

Agency: Commerce, Community and Economic Development**Grants to Municipalities (AS 37.05.315)****Grant Recipient: Saint George****Federal Tax ID: 92-0098064****Project Title:****Project Type: Remodel, Reconstruction and Upgrades**

Saint George - Breakwater Construction and Dredging

State Funding Requested: \$5,000,000**House District: 37 / S**

Future Funding May Be Requested

Brief Project Description:

Construction of two breakwaters and dredging of inner harbor to -20 ft. at mean low water.

Funding Plan:

Total Project Cost:	\$30,000,000
Funding Already Secured:	(\$0)
FY2012 State Funding Request:	(\$5,000,000)
Project Deficit:	\$25,000,000

Detailed Project Description and Justification:

The St. George harbor is not complete and is unsafe. The community cannot begin to develop an economic base without the completion of the harbor. While St. George sits in the middle of the rich fishery, it has not and will not take advantage of these resources until the harbor is completed. Already insurance companies are instructing vessels not to utilize the harbor because of the unsafe conditions (low spots and surging at dockside). Until fishing vessels can deliver product to our new fish plant, it is not feasible to generate capital with only a small halibut fishery. This project and request is justified because until and unless the harbor is complete, the community will continue to decline in population and the unemployment rate will continue to be 85%. In 1983 the Federal Government ceased fur seal skin harvesting. This shut down the local economy. In the same year the U.S. Congress amended the Fur Seal Act of 1966 and recognized that the local inhabitants of St. George would develop a seafood industry for an economic base. However, this cannot be accomplished without adequate infrastructure in place. Without the harbor completion, the community will cease to exist. The process towards this unfortunate situation is already underway. This request is justified from many aspects of which a local economy is one.

Project Timeline:

Anticipate project to begin in FY 2013. Work is ongoing with the Congressional Delegation of Alaska and the Army Corps of Engineers. A resolution from the City of St. George will be provided. Expenditures of State funds will not occur until complete funding from all entities including federal have been secured.

Entity Responsible for the Ongoing Operation and Maintenance of this Project:

The City of St. George

Grant Recipient Contact Information:

Name:	Patrick Pletnikoff, Mayor
Title:	Mayor
Address:	East Landing Road St. George Island, Alaska 99591
Phone Number:	(907)859-2263
Email:	pat714swet@yahoo.com

Has this project been through a public review process at the local level and is it a community priority? Yes No



Aleutian Pribilof Island Community Development Association

234 Gold Street • Juneau, Alaska 99801 • (907) 586-0161 • Fax: (907) 586-0165

509 West 3rd Avenue, Suite 101 • Anchorage, Alaska 99501 • (907) 929-5273 • Fax: (907) 929-5275

St. George Harbor Take Home Points

A completed, safe harbor is absolutely essential to the survival of the St. George community. There can be no viable long-term economy on St. George without a completed harbor.

If St. George gets a functioning harbor, a sustainable economy will result:

- Construction of a lodge
- Expansion of seafood processing
- Private/public sector ferry between St. George and St. Paul
- Expanded fuel sales
- New small businesses to serve fishing and tourism develop
- Lower food, fuel and consumables cost
- Increased local tax base
- Year-round employment opportunities for local residents
- Reduced social problems

If St. George does not get a functioning harbor, no viable long-term can occur:

- Out-migration accelerates
- Poverty increases
- School closes
- Social problems exacerbated
- No inter-island ferry – must fly through Anchorage to travel the 45 miles between St. George and St. Paul

In addition, St. Paul is iced in most years. This leaves no functioning harbor for the crab fleet during the crab season in the winter. A functioning harbor at St. George would serve as a Port of Refuge, enhancing marine safety and protecting the environment. Two years ago, the F/V *Mar-Gun* ran aground in the winter on St. George when St. Paul was closed due to ice. A major environmental disaster was narrowly averted (the vessel ran aground adjacent to a fur seal rookery). Had the harbor in St. George been functional, the vessel would have been safely moored instead of jogging at-sea.



