to smaller shipments, air freight is expensive. Having safe and dependable means by which to receive material is imperative to the safety of our residents and often the only way in which to get sizable items there.

Financial investment in Saint Paul Island's Harbor infrastructure is crucial for several reasons that contribute to the economic, social, and logistical well-being of the community.

- Economic Stimulus: A well-maintained harbor supports various economic activities, including commercial fishing, shipping, and tourism. Investing in harbor infrastructure enhances the efficiency of these operations, fostering economic growth and contributing to local employment opportunities.
- Commercial Fishing Industry: Saint Paul Island has a significant reliance on the fishing industry, particularly for crab and other seafood. A functional harbor facilitates the landing, processing, and shipment of seafood products. Upgraded facilities can improve the speed and safety of offloading and increase the overall competitiveness of the local fishing industry.
- Tourism Development: Saint Paul Island may attract tourists interested in its unique wildlife, historical sites, and cultural heritage. An improved harbor can accommodate cruise ships and other vessels, promoting tourism and potentially diversifying the local economy.
- Logistical Efficiency: The harbor serves as a key transportation hub for the island. Upgraded infrastructure supports the efficient movement of goods and supplies, reducing transportation costs and ensuring a more reliable supply chain for the island's residents and businesses.
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- Resilience and Preparedness: Upgrading the harbor infrastructure can enhance its resilience to extreme weather events and changing climate conditions. This is particularly relevant in remote areas like Saint Paul Island, where reliable transportation infrastructure is critical for responding to emergencies and ensuring the well-being of the community.
- Long-Term Sustainability: Continuous investment in harbor facilities reflects a commitment to the long-term sustainability and development of Saint Paul Island. It positions the community to adapt to changing economic and environmental conditions, ensuring that the harbor remains a viable and strategic asset.

Federal financial investment in the harbor of Saint Paul Island plays a pivotal role in fostering a thriving and resilient community in this remote part of Alaska. We urge you to strongly consider selecting the City of Saint Paul, Alaska as a recipient of a RAISE Grant to complete the planning and pre-construction activities for this important project.

Sincerely,

Viola Yatchmeneff
Executive Director
(907) 644-6604

6520 Kulis Drive
Anchorage, AK 99502

February 5, 2024

Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE.
Washington, DC 20590

Re: Letter of Support for City of Saint Paul, Alaska USDOT FY24 RAISE Grant Application

To the Honorable Pete Buttigieg,

I write to you today to express our support for the City of Saint Paul, Alaska's planning grant application for renovations, improvements, and expansion of the Saint Paul Harbor.

Saint Paul Island is in the middle of the Bering Sea of Alaska, 750 miles west of Anchorage and accessible only by air or vessel. The island is home to predominately Aleut (Unangan) native Alaskans. The Saint Paul Harbor is a critical and strategic port of operations which supports the fishing industry, helping meet international demand for various species of Bering Sea crab, pollack, and halibut. Saint Paul Island is one of two Pribilof Island communities in the Bering Sea that were previously engaged in the historic fur seal trade. Since the enactment of the Fur Seal Act Amendments of 1983 and the phase-out of the commercial fur seal harvest, the Alaska congressional delegation has worked diligently to ensure the federal government meets its obligation to support the establishment of a self-sufficient economy on Saint Paul Island. Saint Paul's harbor was constructed with federal support and the City's application seeks funding to make improvements to several key components of the harbor.

Renovations, improvements, and expansion of the Saint Paul Harbor are required to address the most urgent needs. Funding for this project will accomplish the planning and preconstruction activities necessary to prepare the City of Saint Paul to pursue funding for the construction phase. The renovations and improvements will be designed to accommodate commercial use, freight and fuel transportation, private vessel use, and public uses like emergency medical services and public transportation along the newly created M-11 route designated through the US Marine Highway System.

