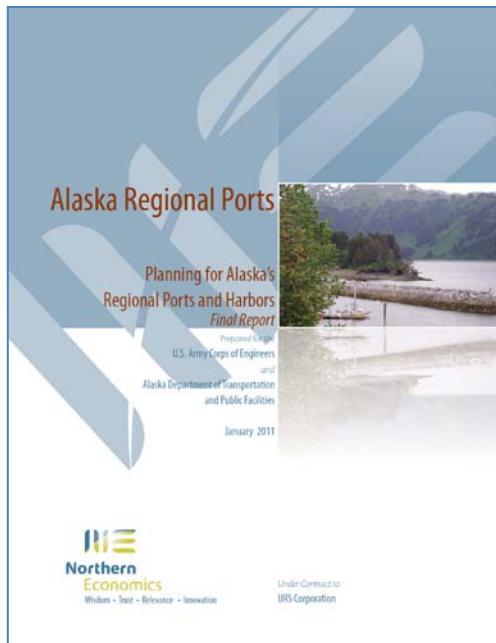


# Public Comments:

## Alaska Regional Ports Study



The Alaska Regional Ports Conference held in November of 2010 was a successful endeavor with about 165 participants. Following the conference, participants were invited to comment on the Northern Economics Inc. final report entitled "Planning for Alaska's Regional Ports and Harbors, January 2011" along with the 2010 Alaska Regional Ports Conference Summary.

The comment period remained open from February 2, 2011 to March 31, 2011.

Input from conference attendees, results of the planning document, and public comments will be used to update the State of Alaska's Transportation Improvement Plans and will help the Corps of Engineers and the State Department of Transportation and Public Facilities make meaningful decisions for future water infrastructure development in the state.

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**From:** [Anne M. Bailey](#)  
**To:** [AK Regional Ports POA](#)  
**Cc:** [Sutliff, Mary Jane \(DOT\)](#); [Sharon Boyette](#)  
**Subject:** Aleutians East Borough Comments to the Ports Conference Summary  
**Date:** Monday, March 14, 2011 12:42:14 PM

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To Whom It May Concern:

I attended the November 18, 2010 Alaska Regional Ports Conference as a representative of the Aleutians East Borough. The Aleutians East Borough communities consist of the City of Akutan, City of Cold Bay, City of False Pass, City of King Cove, City of Sand Point, and the Village of Nelson Lagoon (an unincorporated community). All of these communities are reliant on well maintained and smoothly run ports and harbors.

After reviewing the Ports Conference Summary the Aleutians East Borough has a few comments as outlined below:

The Summary states the Corps of Engineers and the Department of Transportation "commissioned a study to establish the baseline information for a needed statewide plan." It later states that the "list increases visibility of possible synergies or unnecessary overlap among agencies." The Borough agrees that a statewide plan is needed and efficiency among agencies is ideal, however, the most current information on port and harbor projects is needed.

The 2010 Statewide Ports and Harbors Needs list has many inaccuracies. Several of the Aleutians East Borough community projects depicted have been completed, differ from the description provided, or are not descriptive enough to determine what the project is referring to. We assume that other communities have raised similar concerns.

The Borough would like Northern Economics and all other parties involved to have the most current information, so, an accurate statewide plan can be developed. As suggested by the Northern Economics, the Aleutians East Borough communities have reviewed the project needs provided and have modified the lists to reflect what has been completed and what other projects are needed. They have even prioritized the list according to each individual City's needs. These lists will be reviewed by the Borough Assembly at the March 24, 2011 meeting allowing them the opportunity to modify and prioritize the needs as a whole. Once this has been completed the information will be forwarded to Northern Economics, the Army Corps of Engineers and the Department of Transportation.

The Borough fully supports all of the efforts put into developing a comprehensive statewide port and harbor plan and believes the Ports Conference was a very successful and informative event. We hope that the information we provided is helpful.

I can be reached at (907) 274-7555 if you have any questions.

Sincerely,

Anne Bailey

**From:** [Anne M. Bailey](#)  
**To:** [AK Regional Ports POA](#)  
**Subject:** 2010 Alaska Regional Ports Conference Summary Comments  
**Date:** Monday, March 28, 2011 2:38:23 PM  
**Attachments:** [Aleutians East Borough Ports & Harbors Projects 3-24-11.docx](#)

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To Whom It May Concern:

The Aleutians East Borough submitted comments to the Corps of Engineers regarding the Ports Conference summary on 3/14/2011.

