

# United States Senate

WASHINGTON, DC 20510

May 18, 2010

The Honorable Barbara Boxer  
Chairman  
Senate Committee on Environment and  
Public Works  
410 Dirksen Senate Office Building  
Washington, DC 20510

The Honorable James Inhofe  
Vice Chairman  
Senate Committee on Environment and  
Public Works  
456 Dirksen Senate Office Building  
Washington, DC 20510

Dear Chairman Boxer and Vice Chairman Inhofe:

As the Committee begins its consideration of the Water Resource Development Act of 2010, I request support for the following projects:

Project: Atka Harbor Feasibility Study

Amount: \$500,000

Location: Atka, AK

Purpose: This request is to authorize funds for a Corps of Engineers feasibility study for improvements to Atka Boat Harbor, Atka, AK. Atka is an important seafood harvesting and processing location and the harbor will be part of a network of inter-connected and inter-dependent harbors in and around the Bering Sea, the site of one of the most productive fisheries in the US and the world. Due to its location on the Great Circle Route, Atka would also serve as an important staging area for vessel response needs in the event of a maritime emergency. There are only two civilian communities in the western Aleutian Islands – Atka and Adak. Neither has a boat harbor. Both are of strategic importance for the commercial fishing industry and, potentially, serve as critical components for addressing maritime emergencies. Completion of a harbor at Atka would benefit the entire region.

Suggested Language:

Sec. \_\_\_\_\_. Atka Harbor Feasibility Study

The Secretary is authorized to conduct a feasibility study for Atka Harbor, the construction of which is authorized contingent upon a favorable study report.

Project: Harbor Breakwater

Amount: \$7,000,000

Location: Douglas, AK

Purpose: The breakwater at Douglas Harbor, Alaska is a current Army Corps of Engineers project authorized by the Continuing Authorities program (Section 107 of the

River and Harbor Act of 1960 (33 U.S.C. 577)). The rubble mound breakwaters were constructed in fall of 2009. A second contract was issued for fabrication and delivery of a floating breakwater. Final phase is to install the floating breakwater. A contract is being developed to provide for the installation of the floating breakwater and complete the project. The Corps anticipates that it will need additional funds to complete the project. WRDA 2007 Section 2022 raised the limit for Section 107 Continuing Authorities Program from \$4 million to \$7 million per project. The breakwater project had an existing cost sharing agreement at the time of WRDA 2007 being signed into law. The guidance developed for implementation of WRDA 2007 did not allow projects with existing cost sharing agreements to use the \$7 million limit.

Suggested language:

“Section 2022 of Public 110-114 shall apply to the Douglas Harbor, Alaska Project.”

Project: C.O.E. Sitka Harbor Breakwater Upgrade

Amount: \$15,000,000

Location: City and Borough of Sitka, Alaska

Purpose: The Sitka Harbor Breakwater was completed in 1994 by the U.S. Army Corps of Engineers (COE) as a “Sitka Harbor of Refuge” to protect the entire Sitka Channel area. It has never functioned effectively due to gaps designed into the breakwater which permit excessive wave action to enter the mooring area. This is especially serious during westerly storm events and causes damage and deterioration to Eliason Harbor and New Thomsen Harbor and inadequately protects the area planned for the new seaplane facility. City and Borough of Sitka cost shared the original project and has been paying the excessive costs of the deteriorating harbors ever since 1994. The COE needs to reduce the 15-year-old wave energy problem. Excessive harbor deterioration, damage, and unsafe conditions would be reduced by adding to the breakwaters to reduce ocean wave and swell motion. The highest priority proposed project is to construct a 315 LF rubblemound breakwater to close the gap between the west stub and main breakwater at approximate cost of \$15,000,000. The second priority is to construct a rubblemound spur breakwater from Japonski Island extending 500 LF to overlap the gap to the existing stub breakwater at approximate cost of \$5,000,000 if included in the close-the-gap project due to savings in rock and mobilization costs. This project will reduce wave energy entering Sitka inner harbor from the west. The original \$6.3 million project cost was estimated from the 905 (b) report issued in 2002. Costs and complexity of the project have risen substantially since then.