The Saint Paul Harbor is a critical port of operations for the Bering Sea's commercial crab fisheries as well as the local halibut fishing fleet, barge deliveries from Anchorage and Seattle, and the US Coast Guard. It serves as a strategic port for the Bering Sea fishing fleet to offload crews, undertake medical evacuations, and obtain fuel and other supplies. Barges and freighters deliver the majority of life-sustaining supplies to the island, including all fuel, non-perishable food, materials for home and business construction and repairs, medical supplies for the clinic, books and materials for the school, to name a few. The U.S. Coast Guard has a Forward Operating Location on Saint Paul Island and patrols the Bering Sea waters surrounding the island during fishing seasons to provide emergency support to the fleet and enforce fishery regulations. Six commercial and small-scale luxury adventure cruise ships called on Saint Paul Harbor in 2023 and are expected to increase to seven in 2024. Vessels equipped with advanced technology for fisheries and

oceanographic research from NOAA Fisheries, the National Science Foundation, and academic institutions also regularly call upon Saint Paul Harbor.

As one of the primary users and beneficiaries of the Saint Paul Harbor, our organization wholeheartedly supports the City's proposal. Alaska Marine Lines provides barge service to St. Paul and we are a user of the harbor. This is one of the more difficult places in Alaska to serve so the improvements to this dock would be extremely helpful in allowing us to continue service to service St. Paul into the future.

Financial investment in Saint Paul Island's Harbor infrastructure is crucial for several reasons that contribute to the economic, social, and logistical well-being of the community.

- Economic Stimulus: A well-maintained harbor supports various economic activities, including commercial fishing, shipping, and tourism. Investing in harbor infrastructure enhances the efficiency of these operations, fostering economic growth and contributing to local employment opportunities.

- Commercial Fishing Industry: Saint Paul Island has a significant reliance on the fishing industry, particularly for crab and other seafood. A functional harbor facilitates the landing, processing, and shipment of seafood products. Upgraded facilities can improve the speed and safety of offloading and increase the overall competitiveness of the local fishing industry.

- Tourism Development: Saint Paul Island may attract tourists interested in its unique wildlife, historical sites, and cultural heritage. An improved harbor can accommodate cruise ships and other vessels, promoting tourism and potentially diversifying the local economy.

- Logistical Efficiency: The harbor serves as a key transportation hub for the island. Upgraded infrastructure supports the efficient movement of goods and supplies, reducing transportation costs and ensuring a more reliable supply chain for the island's residents and businesses.

- Safety and Environmental Considerations: A well-maintained harbor and functional harbormaster office contribute to navigational safety for vessels approaching and departing from the island.

- Resilience and Preparedness: Upgrading the harbor infrastructure can enhance its resilience to extreme weather events and changing climate conditions. This is particularly relevant in remote areas like Saint Paul Island, where reliable transportation infrastructure is critical for responding to emergencies and ensuring the well-being of the community.

- Long-Term Sustainability: Continuous investment in harbor facilities reflects a commitment to the long-term sustainability and development of Saint Paul Island. It positions the community to adapt to changing economic and environmental conditions, ensuring that the harbor remains a viable and strategic asset.

Federal financial investment in the harbor of Saint Paul Island is a strategic and multifaceted approach that supports economic development, enhances community resilience, and ensures the island's long-term sustainability. It plays a pivotal role in fostering a thriving and resilient community in this remote part of Alaska. We urge you to strongly consider selecting the City of Saint Paul, Alaska as a recipient of a RAISE Grant to complete the planning and pre-construction activities for this important project.

Sincerely,

Don Reid
Vice President, Operations
Alaska Marine Lines

907-375-2059

ALASKA NATIVE TRIBAL HEALTH CONSORTIUM
Environmental Health & Engineering

February 13, 2024

Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE.
Washington, DC 20590

RE: Letter of Support for City of Saint Paul, Alaska USDOT FY24 RAISE Grant Application

To the Honorable Pete Buttigieg:

I write today to express our support for the City of Saint Paul, Alaska's planning grant application for renovations, improvements, and expansion of the Saint Paul Harbor.

The Saint Paul Harbor is a critical port for barge deliveries from Anchorage and Seattle. Barges and freighters deliver the majority of life-sustaining supplies to the island, including all fuel, non-perishable food, materials for home and business construction and repairs, medical supplies for the clinic, books and materials for the school, to name a few. Also, vessels from the National Science Foundation and academic institutions equipped with advanced technology to do oceanographic research regularly call upon Saint Paul Harbor. Their invaluable research into the circumpolar north's changing climate due to warming oceans is vital to increasing climate resilience in northern communities.

While ANTHC is not a primary user or beneficiary of the Saint Paul Harbor, our organization recognizes its critical importance in developing and maintaining the island's health facilities and sanitation infrastructure. Thus ANTHC wholeheartedly supports the city's proposal.

