

## **Frequently Asked Questions (FAQ's)**

### **1. Where can I get a copy of the Draft Integrated Feasibility Report/Environmental Assessment?**

<http://www.poa.usace.army.mil/Library/ReportsandStudies/AlaskaRegionalPortsStudy.aspx> The Draft Integrated Feasibility Report/Environmental Assessment will also be available on the Alaska State Department of Transportation and Public Facilities website - <http://www.dot.alaska.gov/stwddes/desports/arctic.shtml>

### **2. How can I find out more information?**

Address your questions to [AKRegPorts@usace.army.mil](mailto:AKRegPorts@usace.army.mil) and the appropriate study team member will reply.

### **3. Who is doing this study?**

This study is a collaborative effort between the USACE Alaska District and Alaska DOT&PF. A Project Development Team is actively working to finalize the study for public review.

### **4. When will the report review process begin?**

The feasibility report and environmental assessment will be available for review on February 20<sup>th</sup>.

### **5. Why do we need a deep-draft Arctic Port?**

Our state and federal congressional leadership have highlighted several reasons why Alaska needs an Arctic port: maintaining sovereignty in light of increased Arctic traffic and activity; diversifying Alaska's economy; Arctic Search and Rescue coverage/responsibility; and protecting U.S. air, land and sea borders.

### **6. How will Alaska's communities and stakeholders be involved in this planning process?**

There will be ongoing public meetings and consultations with stakeholders throughout this project. The Project Development Team has already conducted meetings in Nome, Teller, and Brevig Mission along with numerous presentations to interested parties.

### **7. What happens next?**

The study will undergo several rounds of review concurrently: Agency Technical Review, Public Review, Policy Review, and Independent External Peer Review. Once comments are received and addressed, the updated report will be submitted to the Senior Leadership at the Headquarters U.S. Army Corps of Engineers (HQUSACE) for endorsement of the recommended plan. The final report would then go to Civil Works Review Board for recommendation to release for State and Agency review. Again there would be updates to the report based on the State and Agency review. The final report goes to the Chief of Engineers of the U.S. Army Corps of Engineers for signature and is forwarded to the Assistant Secretary of the Army for Civil Works, and to Congress.

### **8. When would construction begin?**

A number of things need to happen prior to construction. The Chief of Engineers for the U.S. Army Corps of Engineers must sign the document and forward to Congress. Congress must authorize the

project – usually done in a Water Resources Development Act (WRDA) type bill and then Congress must appropriate funds. Funding must be in place for both the Federal and non-Federal sponsor portions of the project before design and construction begins. Optimistically, all of those things could be in place around 2020.

**9. Will this project be able to accommodate ice-breakers?**

This tentatively selected plan extends the Nome Causeway and dredges to minus 28-feet MLLW. Existing ice-breakers typically need drafts of minus 35-feet MLLW. For those vessels, the current practice of anchoring offshore and lightering goods and people on smaller vessels will continue.

**10. How will the design and construction of the deep-draft Arctic port be funded?**

The design and construction of the project would be cost-shared by the Corps of Engineers and a non-Federal Sponsor. While the State has been the sponsor for the feasibility study, the City of Nome has indicated its willingness to be the sponsor for design and construction. The Federal funds require Federal appropriation. Non-Federal Sponsor funds are typically provided through bonding, grants, and other sources of non-Federal funds such as State appropriation.