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A SHORT HISTORY OF ST. GEORGE

The St. George Community's relationship with the federal government began with the purchase of Alaska from Russia. The Aleut residents of St. George were slaves/wards of the U.S. government as their labor was required for the commercial fur seal industry. As such, residents were not allowed to leave the Island by the US Government for medical, educational or other needs the residents deemed necessary without government permission. Aleut residents employed in the fur seal industry did not earn a daily wage for their work but instead were given staples that were allotted to them on a weekly basis depending on family size. Residents that defied the US Government and left the Island were not allowed back to the community and lost their jobs and homes.

In the early 1960's the US Government initiated a policy to terminate the community of St. George, wanting instead to consolidate both St. George and St. Paul into one community. Residents of St. George were offered jobs and housing in St. Paul if they agreed to move from St. George. Many families did move, although many more protested and refused to move. The homes of the families that did move were bulldozed and burned to the ground to reinforce the US Government policy at the time.

Then State of Alaska Representative Carl Moses flew to St. Paul to campaign and visit his constituents. The US Government representative at the time met the plane and refused to allow Carl Moses to leave the plane stating these residents were not State of Alaska voters. Carl Moses was forced to leave and he started a protest that was heard in the halls of Washington DC and elsewhere. Howard Rock, the Publisher of the Tundra Times, published an article in his newspaper describing the plight of the Aleuts in the Pribilof Islands. Immediately, Congressional hearings were held by then US Senate "Bob" Bartlett that led to the Fur Seal Act of 1966. Thereafter, residents were allowed to vote, earned a civil service wage with benefits and more importantly not forced off St. George Island.

The ensuing years to 1983 were not much better. Commercial Fur Sealing was ended in St. George in 1972 and the tree huggers started in earnest with their attempts to stop the commercial harvest altogether. The only mode of transportation off St. George was by ship four times a year and the US mail was dropped out of Coast Guard planes

In 1968 St. George residents built a small airstrip on their own time without compensation or federal funding. But, the first plane did not arrive until January, 1971 when a US Navy plane (an albatross) was in St. Paul during Russian Orthodox Christmas with US Senator Ted Stevens. When the navy co-pilot refused to fly to St. George from

St. Paul, co-pilot Ted Stevens flew by himself to St. George with Christmas presents for the community.

In the early 1980's the US Government began the policy of phasing out of the Pribilof Islands. The US Government owned the Islands lock stock and barrel despite passage of the land claims act. The government owned all the transportation infrastructure, the homes, and public utilities. All of this was slated for transfer to the Islanders. St. George prepared for the phase out by incorporating a City Government on September 13, 1983 and on October 28, 1983 the US Government ceased to operate in the Pribilof Islands.

As part of the termination of government control on the islands, a Memorandum of Understanding between the federal government, the state of Alaska and the communities of St. George and St. Paul was signed that recognized the special needs for infrastructure on the islands. This recognition acknowledged that transition to a non-fur seal economy required access to fishery resources, which could only occur if safe harbors were constructed in both communities.

Planning for the St. George harbor project started in 1982. Site investigation, geotechnical and bathometric data were collected and analyzed and presented to the City in 1983-1984. In 1984 the City of St. George authorized bidding on the project and subsequently awarded a contract for construction in September of 1984. The contractor was unable to accomplish the terms of the contract in 1986. The City of St. George, thru force account, purchased the contractor's construction equipment and mined armor rock in 1986 and 1987, constructing the three North, South and Inner breakwaters.

In 1988 two docks were constructed along with a mooring dolphin by force account.

