

SEACC's Invited Testimony

Cascade Pt. Supplemental Materials



Alaska DOT&PF & Goldbelt pursue feasibility of Cascade Point Ferry Terminal

Sailings from Cascade Point would increase service in N. Lynn Canal.

(JUNEAU, Alaska) – Alaskans traveling in Northern Lynn Canal could see more frequent sailings if evaluations show that building an Alaska Marine Highway ferry terminal at Cascade Point, is feasible. Alaska DOT&PF and Goldbelt, Inc signed an agreement today to work cooperatively on feasibility studies, engineering evaluations, cost estimates environmental permitting for the potential site, just north of Juneau, Alaska at approximately MP 42 of Glacier Highway.

In a report from October 2020, the AMHS Reshaping Work Group estimated that a ferry terminal at Cascade Point would reduce Juneau-Haines and Juneau-Skagway one-way sailing by about 30 miles, or 2.1 hours. The reduced time, and more frequent sailings, would result in decreased costs per trip, and would enable AMHS to pass saving along to passengers through fare reductions.

The Cascade Point Ferry Terminal is currently estimated at \$36 million. The conceptual site plan includes an unmanned day-use terminal, single-end loading ferry berth, and 50' Cascade Creek Bridge, leading to a staging and parking area. The terminal building would include a generator shed, pit-style restrooms, including ancillary support infrastructure such as a 10,000-gallon sewage holding tank, 5,000-gallon fuel storage tank, electrical generation, and potable water.

The Memorandum of Understanding (MOU) signing ceremony was hosted on the M/V Tazlina and is the next step in determining if a ferry terminal is feasible. While considered for many years, the DOT&PF recently advertised for professional engineering services to evaluate the feasibility and design of the new ferry terminal facility. The MOU between DOT&PF and Goldbelt will support that effort, which is pending evaluation by the department. Once the study is complete, the department will conduct a robust public engagement effort before making a decision about whether to move forward with a capital project.

Historically, the North Lynn Canal route is the Alaska Marine Highway System's (AMHS) second-largest volume run, just behind the route from Bellingham, Washington northward. Residents and elected leaders of the area have frequently expressed the need for additional sailings.

FOR IMMEDIATE RELEASE: **March 9, 2023**



Governor Mike Dunleavy, Bruce Swager, VP of Operations -Tidewater Group, and DOT&PF Commissioner Ryan Anderson aboard the MV Tazlina during MOU signing ceremony.

(Photos by Sam Dapcevich, Alaska DOT&PF)

Grande Portage Resources Signs Letter of Intent with Goldbelt, Juneau's Alaska Native Corporation

Vancouver, British Columbia— September 10, 2024 — **Grande Portage Resources Ltd.** (TSXV: GPG) (OTCQB: GPTRF) (FSE: GPB) ("Grande Portage" or the "Company") is pleased to announce that it has signed a Letter of Intent ("LOI") with Goldbelt, Incorporated ("Goldbelt") to explore the potential development of an ore terminal at Goldbelt's Cascade Point site in SE Alaska, approximately 33 miles (53 km) northwest of the city of Juneau.



As previously announced on September 9th 2024, the Company's Conceptual Mining Plan evaluates the development of the New Amalga gold mine as a selective underground mining operation which would extract high-grade material with minimal dilution. Due to the project's location near tidewater and less than 4 miles (6.5km) from existing paved highway, the Company considers off-site processing to be the most favourable configuration and is investigating numerous business opportunities including strategic partnerships, potential use of third-party facilities around the Pacific Rim, and direct shipment to smelters in East Asia.

Cascade Point is located approximately 15 miles (24 km) from the New Amalga Mine project and is accessible via Glacier Highway, an existing state-maintained roadway. The design for the ore terminal will be integrated with Goldbelt's planning for a future Alaska Marine Highway System ferry terminal at the site, such that the location can accommodate both functions in separate areas, with flexibility for the two projects to be built either concurrently or sequentially.