Project: Construct Small Boat Harbor/Barge/Bulkhead Project

Amount: \$1,994,000

Location: Coffman Cove, Alaska

Senators Boxer and Inhofe

May 18, 2010

Page 3

Purpose: Construction of a 40'x80' elevated concrete dock with electric dock hoist for loading vessels. Adjacent to the facility will be an 80' wide two tier barge ramp for loading at all tides.

Project: Nome Navigation Improvement Project

Amount: \$518,000

Location: Nome, Alaska

Purpose: Since 1997 work has been proceeding steadily on this project with the City of Nome as local sponsor and the US Army Corps of Engineers (USACE) as the designer and project manager. As a local sponsor, Nome is now being saddled with an unanticipated and unbudgeted cost increase in the amount of \$518,000. The City of Nome seeks relief from the Federal government for claims and design deficiencies. As a USACE-directed project, the City did not control any portion; as a local sponsor, the City provided financial support only. It did not control the design and its deficiencies.

Project: Completion of St. George Harbor

Amount: \$20,000,000

Location: St. George Island, AK

Purpose: The project will fix and complete the only harbor on St. George Island in the Bering Sea. The existing harbor, built with \$25 million in state, local and private sector funds, has serious deficiencies that render the harbor unsafe to access during severe weather. As a result, there is no surface freight available to St. George, the community is not able to meaningfully participate in the Bering Sea fisheries, and commercial vessels have no access to a harbor of refuge which increases the possibility of ship wrecks and associated harm to the fragile environment in this area.

Suggested Language:

SEC. \_\_\_\_. AUTHORIZATION.

(a) IN GENERAL.—The Secretary of the Army shall complete the harbor at St. George, Alaska, including such engineering design as is necessary for safe navigation.

(b) COST SHARING.—If the Secretary determines that the harbor at St. George is suitable as a harbor of refuge, the completion of the harbor referred to in subsection (a) shall be at full Federal expense.

(c) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated to carry out this section \$20,000,000.

Project: Entrance Channel/Breakwater for King Cove Harbor

Amount: \$1,500,000

Location: King Cove, Alaska

Purpose: Construct a 300' to 400' rubble-mound, breakwater in the entrance channel to the King Cove Harbor. Easterly winds bring a swell into the harbor which has a significant impact on the moored vessels, which in turn, are stressing the harbor's bearing strength, including the pilings, floats, and gangways. This is one of the primary reasons that the float system closest to the entrance channel has not been installed. It is also preventing the city from constructing a much-needed bulkhead inside the new breakwater.

Project: Navigation Improvements

Amount: \$500,000

Location: Port Lions, AK Purpose: This new breakwater would give the mooring basin adequate protection from both northeast and southwest wave action. The mooring basin is approximately 10 acres, and presently only about 1/2 of that space is usable for vessels. It is important to note that the City has received an EDA Award to replace a portion of the inner mooring basin. The Award is 1.5 million with a 1.5 match from the City. This is a 2 phase project, with the first phase replacing the portion of the mooring basin that is protected by the current breakwater. Phase 2 will need the new breakwater in order to protect the rest of the existing mooring basin.

Project: Study Borough Coastal Erosion

Amount: \$750,000

Location: Kenai Peninsula Borough, AK

Purpose: Coastal erosion is a matter of federal government concern due to regulatory and management regimes that are concerned with shoreline and bluff line stability in the Cook Inlet area. Federal offshore leasing for hydrocarbon extraction in Cook Inlet leads to the development of synergistic infrastructure on the coast. The continued placement of new infrastructure in an unstable and dynamic environment is a matter that must be preceded by a regional understanding of the environment in which the infrastructure will be placed. These funds will be used to study and analyze the natural erosion process at work along Cook Inlet's shore and bluff lines to inform the process of leasing and development.