In 1989 the City issued General Obligation Bonds of \$3 million (after the State refused to fund the project despite signing a MOU with the Feds and local entities recognizing the special needs under the federal phase out in 1983) to match the Corps \$4 million under the Section 104 dredging program. The Corp awarded a contract in 1989 for dredging of the St. George harbor. The dredging project was substantially completed in late summer of 1990. The contractor failed to dredge to design depths in the entrance channel leaving high spots of -18.8 feet. That failure allowed the Corp to maintain that the Corp had no legal responsibility for maintenance dredging. The contractor subsequently sued the Corp for cost overruns on the project. In Federal Court the Contractor prevailed with an award of \$1.2 million by the judge -- the irony is the City owes the Corp for the claim award.

Since completion of dredging in 1990, Opilio and baradi crab processing occurred in the St. George Harbor from 1990-2001. In 2004 a major storm event damaged the South Breakwater Arm and deposited sand in the entrance channel. The harbor had limited function and vessels could not utilize the harbor for crab processing under the newly implemented crab rationalization program. The City of St. George declared a disaster and the harbor was included in the federal disaster DR-1571. FEMA funding was applied for and FEMA made available to the City \$8 million to repair the damage. The South

Breakwater was repaired with approximately 15K cyds of armor rock placed in 2006 and the entrance channel was dredged this spring with 12K cyds of sand removed from the channel. And they lived happily ever after.....

St. George Office:



P.O. Box 929
St. George, Alaska 99591-0929
Tel: (907) 859-2263
Fax: (907) 859-2212

November 15, 2010

The Honorable Sean Parnell, Governor
State of Alaska
Office of the Governor
P.O. Box 110001
Juneau, Alaska 99811

The Honorable Lyman Hoffman
Alaska State Senator
Alaska State Senate
Juneau, Alaska 99811

The Honorable Bryce Edgmon
Alaska State Representative
State Capitol
Juneau, Alaska 99811

Re: St. George Harbor

Dear Governor Parnell, Senator Hoffman, Representative Edgmond:

We want to first congratulate you on your election and wish you much success in your term of office.

As you might be aware, since the passage in Congress P.L. 98-129, Fur Seal Act Amendments of 1983 with the stated purpose of developing a "stable, self-sufficient enduring and diversified economy not dependant on sealing" the lives of the Aleut People living in the Pribilof Island communities has changed significantly. With this Act, Congress took away the only economy we had and have known for generations. Congress mandated that we become fishermen. The hearings and testimony provided at that time all pointed towards the development of our economy not based on sealing to that of fishery development. After all, some testified, including our own Senator Ted Stevens, the islands are in the middle of the most productive fisheries in the world.

Since 1983, our local political entities have struggled to secure the necessary funding to complete our boat harbor. To this day, our harbor is not complete and because of this, we are hampered in any meaningful development and thus, the sealing economy has yet to be replaced with that of fisheries. Simply stated, because the harbor is not completed, we have no local economy. Obviously, we need to change that. I have

reviewed documents that were prepared in 1983 requesting funding from both the State and Federal Government's to complete the work on the harbor. Since that time, all parties concerned have understood that until the harbor was complete, nothing moves forward, and it has not. I have read the pleadings of my past leadership and the citing of congressional mandates and public law. We have prepared proposal after proposal detailing the needs and offering solutions on how we believe we as a community can respond appropriately to congressional mandates and yes, to the mandates to the Secretary of Commerce. Yet, our pleas have not been answered. Yet, in a letter of March 23, 1987, Anthony J. Calio, The Under Secretary, National Oceanic and Atmospheric Administration noted "While we take our trust relationship with the Pribilof Islands seriously, the Fur Seal Act Amendments of 1983 do not grant authority to the Department of Commerce to ignore provisions of the Magnuson Act." The important and critical point here is that he acknowledges the fact that a "trust" responsibility exists. Further, the U.S. Department of Commerce has been expressly empowered by Congress to take action to help our community by 16 USC Section 1167. It is an important distinction.