Financial investment in Saint Paul Island's Harbor infrastructure is crucial for several reasons:

- Logistical Efficiency: The harbor serves as a key transportation hub for the island. Upgraded infrastructure supports the efficient movement of goods and supplies, reducing transportation costs and ensuring a more reliable supply chain for the island's residents and businesses.
- Resilience and Preparedness: Upgrading the harbor infrastructure can enhance its resilience to extreme weather events and changing climate conditions. This is particularly relevant in remote areas like Saint Paul Island, where reliable transportation infrastructure is critical for responding to emergencies and ensuring the well-being of the community.
- Long-Term Sustainability: Continuous investment in harbor facilities reflects a commitment to the long-term sustainability and development of Saint Paul Island. It positions the community to adapt to changing economic and environmental conditions, ensuring that the harbor remains a viable and strategic asset.

Federal financial investment in this project plays a pivotal role in fostering a thriving and resilient community in this remote part of Alaska. We urge you to consider selecting the City of Saint Paul, Alaska as a recipient of a RAISE Grant to complete the planning and pre-construction activities for this project.

Sincerely,

DocuSigned by:
David Beveridge
FB38A7941999490...

David G. Beveridge
V.P. of Environmental Health and Engineering

W170°

N57°

Central Bering Sea Fishermen's Association

P.O. Box 288 | Saint Paul Island, Alaska 99660 | Phone: 907.546.2597 | Fax: 907.546.2450 | cbsfa.com

February 9, 2024

Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE.
Washington, DC 20590

Re: Letter of Support for City of Saint Paul, Alaska USDOT FY24 RAISE Grant Application

To the Honorable Pete Buttigieg,

The Central Bering Sea Fishermen's Association (CBSFA) is the management organization for Saint Paul Island under the Western Alaska Community Development Quota (CDQ) Program. Since the program was created in 1992, the federal government has been awarding various species of fish (CDQ allocations) from the Bering Sea and Aleutian Islands commercial fisheries to CBSFA. In turn, CBSFA manages these allocations to promote social and economic development at Saint Paul Island.

Saint Paul Island is located in the middle of the Bering Sea of Alaska, 750 miles west of Anchorage and accessible only by air or vessel. The island is home to predominately Aleut (Unangan) native Alaskans. The Saint Paul Harbor is a critical and strategic port of operations which supports the fishing industry, helping meet international demand for various species of Bering Sea crab, pollock, and halibut. Saint Paul Island is one of two Pribilof Island communities in the Bering Sea that were previously engaged in the historic fur seal trade. Since the enactment of the Fur Seal Act Amendments of 1983 and the phase-out of the commercial fur seal harvest, the Alaska congressional delegation has worked diligently to ensure the federal government meets its obligation to support the establishment of a self-sufficient economy on Saint Paul Island. Saint Paul's harbor was constructed with federal support and the City's application seeks funding to make improvements to several key components of the harbor.

Renovations, improvements, and expansion of the Saint Paul Harbor are required to address the most urgent needs. Funding for this project will accomplish the planning and preconstruction activities necessary to prepare the City of Saint Paul to pursue funding for the construction phase. The renovations and improvements will be designed to accommodate commercial use, freight and fuel transportation, private vessel use, and public uses like emergency medical services and public transportation along the newly created M-11 route designated through the U.S. Marine Highway System.

The Saint Paul Harbor is a critical port of operations for the Bering Sea's commercial crab fisheries as well as the local halibut fishing fleet, grocery and fuel barge deliveries from Anchorage and Seattle, and the U.S. Coast Guard. It serves as a strategic port for the Bering Sea fishing fleet to offload crews, undertake medical evacuations, and obtain fuel and other supplies. Barges and freighters deliver the majority of life-sustaining supplies to the island, including all fuel, non-perishable food, materials for home and business construction and repairs, and necessary operational supplies for local organizations. The U.S. Coast Guard has a Forward Operating Location on Saint Paul Island and patrols the Bering Sea waters surrounding the island during fishing seasons to provide emergency support to the fleet and enforce fishery regulations. Six commercial and small-scale luxury adventure cruise ships called on Saint Paul Harbor in 2023 and are expected to increase to seven in 2024. Vessels equipped with advanced technology for fisheries and oceanographic research from NOAA Fisheries, the National Science Foundation, and academic institutions also regularly call upon Saint Paul Harbor.