Some of the comments included the following:

"The 2010 Statewide Ports and Harbors Needs list has many inaccuracies. Several of the Aleutians East Borough community projects depicted have been completed, differ from the description provided, or are not descriptive enough to determine what the project is referring to. We assume that other communities have raised similar concerns.

The Borough would like Northern Economics and all other parties involved to have the most current information, so, an accurate statewide plan can be developed. As suggested by the Northern Economics, the Aleutians East Borough communities have reviewed the project needs provided and have modified the lists to reflect what has been completed and what other projects are needed. They have even prioritized the list according to the City's needs. These lists will be reviewed by the Borough Assembly at the March 24, 2011 meeting providing them the opportunity to modify and prioritize the needs as a whole."

The Aleutians East Borough Assembly has had a chance to review the Ports and Harbors Needs provided by the communities. The Assembly has chosen to support each community's individual priorities rather than selecting and prioritizing needs for the region as a whole. I have attached the list of communities needs as provided by the City of Akutan, City of Cold Bay, City of False Pass, City of King Cove, City of Sand Point and the Village of Nelson Lagoon for your reference. These lists reflect the actual needs in these communities.

Below are projects on the 2010 Statewide Ports & Harbors Needs Lists provided by Northern Economics that have been complete, where the description is inaccurate or the description is unclear (Accurate descriptions are attached in the provided community lists):

Akutan

|   |            |
|---|------------|
| · City Dock                                   | Inaccurate |
| Funding request put in by DOT for improvement |            |

(Tustamena)

Install raised fender panel extensions to the dock and dolphins.

Install platform for AMHS ferry gang-way. Install additional bollards ashore to provide better lead for mooring lines.

Raise/improve fendering system on the Akutan City Dock to prevent ships from overriding dolphins and dock pilings causing damage to ships and dock.

|                           |           |
|---------------------------|-----------|
| · Navigation Improvements | Completed |
|---------------------------|-----------|

Under construction.

|                     |            |
|---------------------|------------|
| · Small Boat Harbor | Inaccurate |
|---------------------|------------|

Construct small boat harbor for home port 41 vessels, permanent moorage for 128, and transient moorage for 137 vessels. This project will provide a safe harbor of refuge from the Bering Sea.

Cold Bay

|                                    |            |
|------------------------------------|------------|
| · Breakwater and Small Boat Harbor | Inaccurate |
|------------------------------------|------------|

Construct breakwater and floats for 50-100 small craft and transient fishing vessels.

False Pass

|                      |         |
|----------------------|---------|
| · Harbor             | Portion |
| Completed/Inaccurate |         |

A breakwater has been constructed and floats have been completed. In need of Harbor utilities and other harbor facilities (please see new harbor descriptions).

Construct a breakwater and harbor facilities to accommodate the local fishing fleet. Currently, there is no harbor between the Pacific Ocean and the Bering Sea. This is a logical place for a harbor and related services.

King Cove

|                             |           |
|-----------------------------|-----------|
| · Outer Harbor Construction | Completed |
|-----------------------------|-----------|

Construct a new harbor adjacent to new dock in conjunction with Corps of Engineers breakwater and navigation improvement. Will provide additional moorage for 50 vessels in excess of 80'.

|                                    |           |
|------------------------------------|-----------|
| · Small Boat Harbor Transient Dock | Completed |
|------------------------------------|-----------|

New decking & fender piles

|                                |           |
|--------------------------------|-----------|
| · Small Boat Harbor Floats A-C | Completed |
|--------------------------------|-----------|

Total float replacement

- Robert E. Newman Harbor Separated into 2 projects

Nelson Lagoon Added

Nelson Lagoon is an unincorporated community but is a part of the Aleutians East Borough.

Sand Point

- AEB Sand Point Harbor Unclear/Removed

AEB- Sand Point Harbor

- City of Sand Point Harbor Unclear/Removed

City of Sand Point Harbor

- Denali Harbor Main Float Unclear/Removed

Denali Harbor Main Float

I will reiterate that the Borough fully supports the efforts put into developing a comprehensive statewide port and harbor plan. We hope that this information is helpful.

If you have any questions please feel free to contact me at (907) 274-7555 or [abailey@aeboro.org](mailto:abailey@aeboro.org).

Thank you,

Anne Bailey

Aleutians East Borough

3380 C Street, Suite 205

Anchorage, AK 99503

(907) 274-7555

(907)276-7569 Fax

P Only print this email if you must. Think green.