Ian Klassen, President and CEO comments: "We are exceptionally pleased to partner with Goldbelt for planning the development of an ore terminal at their property. This is a key step towards implementing our DSO strategy, enabling ore processing and tailings storage to take place offsite while keeping the New Amalga Mine facilities to an extremely small footprint. We will be integrating lessons learned from other nearby export terminals, such as those at Skagway, to ensure that the design and operation of the facility adheres to the highest level of environmental protection. In addition to the benefits for Goldbelt shareholders, future development of the Cascade Point ore terminal and the New Amalga Mine would create hundreds of new job opportunities for the residents of Juneau and surrounding communities."

Changes in the Final LRP Document

At some point in the six months between April 5, 2025, and the publication of the final version of the *AMHS 2045 Long-Range Plan* earlier this month, language regarding a possible Cascade Point Terminal was materially changed. The Board noted the following revisions:

1. **Original wording:** "Continuation of the Cascade Point feasibility study."
Final wording: "Continuation of the build-out of the Cascade Point Ferry Terminal."
2. **Original wording:** "The funding and schedule for the construction of the new Cascade Point Ferry Terminal was not included due to the ongoing feasibility study."
Final wording: "The construction of the new Cascade Point Ferry Terminal has begun using existing state appropriations. The work will continue seeking out federal grants and other appropriate funding sources."
3. **Original wording:** "Terminal lease payments or project costs related to the proposed Cascade Point Ferry Terminal are not included in the 2045 LRP due to feasibility study ongoing as of the 2045 LRP adoption."
Final wording: "Terminal lease payments or project costs related to the proposed Cascade Point Ferry Terminal are not included in the 2045 LRP due to timing of the 2045 LRP and recent decisions to move forward with the terminal facility."

The AMHOB was **not consulted** on these changes. The Board had previously requested additional work to determine the project's feasibility and its alignment with the strategic direction of the Alaska Marine Highway System.

Economic Analysis of the Cascade Point Terminal

The Board discussed the report, titled *Analysis of the Proposed Cascade Point Ferry Terminal*, which was distributed by Commissioner Anderson on or about October 15, 2025. It is the consensus of the Board that this analysis falls short of the standard requested at our March 5, 2024, meeting.



and Public Facilities

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July 28, 2025

RE: Project No. HSHWY00015 & HSHWY00031; Cascade Point Ferry Terminal Stage 1
Design Build

LETTER OF AWARD

Kerry Kuenzi, President
K&E Alaska, Inc.
102 Burkhardt Street
Sitka, AK 99835

We wish to acknowledge receipt of the contract and other documents required by the Letter of Intent to Award. These documents are accepted and approved. You are hereby awarded the contract in the amount of \$28,495,000.00. The contract completion date is September 30, 2027.

Department of Transportation & Public Facilities (DOT&PF) will authorize construction to begin by issuing a Notice to Proceed. Please do not begin construction before the effective date of the Notice to Proceed.

A Notice of Work (NOW) and payment of associated fees must be made to the Alaska Department of Labor and Workforce Development (DOLWD) BEFORE a Notice to Proceed (NTP) will be issued by DOT&PF. The contractor must provide DOT&PF a copy of the approved NOW form stamped as received by DOLWD before a NTP will be issued. The NOW form and additional information can be found at: <http://www.labor.state.aka.us/lss/whhome.htm>.

Construction engineering of this project will be under my general direction and under the immediate supervision of Misty Butler, PE, Manager of Marine Design & Engineering Services at P.O. Box 112506, Juneau, Alaska 99811-2506. She can be reached at (907) 465-4546.

All contacts concerning project operations and technical matters, including submittal of the NOW and issuance of the Notice to Proceed, should be with Ms. Butler or her designee.

Sincerely,

A blue ink signature of Christopher Goins, P.E.

Christopher Goins, P.E.
Director, Southcoast Region