Project: City of Ouzinkie Commercial Vessel Dock Replacement Project

Amount: \$4,732,000

Location: City of Ouzinkie, Kodiak Island Borough, AK

Purpose: This project consists of replacing a 44-yr old, dilapidated, creosote coated, wood pile dock with a very low maintenance steel and rock dock for continued commerce related to shipping and commercial fishing. The dock will be utilized by the community for subsistence fishing, fuel barge service, future economic development, and future ferry

service. The continued used and availability of a dock is of vital importance to the community because the city of Ouzinkie's water and wastewater systems are powered by diesel generators, the diesel is transferred at the dock via fuel barge. The community is relying on this dock for day to day activities, which is why this project is important to the community.

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Project: Construct Crooked Creek Port/Barge Access Facility

Amount: \$17,100,000

Location: Crooked Creek/Upper Kuskokwim, AK

Purpose: BILL AUTHORIZATION LANGUAGE

The Secretary shall conduct a study for each of the following projects and, if the Secretary determines that a project is appropriate, may carry out the project under section 107 of the Water Resources Development Act of 1996 (33 U.S.C. 2330):

Crooked Creek Harbor/Port ALASKA - Project for Navigation, Crooked Creek, Alaska.

Crooked Creek Port/Barge Access Facility

The Crooked Creek Port 'Barge Access Facility will construct a port/barge access and unloading facility on the upper Kuskokwim River. The access port will be located at the confluence of Junguik Creek and the Kuskokwim River in the Bethel Region of Alaska. It is just downstream of the village of Crooked Creek, on the northwest riverbank near the old Canoe Village site. Currently there are no constructed port, barge access, or navigation docking facilities on the upper Kuskokwim River. This project provides the docking and shore facilities necessary for marine and river navigation barge vessels to provide fuel, supplies, and access for the Upper Kuskokwim river villages and mines.

The port/barge access facility will be located on the upper Kuskokwim River at the confluence of the Jungiuk Creek near Canoe Village. This location is the northernmost upriver area that is still safely accessible for barge navigation due to declining river depth farther upstream and increasing sand shoals. Additionally, the site lies closest to the local mining district and area villages for access. The selected site provides the deeper river water and stable site access several miles downstream of Crooked Creek Village which is currently in the process of building a road to this port/barge site. The Crooked Creek Port/Barge Access Facility located at the Canoe Village/Jungiuk Creek site is the best location as it will continue to have the necessary water depths for navigation draft, best riverbank stability, the fewest snagging and shoal obstructions, and will continue to be navigation accessible for the long term future.

The constructed port/barge facilities will be capable of landing industrial barges and river vessels necessary for delivering cargo, fuel, and personnel to area villages and citizens; as well as, providing the needed transportation access for heavy construction equipment needed by local area placer and developing hard rock mines which provide seasonal jobs to the entire region and have become a main source of business, jobs, cash flow, and positive economy. The Crooked Creek Port/Barge Access Facility project will consist of and include: earthwork, rock armor, port/seawall sheet pile, barge berthing/dock, shoreline protection to reduce riverbank erosion, concrete and steel access ramp to protect shoreline, dock cargo handling equipment, on-shore staging, container holding area, minor vehicle access and parking area.

The Kuskowim River serves as a regional transportation corridor from the Kuskokwim Bay and Bering Sea areas. This region of Alaska has no roads and these communities are accessible only by small airport gravel runways and limited river access. Once a year during the summer months ocean barges from Seattle and Anchorage deliver supplies to communities along the Alaskan coast. Barges bring shipments of fuel, construction materials, and consumer goods to Bethel and then later upriver to communities and villages along the Kuskokwim River. Fuel prices have risen to over \$9 a gallon making it difficult for people in remote areas to heat their homes during the winter months and survive. This means the annual barge fuel shipments and access have become even more critical. At the same time the Kuskokwim river water levels upriver have been declining and sand shoals make barge access difficult in the upper reaches of the region that rely on annual barge supplies.

