
APPENDIX F

LOCAL GOVERNMENT RESOLUTIONS





P.O. Box 46
Kotzebue, Alaska 99752

City Hall
442-3401

Police Dept.
442-3351

Fire Dept.
442-3404

Public Works
442-3401

**CITY OF KOTZEBUE
RESOLUTION NO. 02-19**

A RESOLUTION OF THE CITY COUNCIL OF KOTZEBUE, ALASKA SUPPORTING THE INCLUSION OF THE BLOSSOM HILL ROAD CORRIDOR AND PORT SITE IN THE ALASKA DEPARTMENT OF TRANSPORTATION'S NORTHWEST ARCTIC TRANSPORTATION PLAN.

WHEREAS, the Alaska Department of Transportation and Public Facilities "ADOT/PF" is currently developing a Northwest Arctic Transportation Plan ("NATP");

WHEREAS, the NATP will approach transportation needs for Northwest Alaska from two perspectives - - community needs and resource development needs;

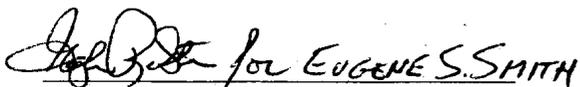
WHEREAS, the Blossom Hill site is the best opportunity for the State of Alaska to develop a deep water port to support the needs of Kotzebue and the needs of the villages in the region; and

WHEREAS, the high cost to transportation in the Kotzebue area is a hardship on the people of the region and hinders economic development.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Kotzebue would request that the Blossom Hill Project, road corridor and port site, be included within the community transportation portion of the NATP currently being developed by ADOT/PF.

PASSED AND APPROVED by a duly constituted quorum of the City Council for the City of Kotzebue on the 1st day of November, 2001.

CITY OF KOTZEBUE:


Eugene S. Smith, Mayor

(Seal)

ATTEST:


Nancy Mercer, City Clerk

Resolution No. 03-23

A RESOLUTION OF THE KIKIKTAGRUK INUPIAT CORPORATION OF KOTZEBUE, ALASKA SUPPORTING THE INCLUSION OF THE CAPE BLOSSOM HILL ROAD CORRIDOR AND PORT SITE IN THE ALASKA DEPARTMENT OF TRANSPORTATION'S NORTHWEST ARCTIC TRANSPORTATION PLAN.

WHEREAS, the Alaska Department of Transportation and Public Facilities "ADOT/PF" is currently developing a Northwest Arctic Transportation Plan ("NATP")

WHEREAS, the NATP will approach transportation needs for Northwest Alaska from two perspectives – community needs and resource development needs.

WHEREAS, the Cape Blossom Hill site is the best opportunity for the State of Alaska to develop a deep water port to support the needs of Kotzebue and the needs of the villages in the region, and

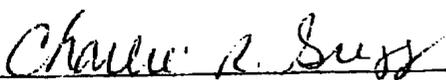
WHEREAS, the high cost to transportation in the Kotzebue area is a hardship on the people of the region and hinders economic development.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Kikiktagruk Inupiat Corporation request that the Cape Blossom Hill Project, road corridor and port site, be included within the community transportation portion of the NATP currently being developed by ADOT/PF.

PASSED AND APPROVED by a duly constituted meeting of which a quorum of the Board of Directors of the Kikiktagruk Inupiat Corporation was present on the 24th March, 2003.

KIKIKTAGRUK INUPIAT CORPORATION:


Sandy Shroyer-Beaver, Chairperson


Charlie R. Gregg, Secretary

**NORTHWEST ARCTIC BOROUGH
RESOLUTION 03-05**

**A RESOLUTION OF THE NORTHWEST ARCTIC BOROUGH
ASSEMBLY SUPPORTING THE INCLUSION OF THE CAPE
BLOSSOM HILL ROAD CORRIDOR AND PORT SITE IN THE
ALASKA DEPARTMENT OF TRANSPORTATION'S
NORTHWEST AREA TRANSPORTATION PLAN.**

WHEREAS, the Alaska Department of Transportation and Public Facilities (ADOT/PF) is currently developing a Northwest Area Transportation Plan ("NATP");