As in 1983, there are three obstacles to St. George Island's transition to a stable fishing economy. First, the Island lacks the shore and harbor facilities to support and maintain a fishing industry. Second, the people do not themselves possess the fish processing or shore based processing facilities, let alone the proper catcher vessels for economically significant involvement in the fisheries. Third, the people lack the requisite fishery training and the opportunities to acquire such training.

In 1983 it was well known that the State of Alaska had surplus income from Prudhoe Bay oil revenues. With State capital budgets in the billions during the 1980's it was generally assumed that the State would continue funding of the harbor project to completion. But, in 1985, oil prices collapsed and sent the budget into a tailspin. This is what the State spent on our harbor:

1984	\$ 65,000
1985	6,277,206
1986	7,253,931
1987	8,844,441
1988	250,000
TOTAL	\$22,690,578

The above is just a brief history in our community's efforts to address our only realistic hope in generating a local economy which then will create a reasonable livelihood expectation for our people.

When the Community Development Quota Program was created in 1991 by the State and Federal Governments, for our community, it was a dawn of a new era. Our expectations were high. We believed that our island community would now realize the development of a local economy. Certainly, we were mindful that any meaningful

development takes time. St. George became part of the APICDA Group and is one of the six communities represented.

Today we work closely with the management and board of APICDA in our desire to improve our condition. For the past few years, Mr. Larry Cotter, CEO of APICDA has worked closely with our Congressional Delegation in Washington. His efforts concentrated on securing the authorization language as well as the needed appropriations to complete the harbor. First was the need for the authorization language. Because the U.S. Army Corps of Engineers had no responsibility for the development or construction of the harbor, it was necessary that Congress authorized responsibility to them to complete this harbor development. Towards this end, our Congressional Delegation recognized St. George Harbor as a harbor of refuge because on many occasions, the harbor at St. Paul Island is not usable due to the frequent sea ice conditions. It is our hope and expectation that Congress will find a vehicle during this lame duck session whereby this authorizing language will pass. Mr. Cotter continues to work on this issue diligently.

Once again, we have need for assistance from the State of Alaska. If the U.S. Army Corps received the authorization from Congress, we expect them to then seek the appropriations to begun construction. As this moves along, we will have need to "match" these appropriations. Therefore, we seek your support in this effort and work with the State Legislature, specifically with Senator Lyman Hoffman and Representative Brice Edgmond who represent our District in securing the necessary funding.

We believe that this project will require three appropriation cycles by Congress in order to secure the necessary construction funding for the U. S. Army Corps. Our best estimates at this time are that the project, for completion, will require approximately \$30-35 Million Dollars. This is only a best guess and until we have the funding for the necessary engineering work, we will not have a firm cost.

We propose the State, working in conjunction with our Congressional Delegation in seeking funding for the harbor, appropriate, on an annual basis for three fiscal years \$5.0 Million Dollars for construction completion of our harbor. We believe that the total amount that will be required for this match is \$15.0 Million. These funds, if appropriated by the Legislature are held in a designated account until and only when funds are appropriated by the U.S. Government. If after a three year period funds are not appropriated by the Federal Government, then the State funds should be returned to the State. Any funds appropriated by the State for this harbor construction will be used only for that purpose, and we understand that.

I, along with Mr. Chris Mercurief, President, St. George Traditional Council, would like to meet with you, Senator Hoffman and Representative Edgmon in early February and at a time convenient to all of you. I will contact your office and set a time for this meeting. We have a lot to discuss and it is our hope and desire that we might find a way to accomplish the stated goals. If our community is to survive and rebuild, we recognize and understand that our harbor is the key. A key to the rich resources of the Bering Sea. We thank you for your consideration.

