



Support for Arctic Deep Draft Port Causeway Extension Funding

The City of Nome requests support from the Congressional delegation, the State of Alaska, the Alaska Legislature, the Department of Defense/NORTHCOM and the US Army Corp of Engineers (USACE) to extend the existing Nome Causeway to -35' MLLW and provide \$250 million in funding for the design and construction of the extension as part of the Arctic Deep Draft Port System in Nome, Alaska. This is a national security issue and national priority for the United States and the State of Alaska.

Extending Nome's Causeway out to -35' MLLW will meet increased demands for ocean-going commerce, scientific research and economic and resource development activities, but most importantly, provide a strategic location to position assets to strengthen homeland security, national defense and create a presence for enforcement as well as Arctic stewardship and environmental response.

We wish to demonstrate the effectiveness and efficiency of development dollars in this region by soliciting investment in the Port of Nome first. Nome is able to support the development to show a return on investment quickly. Resource development will become more economical for the private sector's operations, effectively saving several days of sailing. An immediate and vital benefit of this investment will be the increased efficiency in logistical support throughout the Bering Sea and Arctic Ocean.

The Port of Nome, due to geographic location, is a strategic transportation hub that meet the needs of the President's National Strategy for the Arctic, the Department of Defense's Arctic Strategy, The Committee on Marine Transportation's US Arctic Marine Transportation Priorities, the US Coast Guard's Arctic Strategy, NOAA's Arctic Vision and Strategy and the Arctic Marine Assessment Report 2009 Recommendations for Arctic infrastructure.

Currently, no other medium draft port infrastructure capabilities exist from Northwest Alaska to the Canadian border. The Port has completed many improvements to the facility with multiple public-private partnerships. The Port of Nome's existing Causeway is dredged to -22.5' MLLW with a 270' spur at the end, and a 3,025' protecting breakwater to the east. Extending the already proven port facility to deeper water makes sense when compared with higher costs, lower return options.

The USACE/DOTPF Arctic Deep Draft Port System design for Nome will accommodate line haul fuel barges, tankers, ice breakers, USCG Cutters, Navy ships, NOAA and foreign scientific research vessels, oil & gas support vessels, as well as larger cruise ships, landing crafts and tugs.

The Bering Strait has seen an increase in ocean vessel traffic due to the opening of the Arctic, with economic development opportunities in resource development along with International scientific research and tourism. The Marine Exchange of Alaska began recording traffic data in 2009 as reflected below:

	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>
Total transits recorded through the Bering Straits	277	338	239	316	344
Northern Sea Route transits	0	4	34	46	71
Port of Nome Vessel Calls	301	296	271	444	449

The City of Nome has community infrastructure in place to support the increase in Arctic shipping; a new hospital, cross wind runway, daily flights to Anchorage, stores for resupply of perishables and dry goods, restaurants, hotels and a multitude of activities to occupy passengers and crew while staging for vessel transfers.

The City supports infrastructure development across the entire Alaska Arctic. The City of Nome has regional support from Kawerak, Inc., who represents 19 of the 21 tribes in the Bering Strait region, Nome Eskimo Community, Nome Chamber of Commerce, and Sitnasuak Native Corporation. The City of Nome supports Bering Strait Native Corporation's efforts in obtaining site control of the former Port Clarence LORAN Coast Guard Station. We have also received a letter of support from Bering Straits Native Corporation for the Alaska Arctic Deep Draft Port System to include Nome and Port Clarence. We support the State of Alaska's efforts to develop Cape Riley.

The City of Nome is requesting the State of Alaska, the Alaska State Legislature and the United States Congress to fund the design and construction of the Arctic Deep Draft Port System in Nome extending the Causeway to -35' MLLW at an estimated \$250 million to ensure and preserve the United States' presence in the Arctic.



September 25, 2013

Josie Bahnke
City of Nome Manager
PO BOX 281
Nome, AK 99762

re: Additional Offload Berth in Nome Harbor

Ms. Bahnke,

The Port of Nome plays a critical role as our nation's only "Gateway to the Arctic". In the span of my career, I've seen the port grow substantially, but not enough to keep pace with the rapid increase in Arctic shipping.

Vitus Marine support the construction of any additional mooring space. As a frequent user for critical fuel deliveries, Vitus has first-hand knowledge of the costly delays related to port congestion.

Efficient port operations are vital to commerce and ultimately a savings to regional consumers. Every day lost to port congestion will ultimately mean additional costs passed on to consumers.