## King Cove Projects

| Facility                   | Project Description   | Status                          |
|----------------------------|---|---------------------------------|
| Robert E. Newman Harbor    | 400 feet sheet pile dock along road to deep water dock.   | City of King Cove's #1 Priority |
| Robert E. Newman Harbor    | Narrow entrance to cut down on swell of harbor. (The Corps of Engineers is working on a solution for this problem.) | City of King Cove's #2 Priority |
| Small Boat Harbor Tee Dock | Some new fender pile & bullrail replacement- some decking   |                                 |

## Sand Point Projects

| Facility                                | Project Description   | Status   |
|---|---|--|
| Robert E. Galovin Small Boat Harbor     | Replace infrastructure in harbor<br>Water, electricity & floats to new harbor   | City of Sand Point's #1 Priority   |
| City Dock                               | Fenders, piling, cleats, anodes and deck repair   | City of Sand Point's #2 Priority   |
| New Boat Harbor                         | Install piling, floats, pedestals, etc. as designed by URS and in a phased, systematic plan over a 5-year period.   | City of Sand Point's #3 Priority   |
| Mooring Points, Dolphins and/or Fenders | Old cannery dock used, in bad shape. Mooring points on dock and breasting dolphins needed. Draft is an issue with bigger barge. If they dredge 5 ft they could get in with double hull barge. Now they pass Sand Point on their way through and come back after barge is lighter. It would be more efficient if this was dredged and they could go in on their way up the coast. (Please note that this is part of a Denali Commission Barge Landing Projects (2) and is not part of a City or Borough initiative). | Please note that this is part of a Denali Commission Barge Landing Projects (2) and is not part of a City or Borough initiative. |
| Peter Pan Seafoods, Inc                 | New decking   | Port & Harbor Operator Identified Needs  |
| Sand Point Harbor                       | Sand Point Harbor<br>Expand existing harbor for 27 vessels in excess of 80' and additional capacity for local/transient   | Information is from DOT's Harbor Grant Construction Program and DOT Mgmt Reporting System Port/Harbor Needs List                 |

## Akutan Projects

| Facility          | Project Description   | Status  |
|-------------------|---|---|
| Port/Ferry Dock   | <ul style="list-style-type: none"> <li>*Repair and upgrade city dock/ ferry terminal (Tustamena) fender system to meet Alaska Marine Highway standards to ensure ferry service reliability and safety of vessels and passengers</li> <li>*Install raised fender panel extensions to the dock and dolphins. Install platform for AMS ferry gang-way</li> <li>*Install additional bollards ashore to provide better lead for mooring lines</li> <li>*Raise/improve fendering system on the Akutan City Dock to prevent ships from overriding dolphins and dock pilings causing damage to ships and dock.</li> </ul> | <b>City of Akutan's #1 Priority</b> Active- Denali Commission is making a determination whether to fund application or not. |
| Small Boat Harbor | Construct small boat harbor with moorage for approximately 58 vessels. Includes armored entrance channel constructed of two rubble mound breakwaters and mooring basins. This project will provide a safe harbor or refuge from the Bering Sea and permanent moorage for local boats.   | <b>City of Akutan's #2 Priority</b><br>Active- Construction began last summer and construction begins Spring 2011.          |

## Cold Bay Projects

| Facility                                  | Project Description  | Status                                |
|---|--|---------------------------------------|
| Cold Bay Dock and Causeway                | Anodes need to be fixed as soon as possible.   | <b>City of Cold Bay's #1 Priority</b> |
| Cold Bay Dock and Causeway                | *Four (4) pilings need to be replaced. * Repair and modify the entire pin pile fender system. * Three (3) concrete sections on the approach are severely cracked and need replacing. * The rusting on the metal piling infrastructure needs to be removed and a new coating applied. | <b>City of Cold Bay's #2 Priority</b> |
| Floating Breakwater and Small Boat Harbor | Construct a floating breakwater and floats for 50-100 small craft and transient fishing vessels  | <b>City of Cold Bay's #3 Priority</b> |
| Cold Bay Dock                             | Install approximately 2,150 feet of three-phase conductor  |                                       |

|             |  |  |
|-------------|--|--|
|             | between the existing feeder and the dock outer terminal, which will provide electricity on the Cold Bay Public Dock.   |  |
| Fuel System | Has a dock, some repairs needed (scored for repair work). But, 24hr stay due to 4" fuel line. Recommend increasing to 6" line from dock face to shore tanks. | Please note that this is part of a Denali Commission Barge Landing Projects (2) and is not part of a City or Borough initiative. |