Financial investment in Saint Paul Island's Harbor infrastructure is crucial for several reasons that contribute to the economic, social, and logistical well-being of the community.

- Economic Stimulus: A well-maintained harbor supports various economic activities, including commercial fishing, shipping, and tourism. Investing in harbor infrastructure enhances the efficiency of these operations, fostering economic growth and contributing to local employment opportunities.

- Commercial Fishing Industry: Saint Paul Island has a significant reliance on the fishing industry, particularly for crab and other seafood. A functional harbor facilitates the landing, processing, and shipment of seafood products. Upgraded facilities can improve the speed and safety of offloading and increase the overall competitiveness of the local fishing industry.

- Tourism Development: Saint Paul Island may attract tourists interested in its unique wildlife, historical sites, and cultural heritage. An improved harbor can accommodate cruise ships and other vessels, promoting tourism and potentially diversifying the local economy.

- Logistical Efficiency: The harbor serves as a key transportation hub for the island. Upgraded infrastructure supports the efficient movement of goods and supplies, reducing transportation costs and ensuring a more reliable supply chain for the island's residents and businesses.

- Safety and Environmental Considerations: A well-maintained harbor and functional harbormaster office contribute to navigational safety for vessels approaching and departing from the island.

- Resilience and Preparedness: Upgrading the harbor infrastructure can enhance its resilience to extreme weather events and changing climate conditions. This is particularly relevant in remote areas like Saint Paul Island, where reliable transportation infrastructure is critical for responding to emergencies and ensuring the well-being of the community.

- Long-Term Sustainability: Continuous investment in harbor facilities reflects a commitment to the long-term sustainability and development of Saint Paul Island. It positions the community to adapt to changing economic and environmental conditions, ensuring that the harbor remains a viable and strategic asset.

Federal financial investment in the harbor of Saint Paul Island is a strategic and multifaceted approach that supports economic development, enhances community resilience, and ensures the island's long-term sustainability. It plays a pivotal role in fostering a thriving and resilient community in this remote part of Alaska. We urge you to strongly consider selecting the City of Saint Paul, Alaska as a recipient of a RAISE Grant to complete the planning and pre-construction activities for this important project.

The South Dock has been the main location for our local halibut fishing fleet to launch and retrieve vessels, and acquire fuel for our vessels. As one of the primary users and beneficiaries of the Saint Paul Harbor, our organization wholeheartedly supports the City's proposal. More importantly, award funding the City of Saint Paul, Alaska will allow for renovations, improvements, and expansion of the Saint Paul Harbor, which will be an investment for our entire island.

Sincerely,

Ray Melovidov
President

February 5, 2024

Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE.
Washington, DC 20590

Re: Letter of Support for City of Saint Paul, Alaska USDOT FY24 RAISE Grant Application

To the Honorable Pete Buttigieg,
I write to you today to express our support for the City of Saint Paul, Alaska's planning grant application for renovations, improvements, and expansion of the Saint Paul Harbor.

Saint Paul Island is in the middle of the Bering Sea of Alaska, 750 miles west of Anchorage and accessible only by air or vessel. The island is home to predominately Aleut (Unangan) native Alaskans. The Saint Paul Harbor is a critical and strategic port of operations which supports the fishing industry, helping meet international demand for various species of Bering Sea crab, pollack, and halibut. Saint Paul Island is one of two Pribilof Island communities in the Bering Sea that were previously engaged in the historic fur seal trade. Since the enactment of the Fur Seal Act Amendments of 1983 and the phase-out of the commercial fur seal harvest, the Alaska congressional delegation has worked diligently to ensure the federal government meets its obligation to support the establishment of a self-sufficient economy on Saint Paul Island. Saint Paul's harbor was constructed with federal support and the City's application seeks funding to make improvements to several key components of the harbor.

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As one of the primary users and beneficiaries of the Saint Paul Harbor, our organization wholeheartedly supports the City's proposal.

Maintenance and improvement of the St. Paul harbor infrastructure is necessary to support our companies continued operations meeting the EPA and ADEC regulatory requirements for municipalities and seafood processors. Further this port is the only safe harbor for our vessels while conducting operations in the Bearing Sea and western Alaska.

