

MARTIN B. MOORE TESTIMONY
Before the Alaska House Finance Committee
February 9, 2012 1:30 PM

Co-Chairs and members of the Alaska House Finance Committee, my name is Martin B. Moore. I appear before you today as the City Manager for the City of Emmonak. Emmonak is located approximately 10 miles from the mouth of the Yukon River and is a regional hub for the lower Yukon with over 1,000 Tribal residents.

My service to the people of Emmonak and the lower-Yukon region began in 1963 when I served as mayor for the City of Emmonak. Since that time, I have served in a variety of organizations, including both Alaska Native regional and village corporations, the Alaska House of Representatives, the Governor's office, the local school board, and multiple tribal organizations. With this background, I can personally testify to the critical importance of ensuring that Alaska's goods are shipped in a reliable, efficient, and cost-effective manner.

I'm here to advocate for the expansion of the Emmonak Port and the network of state ports that will benefit from House Bill 286. Like many rural Alaska villages, Emmonak and its neighboring communities continue to struggle with the high price of fuel and necessary goods. The recent high costs of energy have been devastating. All Alaskans are familiar with the high costs of shipping that drive prices well-beyond what the average American expects to pay for basic goods. But in rural Alaska, the high price of fuel, food, and basic necessities is increasingly a matter of physical survival. Indeed, this winter's long cold snaps and high heating fuel prices have strained many Yukon Delta households to the brink of disaster and served as a reminder of our vulnerability.

Expanding the Emmonak Port and the port Alaska network is critical to reducing the costs of essential goods across Alaska and to help ease the difficulty of affording heating fuel and gasoline. Most of the goods Alaskans enjoy must come through the Port of Anchorage – vehicles, food, basic goods, and a multitude of consumer products. Between 80-90% of Alaskan goods travel through the Port of Anchorage. And in Emmonak, everything must be shipped – whether it be heating fuel, gasoline, snowmachines, fishing nets, or construction supplies. These supplies originate from Anchorage, Fairbanks, or Seattle. Improved ports in Emmonak and Anchorage will help bring goods into Alaska more efficiently and cost-effectively.

Although the Port of Anchorage and the U.S. Department of Maritime Administration recognized that the Port of Anchorage is deteriorating and nearing the end of its useful life over a decade ago, the proposed expansion for the Port has recently come under heavy criticism for its expense and expanse. But regardless of the scope of the project, what is clear is that the Port of Anchorage must do something to ensure that it continues to be a functional, efficient, and effective port. Alaska depends on it.

Similarly in Emmonak, an improved port facility offers a real opportunity to bring fuel, necessary goods, and basic living supplies in at a lower cost. An improved port could also facilitate the export of Yukon River salmon, and eventually, low-cost natural gas. Emmonak is a regional hub through its airport and the Yukon River, and a modern port in Emmonak has the potential to serve as a major hub for western Alaska and beyond. This year in Nome we saw firsthand how a functional port can provide fuel at an affordable rate. Unfortunately, most rural Alaskan communities do not have similar opportunities unless the State places port development as a paramount priority.

An improved Emmonak Port could also facilitate a possible LNG pipeline to Emmonak as part of the AGIA. The most critical issue in rural Alaska is energy cost. For Emmonak and the lower-Yukon region, a solution to the crippling energy crisis would be an invaluable pursuit for generations to come. The possibility of a LNG pipeline providing spur lines to remote communities is a true solution to the unsustainable reliance on heating oil. It could also promote export of LNG to Asian markets and the lower-48. We urge you to make rural areas like Emmonak part of the long-range plan now.

Emmonak has already invested \$500,000 obtaining design studies for the Emmonak Port because we truly believe that a modern port will help transform Emmonak into a viable and affordable community for future generations. Emmonak is ready to develop its port and is working to obtain the necessary permits and funding. The City of Emmonak requests that HB 286 be amended to increase the sum designated for Emmonak from \$10 million to \$16 million in order to fully fund the City's existing design plans (engineering request enclosed). Emmonak has already obtained approval from the U.S. Army Corps to construct the port (USACE approval letter enclosed) and it cannot afford delay. Building a LNG pipeline with a spur to Emmonak through a modern port will spark development and opportunities that would otherwise be unattainable and unimaginable.