### False Pass Projects

| Facility                             | Project Description  | Status   |
|--------------------------------------|--|--|
| Harbor                               | Need harbor utilities including potable water, firefighting equipment/facilities, life rings, ladders, electrical services, and lighting.  | <b>City of False Pass' #1 Priority</b><br>URS has completed the design for this project and the Borough has applied for two grants. This project is also going before legislation. |
| Harbor                               | Need a Harbor House and other facilities that will improve the harbor area and encourage more commercial fishermen to moor in False Pass.  | <b>City of False Pass' #2 Priority</b>   |
| Dock Repairs                         | Miscellaneous Repair- New Decking (including new planks).  | <b>City of False Pass' #3 Priority</b>   |
| Dolphins and/or Fenders, Fuel System | Has a dock. Old cannery dock is soft, larger fuel barges won't be able to go there unless mooring/breasting dolphins are installed to stay off the dock. Alternately would like to use the new sheet pile dock about a mile from old fuel dock, but it would need a pipeline/header. | Please note that this is part of a Denali Commission Barge Landing Projects (2) and is not part of a City or Borough initiative.   |

### Nelson Lagoon Projects

| Facility | Project Description  | Status |
|----------|--|--------|
| Dock     | About \$400,000 worth of repairs are needed for the Nelson Lagoon dock. (NL was not included in the Northern Economics Report) |        |





# *Bristol Bay Borough*

March 21, 2011

Department of the Army  
U.S. Army Corps of Engineers Alaska District  
Alaska Regional Ports  
PO Box 6898  
JBER, Alaska 99506-0898  
[AKRegPorts@usace.army.mil](mailto:AKRegPorts@usace.army.mil)

Subject: Comments on Planning for Alaska's Regional Ports and Harbors

Dear Madam or Sir,

The purpose of this letter is to comment on the Alaska Regional Ports and Harbors report prepared by Northern Economics dated January 2011. The Bristol Bay Borough would like to be included in this overall Ports and Harbors study the U.S. Army Corps of Engineers is conducting in Alaska.

The Port of Bristol Bay is owned and operated by the Bristol Bay Borough and is located at the mouth of the Naknek River in Naknek, Alaska. The Port of Bristol Bay moves over 11,000 containers annually containing over 300,000,000 pounds of cargo. The port provides service to 32 communities within the region making it a regional port for Western Alaska. According to the National Oceanic and Atmospheric Administration (NOAA) the Port of Bristol Bay is ranked 3<sup>rd</sup> in Alaska and 4<sup>th</sup> in the US for commercial fishery landings in dollar value. Also according to NOAA, the port is ranked 11<sup>th</sup> in the U.S. for volume of fishery landings. In 2010 the port exported over 100,000,000 pounds of fish product with a street value of \$9 dollars a pound for a total value of approximately \$900,000,000. This port is the primary fishing hub for the entire Bristol Bay Region, which directly supported over 13,900 jobs in 2009 (9,385 for harvest and 4,522 for processing). This port also directly supports King Salmon Air Force Base as over 500,000 gallons of fuel is delivered across this port annually. In addition this port is the delivery point and pipeline for the delivery of 1.5 million gallons of fuel to Naknek Electric for the generation of electrical power for the entire Borough.

Dredging of this port is not funded under the annual USACE port dredging program yet is the regional port that provides breakdown barge service to Dillingham, Kotzebue, Nome, Bethel and

28 other communities in western Alaska. The Port of Bristol Bay moves more cargo than these four ports combined. The steel pile and concrete platform section of the Port of Bristol Bay was constructed in 1982 and has exceeded the life expectancy of the structure. The Borough spends on average \$200,000 annually repairing this very old structure due to pile and concrete failures. When the original pile dock was constructed it was not engineered for the continued heavy loads that cross it annually.

The Bristol Bay Borough has started the expansion of the Port of Bristol Bay by the recent construction of a 200 foot open cell sheet pile dock, which is Phase 1 of a planned three phase port expansion. This \$9 million expansion was funded from multiple sources with the Bristol Bay Borough contributing \$2.2 Million of the Phase 1 expansion. This expansion extended the Port by 200 feet downstream with an open cell sheet pile dock and is only Phase 1 of a three phase Port Expansion Plan. Attached to this letter is the Port of Bristol Bay Development Plan for your review.