Financial investment in Saint Paul Island's Harbor infrastructure is crucial for several reasons that contribute to the economic, social, and logistical well-being of the community.

- Economic Stimulus: A well-maintained harbor supports various economic activities, including commercial fishing, shipping, and tourism. Investing in harbor infrastructure enhances the efficiency of these operations, fostering economic growth and contributing to local employment opportunities.

- Commercial Fishing Industry: Saint Paul Island has a significant reliance on the fishing industry, particularly for crab and other seafood. A functional harbor facilitates the landing, processing, and shipment of seafood products. Upgraded facilities can improve the speed and safety of offloading and increase the overall competitiveness of the local fishing industry.

- Tourism Development: Saint Paul Island may attract tourists interested in its unique wildlife, historical sites, and cultural heritage. An improved harbor can accommodate cruise ships and other vessels, promoting tourism and potentially diversifying the local economy.

- Logistical Efficiency: The harbor serves as a key transportation hub for the island. Upgraded infrastructure supports the efficient movement of goods and supplies, reducing transportation costs and ensuring a more reliable supply chain for the island's residents and businesses.

- Safety and Environmental Considerations: A well-maintained harbor and functional harbormaster office contribute to navigational safety for vessels approaching and departing from the island.

- Resilience and Preparedness: Upgrading the harbor infrastructure can enhance its resilience to extreme weather events and changing climate conditions. This is particularly relevant in remote areas like Saint Paul Island, where reliable transportation infrastructure is critical for responding to emergencies and ensuring the well-being of the community.

- Long-Term Sustainability: Continuous investment in harbor facilities reflects a commitment to the long-term sustainability and development of Saint Paul Island. It positions the community to adapt to changing economic and environmental conditions, ensuring that the harbor remains a viable and strategic asset.

Federal financial investment in the harbor of Saint Paul Island is a strategic and multifaceted approach that supports economic development, enhances community resilience, and ensures the island's long-term sustainability. It plays a pivotal role in fostering a thriving and resilient community in this remote part of Alaska. We urge you to strongly consider selecting the City of Saint Paul, Alaska as a recipient of a RAISE Grant to complete the planning and pre-construction activities for this important project.

Sincerely,

Tim Jewell, CEO
Enviro-Tech Diving Inc.

February 8, 2024

Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE.
Washington, DC 20590

Re: Letter of Support for City of Saint Paul, Alaska USDOT FY24 RAISE Grant Application

To the Honorable Pete Buttigieg,

I write to you today to express our support for the City of Saint Paul, Alaska's planning grant application for renovations, improvements, and expansion of the Saint Paul Harbor.

Saint Paul Island is in the middle of the Bering Sea of Alaska, 750 miles west of Anchorage and accessible only by air or vessel. The island is home to predominately Aleut (Unangan) native Alaskans. The Saint Paul Harbor is a critical and strategic port of operations which supports the fishing industry, helping meet international demand for various species of Bering Sea crab, pollack, and halibut. Saint Paul Island is one of two Pribilof Island communities in the Bering Sea that were previously engaged in the historic fur seal trade. Since the enactment of the Fur Seal Act Amendments of 1983 and the phase-out of the commercial fur seal harvest, the Alaska congressional delegation has worked diligently to ensure the federal government meets its obligation to support the establishment of a self-sufficient economy on Saint Paul Island. Saint Paul's harbor was constructed with federal support and the City's application seeks funding to make improvements to several key components of the harbor.

Renovations, improvements, and expansion of the Saint Paul Harbor are required to address the most urgent needs. Funding for this project will accomplish the planning and preconstruction activities necessary to prepare the City of Saint Paul to pursue funding for the construction phase. The renovations and improvements will be designed to accommodate commercial use, freight and fuel transportation, private vessel use, and public uses like emergency medical services and public transportation along the newly created M-11 route designated through the US Marine Highway System.