Vitus stands behind any efforts by the City of Nome to secure funding for harbor expansions and improvements.

Sincerely,

A handwritten signature in blue ink, appearing to read "M. Smith", written over a horizontal line.

Mark Smith,
CEO Vitus Marine



P.O. Box 905 • Nome, Alaska 99762
(907) 387-1200 • Fax (907) 443-3063

December 12, 2013

Josie Bahnke, City Manager
City of Nome
P.O. Box 281 Nome, Alaska 99762

Ref: Letter of Support for EDA funding.

Dear Ms. Bahnke

Sitnasuak Native Corporation (SNC) strongly and whole heartily supports the City of Nome's request to seek EDA funds to assist in building the Middle Dock Project at the Port of Nome.

SNC's subsidiary Bonanza Fuel (BF) recently increased its fuel storage capacity from 3.6 million gallons to close to 6 million gallons. BF will also have the capacity to provide large volumes of fuel quickly to any size vessel. This will require additional staff.

SNC is a the major supplier of Heating Oil, ULSD#1, ULSD#2 and Gasoline in the Nome area.

BF has delivered thousands of gallons of marine fuel to a variety of marine vessels moored at the Nome Port for many years.

The City of Nome needs a marine facility that can meet the increasing demands for additional mooring space for the unloading and loading of a variety of cargo being delivered by many marine vessels. The number of vessels utilizing the Nome Port is increasing.

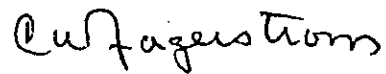
The addition of the middle dock will allow vessels to quickly discharge or receive

cargo, hopefully lowering the cost of living for all of us in the Bering Straits Region. Not only lowering the cost of living but also provide job opportunities.

Again SNC respectfully request EDA to provide funds to assist the City of Nome to construct the Middle Dock at the Port of Nome.

Respectfully submitted,

Sitnasuak Native Corporation

A handwritten signature in black ink that reads "Charles W. Fagerstrom". The signature is written in a cursive style with a large initial "C" and "W".

Charles w. Fagerstrom, President



Nome Eskimo Community

Box 1090
Nome, Alaska 99762
Phone (907) 443-2246
Fax (907) 443-3539



September 19, 2013

Josie Bahnke, City Manager
City of Nome
P.O. Box 281
Nome, AK 99762

RE: Letter of Support

Dear Ms. Bahnke:

The Nome Eskimo Community would like to express support for the City of Nome's 2013 Outside Entity Funding proposal for the Causeway Mid-Dock Project.

The City of Nome has taken significant measures to improve our ports that not only serve the community of Nome but commercial and subsistence needs as well. The Mid-Dock Project would address the growing backlog of large ship and barge traffic that must wait for space at the causeway. The increase in traffic, with limited dockage space, has resulted in lengthy delays that continue to impact a vessels ability to get dockside to conduct operations in a timely manner. The construction of a 3rd cell mid-dock will not only alleviate vessel congestion but allow vessels to enter and depart our port in a more expedient manner.

The City of Nome has already invested substantial funds for harbor projects and is seeking additional funds for this project that will help to fulfill our communities growing port needs. Nome Eskimo Community understands the importance of this project and fully supports the City of Nome's proposal.

Respectfully,

NOME ESKIMO COMMUNITY

Denise Barengo, Executive Director

Cc: 2013 Letters of Support - file



Knik Construction Co., Inc.
P.O. Box 3757
Seattle, Washington 98124-3757
(206) 439-5525
(800) 426-3201
Fax: (206) 243-8415

December 30, 2013

Ms. Joy Baker
Projects-Port Expansion & Development
Port Of Nome
P.O. Box 281
Nome, Alaska 99762

Re: Nome Mid Dock Project

Dear Ms. Baker:

Knik Construction Co., Inc. strongly supports the construction of additional docking capacity for large ships and barges at the Nome Port.

Knik does work for the State of Alaska Department of Transportation and Public Facilities as well as other Federal and State agencies that involves the exporting; via barge, of local Nome aggregates to various construction projects throughout the region. This is done with marine gear that can cost over \$25,000 per day; so delays can add significant costs to these projects. With the growing amount of vessel traffic we have seen into and out of Nome we are concerned that the cost of these delays will make the local Nome aggregates non-competitive for export compared to other aggregate sources.