The port expansion is very much needed as the salmon processing industry has invested over \$100,000,000 in capital improvements in the Borough to increase the processing capacity of the salmon industry. Therefore the Port of Bristol Bay must be expanded to support this growing industry. The number of canned and frozen salmon shipped from the Port of Bristol Bay has doubled in the last 10 years from 5,000 annually to over 11,000. This growth substantiates the need for port expansion and supports justification for dredging by the USACE that is funded. The Bristol Bay Borough performs annual dredging currently directly in front of the port but does not have the capacity to dredge a needed larger footprint to support the port properly. In addition to dredging directly to support barge turnaround and mooring, the main Naknek River channel needs to be dredged to better accommodate 400 feet by 100 feet barges from Northland Services and other larger cargo/fuel barges entering and exiting the port. The river has a 27 foot tide, however the river is a silt river and filled with numerous sand bars that make navigation of large barges difficult at times for the larger 400 feet barges at the port. There is a history of the US Army Corps of Engineers removing large rocks from the Naknek River for navigational improvements for safety of large barges and fishing vessels entering and exiting the Naknek River. We would like for that to be expanded to include dredging and channel widening.

We disagree with the comment on page 8 of the final Regional Hub Analysis which has classified the Port of Bristol Bay as a “sub regional hub” in Southwestern Alaska. This is justified by the fact we provide port support to over 32 communities within the region not just the three communities within the Borough as is stated in this document. The large barges arrive at the Port of Bristol Bay, where we down load them to smaller barges to make the voyage north and west to other smaller ports within western Alaska.

In summary the Bristol Bay Borough is requesting the Port of Bristol Bay be included in the overall study analysis for Ports in Alaska. We further request the Port of Bristol Bay be included in the USACE annual federal funded dredging program, both for port turnaround dredging and possible river channel opening. The Borough has applied through the Water Resource Development Act (WRDA) application process and understand this takes congressional legislation to be included in the budget. We further request the State of Alaska Department of Transportation list the Port of Bristol Bay in the State Transportation Improvement Program

(STIP) for port improvements needed for western Alaska by providing matching State funding for the Port of Bristol Bay for federal funding for expansion and needed port improvements.

If you have questions concerning our comments please contact me at 907-246-4224 ext 307 or email at [marvsmith@bristolbayboroughak.us](mailto:marvsmith@bristolbayboroughak.us)

Sincerely,



Marvin R. Smith  
Borough Manager

cc: Senator Lyman, Hoffman  
Representative, Bryce Edgmon  
Bristol Bay Borough Assembly  
Bristol Bay Borough Planning Commission  
Jeff Ottesen, AKDOT

March 10, 201  
Gregory LoForte  
Box 865  
Cordova, AK 99574

U.S. Army Corps of Engineers  
Alaska District

Ref. Planning for Alaska's Regional  
Ports and Harbors Report: dated 1/2011

I would like to take the time to review some of the material presented in the Ports and Harbors report in regards to the City of Cordova.

After reading the report I find that the City of Cordova does not qualify as a Regional Port. It is true that we in Cordova do not act as a Regional Hub by the standards presented in the report but we certainly should be considered since we act as an Export, Water Based, Marine Traffic, Marine Oil Spill Response, Community.

I would like to bring to light that Cordova is ranked the 14 U.S. Fishing port in the country. We in Cordova supply and maintain a fishing industry that employs thousands of people during the fishing season. We have the ability with the installation of our new 160 ton marine travel lift to service some of the largest fishing tenders that are stationed in Cordova and Prince William Sound. Cordova is the home of over 140 vessels that are under contract with the Alyeska Pipeline Service Co. to provide oil spill response for the tankers as they travel through Prince William Sound. Our boat harbor which at the present time is working at 84% capacity is the life-blood of the community. Our town depends on the two marine barge companies that have facilities in Cordova, to provide us our lifeline with the outside. Both Alaska Marine Lines and Sampson Tug and Barge have facilities in Cordova. Our fuel is transported into town via barge and is an essential component that sustains our fishing industry. Since there is no road to Cordova we rely on the Alaska Marine Highway to provide vehicular transportation across Prince William Sound.

In conclusion I would like to thank you for the opportunity to share my thoughts on our community, and although we may not directly support the other outlying villages in Prince William Sound we act as a vital part of the sound and since we are located on the far eastern side of the sound we are vitally dependent on marine transportation just as we were over 100 years ago.

Sincerely



Greg LoForte



## MEMO

DATE: March 10, 2011

TO: Cordova City Council

FROM: Harbormaster Muma

RE: Harbor Commission Comments on Alaska Regional Ports Report

Below include a tabulation of comments collected from the Harbor Commission of the City of Cordova regarding the report entitled “Planning for Alaska’s Regional Ports and Harbors”.