WHEREAS, the NATP will approach transportation needs for the Northwest Arctic Borough from two perspectives – community needs and resource Development needs;

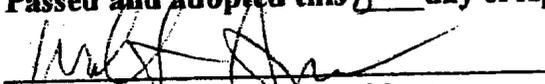
WHEREAS, the Cape Blossom area site is the best opportunity for the State of Alaska to develop a deep water port to support the needs of Kotzebue and the rest of the Northwest Arctic Borough villages; and

WHEREAS, without a deep water port the Northwest Arctic Borough must lighter all fuels and heavy freight 12 miles from shore, thereby, escalating fuel and freight costs that does economically affect all residents of the Northwest Arctic Borough; and

WHEREAS, the present Kotzebue airport, due to its present location within the township of Kotzebue and since the events of 9/11, cannot be provided adequate security without providing undue hardship on the residents of Kotzebue.

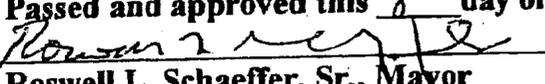
NOW, THEREFORE BE IT RESOLVED: that the Assembly of the Northwest Arctic Borough by this resolution hereby requests that the Cape Blossom area airport, road corridor and deep water port project be included within the community transportation portion of the NATP.

Passed and adopted this 8th day of April 8, 2003.



Walter G. Sampson, President

Passed and approved this 8th day of April 8, 2003



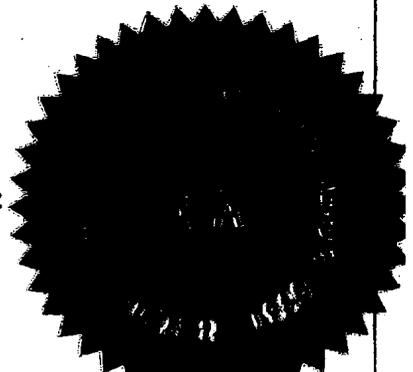
Roswell L. Schaeffer, Sr., Mayor

Signed and attested to this 8th day of April 8, 2003.



Helena Hildreth
Borough Clerk

ATTEST:



RESOLUTION OF THE BOARD OF DIRECTORS
OF
NANA REGIONAL CORPORATION, INC.

Resolution 2003-03

A Resolution supporting the inclusion of the Cape Blossom Hill Road Corridor and Port Site in the Alaska Department of Transportation's Northwest Arctic Transportation plan.

WHEREAS, the Alaska Department of Transportation and Public Facilities (ADOT/PF) is in process of developing a Northwest Arctic Transportation Plan (NATP); and

WHEREAS, the NATP represents input from communities and shareholders within the NANA Region Boundaries; and

WHEREAS, the employment needs in addition to costs related to transporting goods and supplies to the NANA Region have been historically high; and

WHEREAS, the development of the Cape Blossom Hill road corridor and Port Site provides an opportunity for NANA Region shareholders to be gainfully employed during construction of the project and to ultimately enjoy the lower cost of goods, supplies and fuel.

BE IT THEREFORE RESOLVED, that the NANA Regional Corporation Board of Directors strongly support and request that the Cape Blossom Hill Road Corridor and Port Site Project be included in the Northwest Arctic Transportation Plan.

ADOPTED on this 17th day of April 2003, at a duly called meeting held in Kotzebue, Alaska, by a vote of 20 for 0 against and 0 abstaining.

Donald G. Sheldon
Donald G. Sheldon, Chairman

Dood Lincoln
Dood Lincoln, Secretary

**NORTHWEST ARCTIC BOROUGH AND CITY OF KOTZEBUE
JOINT PLANNING COMMISSIONS
RESOLUTION JPC-10-01**

**A RESOLUTION OF THE NORTHWEST ARCTIC
BOROUGH AND CITY OF KOTZEBUE JOINT
PLANNING COMMISSIONS SUPPORTING THE CAPE
BLOSSOM ROAD AND PORT DEVELOPMENT**

WHEREAS: The Northwest Arctic Borough (NAB) Planning Commission was established under title 8 of borough code for the purposes of administering measures adopted by the assembly for implementation of the borough comprehensive plan and coastal management program; and