In sum, ensuring that Alaskan goods are brought in an efficient and cost-effective manner is critical to the continued survival of Alaska. Anchorage is the starting point, and Alaska's regional ports are the tributaries to the flow of affordable goods throughout Alaska. Emmonak can serve as an economic connection between Anchorage and Fairbanks if the port and LNG pipeline are developed. But Alaska's ports and resources must coordinate to work together, and developing these ports must become a priority.

Thank you, I would be happy to answer any questions you may have.

Enclosures: 2/7/2012 Ltr from Michael L. Foster & Assoc. to M. Moore
1/27/2012 Ltr from USACE to M. Moore



Michael L. Foster & Associates, Inc.

An Alaskan Owned and Operated Company

**Architects • Engineers • Planners • Scientists
Surveyors • General Contracting**

February 7, 2012

Martin B. Moore
City of Emmonak
P.O. Box 9
Emmonak, Alaska 99581

**Recommended Funding Request Increase
City of Emmonak Port and Dock Facility
Emmonak, Alaska
MLFA Project No. EMMO-EMMO-001-0001**

Dear Mr. Moore:

Michael L. Foster and Associates, Inc. has reviewed House Bill No. 286, introduced on January 17, 2012, and recommends that the City of Emmonak – Port Improvements amount be increased from \$10,000,000 to \$16,000,000 so that the barge landing ramp can be built at the time the sheet pile container dock is built. As you know, the container dock must be built first so that river bank protection and site conditions are stabilized. However, the major amount of port activity in Emmonak comes from the barges and landing craft. The barge landing will be most beneficial to the city for a much improved revenue stream over that of the container dock. Additionally, the window for construction in Emmonak is limited, and a single project to include the ramp would far away be the most efficient way to build the facility. All sheet pile anchor cells would be installed, thereby increasing stabilization in the port area and reducing the risk of future damage to the planned barge landing area due to flooding or ice accumulation activity.

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If you have any questions or need additional information, please contact us.

Sincerely,

MICHAEL L. FOSTER & ASSOCIATES, INC.

Gordon Seversen, P.E.
Associate Engineer

cc: Stephen Schwicht, DOWL HKM
John Walsh



REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, ALASKA
REGULATORY DIVISION
P.O. BOX 6898
JBER, ALASKA 99508-0898

JAN 27 2012

Regulatory Division
POA-2011-104

Honorable Martin B. Moore
Mayor of the City of Emmonak
Post Office Box 9
Emmonak, Alaska 99581

Dear Mayor Moore:

Enclosed are two copies of Department of the Army permit POA-2011-104, Kwiguk Pass, which will authorize construction of the new Emmonak Port and Dock Facility. The project site is in Emmonak, Alaska, within Section 17, T. 31 N., R. 81 W., Seward Meridian; at Latitude 62.7748° N., Longitude -164.5153° W., and which can be located on USGS Quad Map Kwiguk D-6.

The Alaska Department of Environmental Conservation has waived the Water Quality Certification pursuant to Section 401 of the Clean Water Act for your project.

Additionally, we have enclosed a Notification of Administrative Appeal Options and Process and Request for Appeal form regarding this Department of the Army Permit (see section labeled "Offered Permit").

If you accept the conditions of the enclosed permit, please sign and date both copies and return them to us. The permit will not be valid until we have returned a finalized copy to you. This is not an authorization to commence construction.

Nothing in this letter shall be construed as excusing you from compliance with other Federal, State, or local statutes, ordinances, or regulations which may affect this work.

Please contact me via email at mary.f.leykem@usace.army.mil, by mail at the address above, by phone at (907) 753-2711, or toll free from within Alaska at (800) 478-2712, if you have questions.

Sincerely,

Mary Leykem
Project Manager

Enclosures