We have enjoyed a long term relationship working with the local Nome land owners to assist them in the development and marketing of their aggregate resources for export. It would be ashamed to see these resources become unfeasible for export.

If you have any questions you can contact me at (206)439-5560.

Sincerely,

A handwritten signature in black ink, appearing to read "Parry Rekers", is written over a large, stylized flourish that extends to the right.

Parry Rekers
Vice President



BERING STRAITS NATIVE CORPORATION

City of Nome
PO Box 281
Nome, AK 99762

December 12, 2013

To whom it may concern:

This letter is in support of the EDA Investment Assistance application submitted by the City of Nome for port/harbor enhancements, specifically for the middle dock project. This addition to the City's facilities will greatly improve the ability to export sand, rock and gravel, which is one of the business lines that Bering Straits Native Corp and it's wholly owned subsidiary Stampede Ventures Trucking is involved with. Currently, there is insufficient room at the dock to stage materials for export and there are frequently no berths available for the gravel transport barges to tie up because of other traffic. I believe the addition of the middle dock will allow an expansion of our business, resulting in at least five good paying jobs in the community.

Thank you,

Jerald Brown, VP
Bering Straits Native Corp
PO Box 1008
Nome, AK 99762
907-443-4307

12/26/13



Joy L. Baker
Projects – Port Expansion & Development
Port of Nome
P.O. Box 281
Nome, AK 99762

Bering Marine Corporation
6400 South Airpark Place, Suite #1
Anchorage, AK 99502
(907) 245-1544
Fax: (907) 245-1744

RE: NOME MID DOCK

Dear Joy

Bering Marine is pleased to learn that the Port of Nome is planning on building a mid-dock to provide docking of three vessels at one time at the Nome Outer Harbor. We have noticed an increase in traffic at your facility in the past few years. Lately it seems that each time we plan to use the Nome Outer Harbor there is a conflict with other vessels.

In 2008 - 2010 we barged the following quantities from West Dock at Nome:

2008

44,192 tons of 3" minus

2009

54,258 tons of 3" minus

2010

30,671 tons of 3" minus

13,929 tons of D1

The above tonnage was hauled from Nome with 44 different voyages. As busy as the Nome docks are today we would have had to bid delay days into the job which could have cost us and the State of Alaska between \$300,000 and \$600,000.

We have been using Nome for the past 30 years as one of our primary aggregate sources and would like to continue to use it as long as we can be efficient loading and unloading barges.

We strongly support Nome's expansion work at the Nome outer Harbor.

Thanks Rick Gray

President

Bering Marine Corporation



September 27th 2013

Joy L. Baker

Projects – Port Expansion & Development

Port of Nome

907-443-6602

www.nomealaska.org

Dear Joy Baker,

This letter is in response to the potential Mid Dock Project regarding the causeway expansion to the existing dock in Nome, Alaska. You have our full support in trying to make this project happen as the causeway addition will have many benefits to our scheduled marine transportation company. We would like to help the process in whatever way we can. The volume and activity in Nome, Alaska has grown considerably in the last few years and needs to have more capacity.

Alaska Logistics, LLC will be going into our 12th season of shipping in and out of Nome. Over the past five years we have seen the volume of the dock usage increase dramatically. In 2012 it was our largest season of shipping freight out to Nome. On one voyage we had over 130 different projects passing over the Nome docks. We also have 5 scheduled voyages to Nome every sailing season.

Our company has been impacted by not having enough causeway space to come in quickly and depart in a timely manner on more than one occasion this year. This holds up our turnover time and causes delays in scheduling for other villages. Building the additional causeway will make it more efficient for our company with the loading and offloading of cargo to our vessels.

It would be beneficial to have and form a second causeway in Nome for operational purposes and convenience for more than just Alaska Logistics, but also other logistics companies and people with operations taking place down at the dock. Since there is currently one causeway, only one vehicle or piece of equipment is able to drive on the causeway, it can get congested down at the dock which can slow down operations of companies working. If there were two causeways this could potentially cause a better operational flow with all of the different people going back and forth from the city dock since there could now be two or more vehicles with the space of two causeways.

A new causeway without the extremely low weight limitations or the current causeway would also help our operations. Let us know if there is anything that we can do to help the process. We have tugs and barges that could be used to bring up materials from Seward, Alaska or Seattle, Washington to help with the Mid Dock Project.

Respectfully,


Allyn Long
General Manager

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