The following comments regard the establishment of port communities as regional hubs and why Cordova is not considered a regional or even sub-regional port in Prince William Sound.

1. Cordova provides daily jet service from and to Anchorage and Seattle when the other Prince William Sound communities do not(see #2 of bullet 3 below). This facility serves an important function in the export of salmon (see #1 of bullet 3 below).
2. Cordova is currently on ADOT’s list to enlarge runway facilities to further enhance export of salmon (see #1 of bullet 3 below).
3. On page 10 of Section 4 of Appendix C, three criteria are listed for selection as a regional hub. **1) Geographic Location.** Although Cordova does not have access to a large population, it does meet and exceed the second part of this criteria which is “substantial exports such as seafood”. Cordova is ranked 14<sup>th</sup> nationally for seafood exports which far exceeds those exports of Valdez, Whittier or Seward. **2) Infrastructure.** Cordova may not be on the scale of the other Prince William Sound communities listed as regional hubs because of their access to highways or railways however, it compares equally in terms of harbor and port facilities. Cordova also has an airport, as part of its infrastructure, providing daily jet service to and from Anchorage and Seattle. These other Prince William Sound communities do not. **3) Port Management.** This third criteria was evaluated based on whether these communities had established municipal port and harbor departments; owned both port and harbor facilities; employed multiple year-round employees in those departments; had easily accessible, published tariffs and rate sheets; and demonstrated planning for future port and harbor needs, either through published information on their websites or through projects that were reported as part of the survey for this project. Cordova meets all aspects of this third criteria.
4. See attached comments from Commission Vice-Chairman Greg LoForte.



City of Cordova  
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P.O. Box 1210  
Cordova, Alaska 99574  
Phone: (907) 424-6200  
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Web: [www.cityofcordova.net](http://www.cityofcordova.net)

# CITY OF CORDOVA

## *Office of City Manager*

March 21, 2011

- U.S. Army Corps of Engineers (USACE) Alaska District
- Alaska Department of Transportation & Public Facilities (DOT&PF)

I am writing these comments on behalf of the City Council and residents of the City of Cordova, Alaska. We would like to express our concerns with certain aspects of the document Planning for Alaska's Regional Ports and Harbors, Final Report.

First of all we would like to commend the Corps for the work that has gone into this planning document, and your commitment to improving ports and harbors in Alaska. This is certainly valuable contribution to Alaska, as well as a benefit to the United States' overall economy.

Our concern lies primarily with the exclusion of Cordova as a Regional Hub in the report. We have reviewed the criteria for status as a regional hub, and find that some details of Cordova's interaction in the overall scheme of Alaskan commerce may have been misinterpreted, and the result was consequently misconstrued.

In the report, Cordova is noted as being the 14<sup>th</sup> largest producer of processed seafood in the United States. As such, Cordova also distributes a large amount of seafood to other Alaskan communities via both jet and marine container. This adds to the economy of these other communities by creating more jobs in Alaska, and providing a valuable food source both in-state and out.

Also noted in the report, and important to this export matter, is the fact that Cordova is referred to as a "**major regional hub**" for handling of marine freight in Prince William Sound (Strategic Trend Analysis, 57). Both Alaska Marine Lines and Samson Tug & Barge serve Cordova, and move freight in and out of the area.

In addition Cordova is served by the Alaska Marine Highway System with container vans being moved in and out of Cordova via AMHS ferries. It should also be noted that on the AMHS website, under "Routes," while referring to Alaska transportation, AMHS says, "The Alaska Marine Highway makes up a large part of our '**highway system**'."

Based on this information, the statement(s) in the report associated with Table 5 of the *Baseline Assessment of Alaska's Ports and Harbors*, which say Cordova is not "Connected to state highway of other major highway system" are not entirely correct, and may cause the reader confusion concerning Cordova's connection to the rest of Alaska. While it is true that Cordova is not on a traditional road, we are connected to a major highway system.

Cordova is the only community in PWS that has major jet service on a daily basis to Anchorage, Juneau, and Seattle. Our airport regularly handles over one million pounds of fresh seafood annually. We understand the recent concerns about carbon emissions associated with air transportation, but the fact remains that air freight is a vital part of the Alaskan and US economy, and many restaurants and wholesalers nationwide rely on air freight to meet their customers' demand for fresh seafood.