Project: Port of Bristol Bay Expansion and Annual Dredging

Amount: \$15,000,000

Location: Naknek, AK

Purpose: This dredging would reach 100 ft past each end of the dock to provide service for two 100 ft by 400 ft barges at the same time. The annual dredging is critical to the

continued ability to service 100 ft by 400 ft barges and remain in port through a tide for off loading and reloading. Under the current configuration of the Port there are times when three barges deep are moored in front of the existing pile and concrete structure dock at high tide. This double or triple mooring causes extra work and increases work load and slows the process for loading and off loading. This port expansion would also require land acquisition from a local property owner and additional tide lands from the State of Alaska.

Project: Dredge Hollis Terminal Project

Amount: \$4,100,000

Location: Hollis, AK

Purpose: This is a multi-phase project with needed dredging. Construct a diversion wall/sump, expanded parking at IFA terminal, a Seaplane facility and a construction shed. The Project will facilitate better service to US 3rd largest island which is unconnected by road to rest of Alaska and US. No other service is provided. It is in the National interest to have this large, key strategic location connected to the US transportation system

Project: Akutan Boat Harbor

Amount: \$5,000,000

Location: Akutan, Alaska

Purpose: To foster water-dependent uses, ensure environmental protection, and promote renewable resources consistent with planning and stewardship goals of the Akutan Community Plan, the City Council and Planning Commission have recommended preparation of an Akutan Boat Harbor Master Plan and Soils Engineering Assessment. Akutan is of close proximity to the Unimak Pass through which 3,500 cargo ships transit annually in the multibillion dollar Asian shipping trade. The harbor would be an ideal site for pre-positioning of an oceangoing tug and other emergency response equipment. In addition, Akutan, Alaska is one of the largest seafood ports in the nation, and the community is just now completing the design and preliminary construction for a harbor for the small boat fleet and the larger Bering Sea fleet which delivers pollock, cod, crab, halibut, and other groundfish to the seafood processing plant located in the community.

Project: Restore Aquatic System

Amount: \$200,000

Location: Craig, Alaska

Purpose: This project will stabilize the aquatic system and improve access to the city's Dam which protects fish habitat and provides its water supply. The city currently draws its municipal raw water from North Fork Lake and the Upper Watershed of Port St.

Nicholas Creek under State Permit LAS 11738. Increases in water use including establishment of bulk fish processing capacity, use of raw water by a King Salmon Hatchery located adjacent to the municipal water treatment plant, and increased residential development in Craig are quickly bringing demand to stabilize the aquatic system at the Dam. This project will raise the current dam and the wing walls at the water source. This will stabilize the raw water storage by 30,000,000 gallons per additional foot of dam and wing walls. The total increase in the dam height will be determined by the engineers on the project. This will allow additional drawdown and treatment to stabilize the system. This project is necessary to accommodate economic and residential development and growth in the Craig area. This project will ensure that as the city's raw water demands increase that enough water will be retained at the source to ensure optimal fish habitat at North Fork Lake and in the drainages flowing out of the lake, including existing anadromous fish streams. The additional capacity will also ensure that there is sufficient raw water to continue operations of the Port St. Nicholas King Salmon Hatchery which is critical to maintaining a sustainable run of King Salmon in Port St. Nicholas. The project focuses on aquatic system stabilization and restoration to protect municipal water supply, provide watershed improvements, and watershed development.

#### BILL AUTHORIZATION LANGUAGE

The Secretary shall conduct a study for each of the following projects and, if the Secretary determines that a project is appropriate, may carry out the project under section 206 of the Water Resources Development Act of 1996 (33 U.S.C. 2330):

(4) CRAIG MUNICIPAL DAM, CRAIG, ALASKA- Project for aquatic ecosystem restoration, Craig Municipal Dam, Craig , Alaska.

This project is similar to Small Project for Aquatic ecosystem restoration and flood control authorized in the last bill.

#### SMALL PROJECTS FOR AQUATIC ECOSYSTEM RESTORATION.

The Secretary shall conduct a study for each of the following projects and, if the Secretary determines that a project is appropriate, may carry out the project under section 206 of the Water Resources Development Act of 1996 (33 U.S.C. 2330):

(4) BEN LOMOND DAM, SANTA CRUZ, CALIFORNIA- Project for aquatic ecosystem restoration, Ben Lomond Dam, Santa Cruz, California.