WHEREAS, The City of Kotzebue (City) Planning Commission was established for the purposes of administering local planning, platting and land-use measures; and

WHEREAS, The Cape Blossom Road and Port Project is a high priority development for the community of Kotzebue and Northwest Arctic Borough/NANA Region to facilitate economic transportation of goods, fuel, equipment and materials to/from the region; and

WHEREAS, The project will have significant economic, community development, social and cultural benefits and is consistent with the NAB and City Comprehensive Plans; and

WHEREAS, The following organizations have passed resolutions supporting the project – (a) Northwest Arctic Borough Assembly resolution 03-05, (b) City of Kotzebue resolution 02-19, (c) NANA Regional Corporation board of directors resolution 2003-03, (d) Kikiktagruk Inupiat Corporation resolution 03-23.

NOW THEREFORE BE IT RESOLVED, The Northwest Arctic Borough and City of Kotzebue Joint Planning Commissions confirm support for the Cape Blossom road and

RESOLUTION JPC-10-01

port development, and encourage state, federal and private agencies to fully fund the design and construction to realize the significant benefits to the community and region.

PASSED AND ADOPTED THIS 3rd DAY OF FEBURARY, 2010.



Raven Sheldon, Borough Planning Commission Chair



Charles M. Huss, City Planning Commission Chair

**SIGNED AND ATTESTED TO THIS 3rd DAY OF
FEBURARY, 2010.**



Helena Hildreth, Borough Clerk

NORTHWEST ARCTIC BOROUGH

P.O. Box 1110

Kotzebue, Alaska 99752

(907) 442.2500 or (800) 478.1110

Fax: (907) 442.3740 or 2930

February 20, 2009

Ryan F. Anderson, P.E.
DOT&PF Project Manager
2301 Peger Road
Fairbanks, AK 99709-5316

RE: State Project No. 76884

Dear Mr. Anderson:

Taikuu for the opportunity to review and comment on the Kotzebue to Cape Blossom Road – Reconnaissance Study (dated January 2008). After reviewing the project information, this letter contains comments on behalf of the Northwest Arctic Borough regarding the project.

1. The purpose and need statement of the study (page 9) needs to include additional factors that the road will provide the community and region including the following:

Economic Benefits:

- Improve the barge freight system via the new road connecting to the deep water port at Cape Blossom.
 - Key to reducing the cost of fuel by eliminating current lighter age – it is estimated that it would be a third (1/3) less. This is particularly important to the future as the price of fuel has skyrocketed and dependence of the community for heating in an arctic climate, utility/electrical generation and ground transportation.
 - The new access will also reduce the cost of barged goods including seasonally delivered groceries, vehicles, boats, construction equipment, and gravel materials.
- Facilitate natural resource development
 - Provide access to potential natural gas deposits for community power and heating needs (land owned by KIC and NANA)
 - Provide access to potential geo-thermal bulbs for renewable and clean power

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- Future road access and extension to Kiana connecting to the Baird Mountain deposit and/or the claims located around the Omar, Blindspot, Deadfall, Powdermilk, Peak and Frost prospects which are known to have lead, zinc and high grade copper. This potential mine is located outside of Kiana and currently under exploration by Nova Gold.
- The NWAB encourages enhanced infrastructure in the area to support the current and future economic development of natural resources, particularly mining and tourism.

The Red Dog Mine is the world's largest zinc mine and operates within the borough. Cost effective and accessible freight service is important to support corporate exploration and operations which involve the area. This includes the Lik, Ambler Mining District, Deering and Candle areas that are currently in the mine exploration stages and an enhanced transportation system is key to promote large investment by companies for natural resource development with economic impacts for jobs. The NWAB is supportive of improving transportation infrastructure to enhance the efficient mobilization of equipment, supplies and products to/from markets.

- Facilitate village electrical utility intertie system development
 - During the July 2008 Energy Summit in Kotzebue, village interties were discussed as methods to reduce electrical energy costs. This could include the development of wind, geo-thermal, natural gas and/or hydro projects and distributing the power to the communities of Kotzebue, Selawik, Noorvik and Kiana.
- Fisheries support and potential development
 - The port would allow fish processors to harbor in the Kotzebue area and facilitate new fisheries development in cooperation with the community.
- Tourism development
 - The borough is supportive of the tourism industry that needs a safe and reliable port to promote future growth by the cruise industry.
- Job creation
 - Create new jobs in the construction and maintenance of the road infrastructure.
 - Expand jobs in the transportation sector with trucking and taxi services.