We believe that when all these facts are considered Cordova should be included as a Regional Hub in Table 1 on page 11 of the *Regional Hubs Analysis* and throughout the rest of the report.

The City Council respectfully requests the Corps to reconsider their criteria and associated evaluation, and recognize Cordova as a Regional Hub in the report.

Thank you,

Mark Lynch  
City Manager  
City of Cordova, Alaska



**From:** [City of Elim](#)  
**To:** [AK Regional Ports POA](#)  
**Subject:** Re: Alaska Regional Ports -- Planning Report Available for Comment (UNCLASSIFIED)  
**Date:** Saturday, February 05, 2011 3:01:04 AM

---

Sorry about the comments from Elim, I did not mean no disrespect to anyone I just want to move ahead on this project, Thank you Ed Kotongan/Mayor City of Elim

From: [jeff.berger](#)  
To: [AK Regional Ports POA](#)  
Date: Wednesday, February 02, 2011 3:22:45 PM

---

We need to be sure we have Ninilchik Harbor dredged.

Jeff

Jeff F. BERGER

Operations Manager

Kenai Peninsula

Copper River Seafoods

907-252-7485

dccp@ptialaska.

1118 E. 5th Avenue

Anchorage, AK 99501

Ph: 907-522-7806 Fax: 907-274-0348

www.CopperRiverSeafood.com <<http://www.CopperRiverSeafood.com>>

Description: cid:image001.jpg@01CB0893.39064CC0

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**March 31, 2011**

Col. Reinhard Koenig  
Commander, Alaska District

Patricia S. Opheen, P.E.  
Chief, Engineering Division  
CEPOA-EN  
POB 6898  
Elmendorf AFB, AK 99506-0898

**RE: Public Comment – Alaska Regional Ports Conference Summary**

I attended the November 2010 Ports Conference in Anchorage and wish to express my appreciation for the excellent effort from all those involved in producing a most successful event. Thank you.

I have reviewed the final report released by Northern Economics earlier this year and the Conference Summary. Thank you for this opportunity to enter public comments.

1. Establishment of statewide list with associated ranking criteria of Alaska's Port needs is a significant and long overdue accomplishment. The nature of our state's geography requires that maritime transportation and related infrastructure be an essential component of the state's transportation planning. The Alaska Regional Ports Final Report provides an excellent starting point.
2. Classification of regional and subregional ports is an appropriate approach and the rational for identifying Alaska's ports in 3.0 is valid. On that note however, I would suggest that the Port of Skagway be re-classified as a regional port. The Port of Skagway currently satisfies the requirement of inbound goods & materials to be distributed elsewhere (primarily the Yukon, Canada) and outbound goods & materials (primarily ore shipped through the AIDEA Ore Terminal at the Port of Skagway from the mines operating in the Yukon). The anticipated shipment of both inbound & outbound cargo is expected to dramatically rise in the near term and for an extended period (20-40 years). Reclassification of the Port of Skagway to a regional port will most certainly be confirmed as shipping tonnage continues its established growth. Documentation of this activity is available to justify this request. The region serviced by the Port of Skagway includes the entire Yukon, an area greater than 186,000 square miles. The Yukon Government has been working closely with the Municipality of Skagway and fully supports planned expansion at the Port of Skagway necessary to provide the additional shipping capacity to satisfy the anticipated growth within the province. For more information, I would suggest you contact Mr. Tom Smith, Borough Manager, Municipality of Skagway or Mr. John Tronrud, Chair of the Port Commission, Municipality of Skagway.

3. I would also suggest that the Port of Bristol Bay (Naknek) also qualifies as a regional hub. The Port of Bristol Bay satisfies the requirement of inbound goods & materials to be distributed elsewhere (the Port of Bristol Bay is a hub port serving 32 communities in the surrounding area). Cargo arriving at the Port of Bristol Bay is broken down and re-shipped to the surrounding communities once landed at the port site. Additionally, the Port of Bristol Bay ranks nationally for the volume *and* value of outbound cargo (primarily seafood product) clearly satisfying the requirement at 3.0. Virtually all of the salmon harvested from the remarkable Bristol Bay fishery is shipped to processing facilities within the Bristol Bay Borough and gathered for outbound shipment at the Port of Bristol Bay. In 2010 alone, nearly 120,000,000 pounds of seafood representing a value greater than \$900 million were shipped from the Port of Bristol Bay to market. For more detailed information, I would refer you to Mr. Marv Smith, Borough Manager, Bristol Bay Borough.
4. Finally, the proposed Port of Emmonak at the mouth of the Yukon River is currently in design. The cell-structured proposed dock, estimated to cost \$15 million, would satisfy the increasing shipping volumes for the foreseeable future. The report (page 9, Appendix C) makes reference to a preferred design but I would suggest that the community is well along with their engineering consulting firm and the design they have arrived at should be incorporated into the report and not the language that is currently in the report. I would suggest the report drafters contact Mr. Martin B. Moore, City Manager, City of Emmonak for more complete design details regarding their project in order to more accurately reflect the proposed plan currently under design. The Port of Emmonak will emerge as a critical link between ocean going shipments and transshipment of these goods to the river system. Additionally, the port will satisfy anticipated shipment of goods and materials that will likely flow from the Interior to the Alaska's coastal districts (for instance, propane from the North Slope to coastal communities). It would appear that for the near term, the Port of Emmonak is accurately classified as a sub-regional hub.