SEC. 3019. PRADO DAM, CALIFORNIA

SEC. 3007. PINE MOUNTAIN DAM, ARKANSAS

Project: Kenai River Bluff Erosion Stabilization

Amount: \$29,800,000

Location: Kenai, Alaska

Purpose: This project would construct an erosion control structure along 5,000 lf of the north shore at the mouth of the Kenai River. The U.S. Army Corp of Engineers (COE) has determined that a project to halt the ongoing erosion is feasible and, to date, has already accomplished the preliminary/conceptual design, and over fifty-percent of the required NEPA documentation through federal appropriations totaling \$1,696,000. The structure would halt ongoing erosion, calculated by the USCOE at 3 feet per year. This would protect the heart of the City of Kenai, including Old Town Kenai which is both historically and culturally significant, as well as public & private infrastructure improvements. The cost estimate for this project is approximately \$ 29,800,000. The City of Kenai has secured local funding in the amount of \$10.4 million for this project. The cost benefit ratio is over 2:1 for this project and does not include any analysis of increased revenues to local businesses which will be located on the bluffs above the mouth of the Kenai River.

Project: Construct Bar Harbor

Amount: \$8,000,000

Location: Ketchikan, Alaska

Purpose: This project will extend the existing rubble mound breakwater constructed in 1958 by an additional 270 feet in order to provide better protection for over 750 vessels in Bar Point Harbor.

Project: Construct Cape Blossom Port

Amount: \$8,000,000

Location: Kotzebue, Alaska

Purpose: The development of a deep water port at Cape Blossom would not only help mediate the high cost of basic essentials but would also aid in opening additional areas for potential recreational uses, subsistence uses and economic development. The high cost-of- living is a hindrance to economic growth and jobs.

Project: Extend the Nome Causeway Study

Amount: \$3,000,000

Location: Nome, Alaska

Purpose: The City is requesting Congressional support in our efforts to extend the causeway to -50 MLLW into the Bering Sea. This depth will accommodate vessels with drafts of more than 22 feet under conditions of 4 foot wind set-down and wave height of 2 feet and requires the expansion of the causeway.

Project: Cook Inlet, Alaska, Anchorage Harbor - Navigation Channel

Amount: Bill Language

Location: Anchorage, AK

Purpose: Since 1958, the Army Corps of Engineers has retained responsibility for construction and maintenance of the harbor and navigation channel depth for the Anchorage Harbor, located in Cook Inlet, Alaska. Beginning in 2005, the Army Corps of Engineers also assumed responsibility for the transitional and maintenance dredging associated with the modifications at the Port of Anchorage intermodal facility. The requested bill language clarifies that the responsibility for constructing and maintaining the harbor depth also includes construction and maintenance of the single shipping and navigational channel into the Anchorage Harbor. The responsibility of the Army Corps of Engineers remains unchanged with the addition of this language. Clarification is necessary in order to avoid differentiating the navigation channel from the harbor. The proposed bill language incorporates the Subsection (a)(2) requirement for DOD ship usage for the harbor navigation channel, which channel is the only access to the harbor.

Suggested language:

SEC. \_\_\_\_. Cook Inlet Navigation Channel, Alaska.

Section 118(b) of the Energy and Water Development Appropriations Act, 2005 (title 1 of division C of the Consolidated Appropriations Act, 2005; 118 Stat. 2945) is amended by adding at the end the following new provision: "the cost-sharing percentage determined under subsection (a)(2) shall apply to studies, modifications, and maintenance under this subsection."