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Social Benefits:

- Kotzebue community expansion
 - The City of Kotzebue has limited growth opportunities at the current site and the road will provide an opportunity to create new housing subdivisions outside of flood plains. At the same time, it will also allow for new commercial buildings and industrial use areas.
 - Prospective sites along the road route for the City of Kotzebue to establish a new community cemetery.
- Kotzebue airport relocation relationship
 - The new road will support the relocation of the Kotzebue airport. The current airport is inadequate for the future needs of Kotzebue and the region. It is a long-term project; however, the new road will provide the needed access to additional sites sufficient to construct a new airport.

The airport is the only commercial passenger service and main freight services year round for this region. Freight, including food, medical supplies and US mail, is a vital component as it provides store bought goods for all communities such as fresh produce, basic essential food items and large ticket items such as snow machines and outboard motors which are essential to subsistence hunting in this region.

As the relocation will accommodate current and future needs for the next 20 years, the borough encourages the Cape Blossom Road project as a transportation enhancement that will aid in relocation of the airport to sustain the quality of life and promote economic growth.
- Gravel access for community development
 - The new road will provide the potential to improve access to gravel sources. Gravel access is a key factor to community infrastructure maintenance and development. This is an important factor cost factor in future projects including airports, landfills, community streets, and housing pads/subdivisions.
- Facilitate development of safe harbor for large vessel transportation and a new US Coast Guard station
 - With global climate change, the arctic waters are being investigated for a “Bering Gate” routing over the Polar cap. As part of that development,

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the borough is concerned with safe harbors for large vessels to reduce the chance of search and rescue efforts, as well as provide re-fueling infrastructure and opportunities for global shipping of goods/products.

- Assist in monitoring ship movements via the AIS system – the organization has indicated they would like to install equipment in the Kotzebue area.
- The US Coast Guard has also expressed an interest in establishing a station at Cape Blossom for monitoring the arctic waters.
- The new port may also provide the US Department of Defense a submarine harbor to aid in improving national defense.
- Navigation improvements
 - The beacons and other navigational aids will improve the safety of local boaters by individuals in the summer, and snow-machine travelers in the winter. The area is used as a transportation route and this will improve the search and rescue response – note, two young men died this last week (February 19, 2009) in Kotzebue due blizzard conditions and being lost just 10 miles of out of Kotzebue.
 - Radar systems improvements with federal agencies.

Cultural Benefits:

- Subsistence access
 - A new road will support local resident access to existing and new subsistence resources which are important for sustaining culture as well as economic impacts.
- Supporting people where they want to live to address out-migration
 - As the costs continue to rise in rural Alaska, new methods and strategies need to be designed so that life-long Alaskans can be supported where they choose to live. The new road will make the community more affordable to reside and support current and future populations. This will help preserve the unique humanities and culture of the community.

2. The purpose and need statement of the study (page 9) should also reflect that this project is a long-standing community priority with strong support from the borough and Native Village of Kotzebue, including the commitment of cash local match to the State of Alaska DOT P&F.

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3. The existing conditions and data available section (page 10) needs to include population growth information. As background, the NWAB is experiencing population growth and the borough planning department estimates population growth for the next 20 years to be in the 2-5% annual growth rate borough-wide, mainly from natural growth with young families and longer life spans among adults. This is an important feasibility factor as freight demands are projected to increase with a larger population.
4. Corrections on page 11, first paragraph: Inupiat have occupied the area for at least 10,000 years (versus the stated 600); and the correct Inupiaq spelling of Kotzebue is Qikiqtaġruk.
5. The design traffic volume is probably under-stated on page 27 under the road design. Based upon the comprehensive uses of the potential road identified in comment #1, the number of vehicles could increase to 500 vehicles per day or more depending upon the future completion of the various community projects – airport relocation, US Coast Guard station, inter-connecting road to Kiana, and housing sub-division development.