The Saint Paul Harbor is a critical port of operations for the Bering Sea's commercial crab fisheries as well as the local halibut fishing fleet, barge deliveries from Anchorage and Seattle, and the US Coast Guard. It serves as a strategic port for the Bering Sea fishing fleet to offload crews, undertake medical evacuations, and obtain fuel and other supplies. Barges and freighters deliver the majority of life-sustaining supplies to the island, including all fuel, non-perishable food, materials for home and business construction and repairs, medical supplies for the clinic, books and materials for the school, to name a few. The U.S. Coast Guard has a Forward Operating Location on Saint Paul Island and patrols the Bering Sea waters surrounding the island during fishing seasons to provide emergency support to the fleet and enforce fishery regulations. Six commercial and small-scale luxury adventure cruise ships called on Saint Paul Harbor in 2023 and are expected to increase to seven in 2024. Vessels equipped with advanced technology for

fisheries and oceanographic research from NOAA Fisheries, the National Science Foundation, and academic institutions also regularly call upon Saint Paul Harbor.

As one of the primary users and beneficiaries of the Saint Paul Harbor, Trident Seafoods adamantly supports the City's proposal. The Trident Seafoods processing facility relies on the fishing fleet and its harbor for landings -- which ultimately make up the largest local tax generating activity on St. Paul. Further, our facility and seafood processors rely on the city dock for barge shipment and deliveries. In the current configuration, St. Paul harbor only has moorage for three large vessels at a time, and only has space to maneuver one vessel at time. We could increase our efficiency and safety if there was space for four or more vessels. We believe funding for this study will help move the community one step closer to developing a robust and reliable harbor that can sustain commercial operations into the future.

Financial investment in Saint Paul Island's Harbor infrastructure is crucial for several reasons that contribute to the economic, social, and logistical well-being of the community.

- Economic Stimulus: A well-maintained harbor supports various economic activities, including commercial fishing, shipping, and tourism. Investing in harbor infrastructure enhances the efficiency of these operations, fostering economic growth and contributing to local employment opportunities.

- Commercial Fishing Industry: Saint Paul Island has a significant reliance on the fishing industry, particularly for crab and other seafood. A functional harbor facilitates the landing, processing, and shipment of seafood products. Upgraded facilities can improve the speed and safety of offloading and increase the overall competitiveness of the local fishing industry.

- Tourism Development: Saint Paul Island may attract tourists interested in its unique wildlife, historical sites, and cultural heritage. An improved harbor can accommodate cruise ships and other vessels, promoting tourism and potentially diversifying the local economy.

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- Safety and Environmental Considerations: A well-maintained harbor and functional harbormaster office contribute to navigational safety for vessels approaching and departing from the island.

- Resilience and Preparedness: Upgrading the harbor infrastructure can enhance its resilience to extreme weather events and changing climate conditions. This is particularly relevant in remote areas like Saint Paul Island, where reliable transportation infrastructure is critical for responding to emergencies and ensuring the well-being of the community.

- Long-Term Sustainability: Continuous investment in harbor facilities reflects a commitment to the long-term sustainability and development of Saint Paul Island. It

positions the community to adapt to changing economic and environmental conditions, ensuring that the harbor remains a viable and strategic asset.

Federal financial investment in the harbor of Saint Paul Island is a strategic and multifaceted approach that supports economic development, enhances community resilience, and ensures the island's long-term sustainability. It plays a pivotal role in fostering a thriving and resilient community in this remote part of Alaska. We urge you to strongly consider selecting the City of Saint Paul, Alaska as a recipient of a RAISE Grant to complete the planning and pre-construction activities for this important project.

Sincerely,

Stefanie M. Moreland
Executive Vice President, Public Relations

Pribilof School District
St. Paul School
Box 207 * St. Paul Island * Alaska 99660
Phone:907-546-3321
http://pribilofsd.org

February 5, 2024

Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE.
Washington, DC 20590

Re: Letter of Support for City of Saint Paul, Alaska USDOT FY24 RAISE Grant Application
To the Honorable Pete Buttigieg,

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As one of the primary users and beneficiaries of the Saint Paul Harbor, our organization wholeheartedly supports the City's proposal. With these new improvements Pribilof School District could benefit from easier access to the port of cargo as the District receives a lot of materials, and school items through the harbor on barges or freighters.

Financial investment in Saint Paul Island's Harbor infrastructure is crucial for several reasons that contribute to the economic, social, and logistical well-being of the community.

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Michael Baldwin
Pribilof School District
Superintendent / K-12 Principal

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Sincerely,

Luther A. Bartholomew

Director of Marine Operations
Vitus Marine LLC.,
907-831-0662 cell
907-793-9709 office
Luther.Bartholomew@VitusMarine.com