I look forward to continuing to work with your offices and the Alaska Department of Transportation and the Alaska State Legislature to advance an overall Alaska Port Priority Plan and securing appropriate funding to accomplish necessary construction of needed infrastructure.



John Walsh

cc: Mr. Tom Smith, Skagway  
Mr. Marv Smith, Bristol Bay  
Mr. Martin Moore, Emmonak



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From: Marc VanDongen [<mailto:Marc.VanDongen@matsugov.us>]  
Sent: Wednesday, March 23, 2011 3:59 PM  
To: Cordova, Lorraine A POA  
Subject: Planning for Alaska's Regional Ports and Harbors

Lorraine,

I read through the final report "Planning for Alaska's Regional Ports and Harbors" and need to submit some corrections to you. I talked with Pat Burden, President, Northern Economics, and he told me the data pertaining to Port MacKenzie was obtained from existing documents they obtained, not through personal contact with me or anyone else at the Matanuska-Susitna Borough.

Pat told me you were accepting changes through the end of March 2011. Following are my recommended changes to the final report, dated January 2011:

1. Reference the list of projects in the "Baseline Assessment of Alaska's Ports and Harbors" section, pages 35, 43, and 50. On page 35, the fuel tank farm (\$10 million) should be deleted (the State doesn't fund these types of projects, private companies do). Then we need to add "Deep-Draft Dock Expansion" (\$45 million) to this list of Port Needs (this project is already permitted by the Corps). The Anchorage Ferry Landing estimated year of completion should be 2014 (vs. 2011). On page 43, the "Barge Dock Expansion (286 acres)" should read (7.86 acres) and the year of completion should be 2011 (vs. 2010). The rail Line Extension (to Parks Hwy) and Rail Off-Load Facility at the Port should be completed in 2014 (vs. 2013) or later (depending on funding). The Hill Reduction and Paving (2 miles) should be completed in 2011 (vs. 2010), and the Port MacKenzie Ferry Landing should be completed in 2012 (vs. 2011). On page 50, the Fuel Tank Farm (\$10 million) should be deleted, and the Deep-Draft Dock Expansion at Port MacKenzie (\$45 million) should be added.

2. In the "Regional Hubs Analysis" section, page 7, in the South-central Paragraph 3.5, there is a statement that "Unknown factors have also led to the creation of a MacKenzie Shoal that is approaching the Port of Anchorage." This statement is not true. The Point MacKenzie Shoal is two miles from the Port of Anchorage, is located on the opposite side of the Inlet, and has been in existence for centuries. NOAA has surveyed this area at least eleven times since 1941 and it is documented that this shoal, and most other shoals in Upper Cook Inlet, constantly changes. Last year, it actually regressed over 500 feet per the bathymetric survey conducted by TerraSond (per Karl Woods, 745-7215).

In the "Policy and Plan Development", Appendix D, recommend adding a paragraph 2.3.1.3 on page 5 that adds "Projects that don't require dredging or maintenance dredging" as another category that gets a higher priority for funding (along with Hubs and Health & Safety).

3. Also, on page 7,

paragraph 2.5.1, we disagree that USACE should modify its policies so that the benefit-cost ratio is not the primary mechanism used to allocate federal funding. Otherwise, the limited federal funding the State receives could wind up going to expensive remote projects with little benefit to the State rather than higher priority projects that benefit more people. The benefit-cost ratio is an excellent way to prioritize State projects.

Thank you for this opportunity to comment on your report. If you have any questions, please feel free to call me at (907) 746-7414.

Marc Van Dongen

Port Director, Port MacKenzie

(907) 746-7414

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