Project: Lowell Creek Flood Diversion

Amount: Bill language change

Location: Seward, AK

Purpose: The Lowell Creek Flood Diversion System (comprised of a tunnel, dam, intake and outlet structures, and a stilling basin) was built by the Army Corps in 1940 to divert the creek from its natural path to an outfall in Resurrection Bay to avoid flooding of Seward. The system, however, has been badly damaged as a result of frequent flooding over the last ten years. A significant blockage caused by the collapse or obstruction of the tunnel structure during another major flood would create a floodway that would threaten many residences and the Seward Hospital. Section 5032 of the Water Resources Development Act of 2007, Public Law 110-114, transferred the "long term" maintenance responsibility back to the Army Corps for a period of fifteen years. However, additional

changes are needed to clarify that the Corps's traditional economic cost-benefit analysis is not applicable in this case and to require that the Corps look at both short-term and long-term measures of flood control that go beyond just maintenance of the tunnel.

Project: Arctic Deepwater Ports Study

Amount: Bill language change

Location: Statewide

Purpose: The likelihood of increased shipping traffic and oil exploration necessitate the need for a deep draft port in the Arctic. As ice continues to diminish in the Arctic, there is a greater need to address the lack of marine infrastructure in this region. The Arctic does not currently have the marine infrastructure to provide support (supplies, fuel, spill response) for expanded operations.

Suggested language: "The Secretary shall conduct a study to determine the feasibility and potential locations for an Arctic Deep Draft Port."

Project: AK District Studies and Investigations Authority

Amount: Bill language change

Location: Statewide

Purpose: Suggested Language: "The Secretary may conduct studies in the interests of water resources development including but not limited to navigation, flood risk management, and ecosystem restoration, and other purposes in Alaska."

Project: Storm Damage Prevention and Reduction

Amount: Bill language change

Location: Statewide

Purpose: Language would restore section 117 from WRDA 2005.

Suggested Language: "Notwithstanding any other provision of law, the Secretary of the Army is authorized to carry out, at full Federal expense, structural and non-structural projects for storm damage prevention and reduction, coastal erosion, and ice and glacial damage in Alaska, including relocation of affected communities and construction of replacement facilities."

Project: Remote Subsistence Harbors

Amount: Bill language change

Location: Statewide

Purpose: Projects in Remote communities rarely make it into the President's Civil Works budget because it is difficult to achieve a benefit-cost ratio of 2.5, necessary to be considered a "high priority project."

Senators Boxer and Inhofe

May 18, 2010

Page 12

Suggested Language: In Sec. 2006 of WRDA 2007, subsection (a)(B), after “State of Hawaii;” add “State of Alaska.”

Project: AK hydropower cost-share MOU

Amount: Bill language change

Location: Statewide

Purpose: The Alaska Energy Authority and the Alaska District Corps of Engineers have an existing MOU that provides for 50/50 cost share of study of potential hydropower resources off the Railbelt grid. The overall effort is behind schedule and the federal portion is underfunded and has no formal authorization in law. We propose formal authorization of the project and support of up to \$1 million on a recurring basis to cooperatively study with AEA additional hydropower development in Alaska including but not limited to the following projects: Chakachamna, Susitna, Glacier Fork, and Battle Creek Diversion at Bradley Lake.

Project: Hydrokinetic Studies and Projects

Amount: Bill language change

Location: Statewide

Purpose: Rural Alaska communities pay the highest costs of energy in the United States. Many experimental technologies actually save money over existing diesel generation. Several rural communities are hosting testing of hydrokinetic generation systems on nearby rivers. These small and isolated communities would benefit from federal coordination, assistance, and expertise. We propose that the Corps of Engineers be formally given authority to study and develop in-river hydrokinetic power systems in Alaska.

Suggested Language: “The Secretary may conduct studies in the interest of developing in-river hydrokinetic power systems in Alaska.”

Senators Boxer and Inhofe

May 18, 2010

Page 13

I certify that neither I nor my immediate family has a pecuniary interest in any of the congressionally directed spending item(s) that I have requested, consistent with the requirements of paragraph 9 of Rule XLIV of the Standing Rules of the Senate. I further certify that I have posted a description of the items requested on my official website, along with the accompanying justification.

If you have any questions, please contact Liz Brinkerhoff-Nottberg of my staff at (202) 224-3004.

Sincerely,



Mark Begich  
United States Senator