We look forward to the final study and opportunities for additional involvement. If you have any questions, please feel free to contact me at 442-2500 or via e-mail at tokleasik@nwabor.org. Quyaana.

Sincerely



Ukallaysaaq Tom R. Okleasik
Planning Director

Cc: Mayor Siikauraq Whiting
Alagialq Grant Hildreth, NWAB Planning Department, Deputy Director
Inuuraaq Charlie Gregg, NWAB Planning Department, Land Specialist
Agniin Jade Hill, NWAB Economic Development Director
John Erlich, City of Kotzebue – Planning Department
Abraham Synder, NANA Lands Department
Ernie Norton, KIC
Linda Joule, Native Village of Kotzebue

Native Village of Kotzebue

Kotzebue IRA

RESOLUTION 2009-115

A RESOLUTION OF THE NATIVE VILLAGE OF KOTZEBUE IN SUPPORT OF THE UNITED STATES COAST GUARD ESTABLISHING A STATION AT OR NEAR CAPE BLOSSOM, WITHIN THE NORTHWEST ARCTIC BOROUGH, AT THE SOUTH BORDER OF THE CITY OF KOTZEBUE

Knowledge of Language

Knowledge of Family Tree

Sharing

Humility

Respect for Others

Love for Children

Cooperation

Hard Work

Respect for Elders

Respect for Nature

Avoid Conflict

Family Roles

Humor

Spirituality

Domestic Skills

Hunter Success

Responsibility to Tribe

WHEREAS, The Native Village of Kotzebue is an Indian Tribe pursuant to provisions of the Federal Indian Reorganization Act of 1934 as amended in 1936 and is the governing Body of the Native Village of Kotzebue which has federal, state and local contracts and grants to provide programs and services to its members; and,

WHEREAS, the United States Coast Guard is considering establishing a new station of operations to be located in or near the City of Barrow, the City of Kotzebue, or the City of Nome; and,

WHEREAS, the geographic location near Kotzebue is ideal for the development of a marine safe harbor for ships traveling in the waters off Northwest and Northwestern Alaska; and,

WHEREAS, the location near Kotzebue would be conveniently situated between the City of Barrow and the City of Nome; and,

WHEREAS, the Kotzebue community has previously supported a United States Air Force Distant Early Warning (DEW) facility located five miles south of the community where a minimally attended radar facility still exists; and,

WHEREAS, the City of Kotzebue, Northwest Arctic Borough and Alaska Department of Transportation have developed preliminary plans to construct a new airport in the vicinity of Cape Blossom in order to comply with Transportation Security Administration (TSA) regulations, and such airport could serve the aviation needs of the Coast Guard; and,

WHEREAS, the possibility of future oil and gas development in the Chukchi Sea and Beaufort Sea may require the Coast Guard to position itself to prepare for potential maritime disasters and to assist in oil spill prevention and recovery in the Arctic Waters; and,

WHEREAS, the documented loss of sea ice brings the probability of new international shipping activities as well as potential new commercial fisheries in the Arctic Waters which will require Coast Guard surveillance; and,

WHEREAS, the 2008 State of Alaska Department of Administration's Alaska Geographic Differential Study conducted by the McDowell Group documents that Kotzebue's Geographic Cost of Living Differential is 61% higher than Anchorage, so the Native Village of Kotzebue and its members, as well as the region's other residents, would all benefit from a lower cost of living as a result of the development of a deep water port which would produce economic benefits including lower cost commodities, new jobs, and Coast Guard recruitment opportunities and careers for our young adults;

NOW THEREFORE BE IT RESOLVED, that the Native Village of Kotzebue joins the Northwest Arctic Borough, the City of Kotzebue, Kikitagruk Inupiat Corporation and NANA Regional Corporation in supporting the development of a United States Coast Guard Station at or near Cape Blossom.

CERTIFICATION

This resolution is adopted at a special/regular meeting of the Native Village of Kotzebue, Kotzebue IRA Council held on October 13, 2009 by a vote of 6 for and 0 against, and 2 not voting.


Margaret Hansen, Chairperson


Wilbur Karmun, Jr., Secretary