Respectfully,

Patrick Pletnikoff, Mayor
City of St. George

Chris Mercurief, President
St. George Traditional Council

July 13, 2010

The Honorable Nick Rahall, Chairman,
House Committee on Natural Resources
1324 Longworth House Office Building
Washington, D.C. 20510

The Honorable Doc Hastings, Ranking Member
House Committee on Natural Resources
1324 Longworth House Office Building
Washington, D.C. 20515

The Honorable Jay Inslee
403 Cannon House Office Building
Washington, D.C. 20515

Dear Chairman Rahall, Ranking Member Hastings, and Congressman Inslee:

Collectively, our four organizations represent the vast majority of the crab harvesting and processing companies that operate in the Bering Sea and Aleutian Islands off Alaska.

We write to urge your co-sponsorship of, and support for, an amendment from Mr. Young of Alaska (attached) to H.R. 3534 during the Natural Resources Committee's consideration of that bill tomorrow. As you may know, we have historically and consistently called for, and highlighted the need for, having a functioning harbor that can be designated as a potential Harbor of Refuge in the Central Bering Sea at St. George, Alaska. The ongoing oil spill crisis in the Gulf of Mexico and the resulting environmental and economic damage to the surrounding region – the end of which is still not in sight – is a harsh reminder of the devastating impact of environmental tragedies and the importance of safety and prevention.

Over the years, the Island of St. George and the Bering Sea area have experienced an increasing amount of vessel accidents and disasters, both fatal and non-fatal, as development of natural resources within has expanded. Most recently, there have been two separate incidents where a fishing vessel and a fuel oil barge went aground on St. George both within sight of the currently non-functioning harbor and within sight of sensitive fur seal rookeries. Thankfully neither incident resulted in a major disaster, but the longer the area goes without a fully functioning alternate harbor the higher the risk that the Central Bering Sea will experience an incident that could severely disrupt the surrounding ecosystems, economies and natural resources.

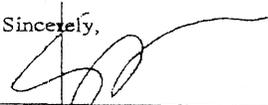
St. George and St. Paul Islands - the principal Pribilof Islands - are in the middle of the Central Bering Sea, and the North Aleutian Basin of the Outer Continental Shelf (OCS) – an area that has one of the most bountiful fisheries and the richest bird and marine mammal habitats in the entire world, as well as potentially vast amounts of oil and gas. It is essential that the harbor at St. George be made fully functional so it may serve as a critical alternative to St. Paul harbor, which is often iced-in during the busy winter season and inaccessible to vessels, especially to vessels in distress, and can be inaccessible during winter-time marine emergencies.

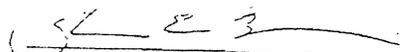
Only some 40 miles away from St. Paul, the harbor at St. George is almost always ice free during the winter, even when St. Paul is iced-in. The problem is that the harbor at St. George must be

upgraded and repaired to safely respond to marine ecosystem emergencies, serve regular vessel traffic, vessels in distress, and to be eligible as a Harbor of Refuge. This is not a parochial issue - the Central Bering Sea is home to invaluable national, and indeed world class, natural resources. The commerce that takes place there is participated in by people and interests from around the nation and the world. The purpose of the amendment is to enhance marine ecosystem health and for the protection of the marine environment, including important ecological areas, and fisheries from oil spills and other pollution in the Central Bering Sea by having a safe fully functioning harbor that could be designated as a place of refuge in the case of a marine incident or to prevent, or respond to, threats of environmental damage such as an oil spill.

If we do not make the relatively inexpensive improvements necessary to make St. George a fully functioning harbor capable of providing refuge, it will only be a matter of time until we have an oil spill tragedy on our hands with unknown impacts on the marine mammals, birds, fish and people of the Central Bering Sea. Please give favorable consideration to supporting and co-sponsoring the amendment.

Sincerely,


Steve Minor, Executive Director
North Pacific Crab Processor's Assoc.


Glenn Reed, President
Pacific Seafood Processor's Assoc.


Edward Poulsen, Executive Director
Inter-Cooperative Exchange Policy
Advocacy Committee (ICEPAC)



Aleutian Pribilof Island Community Development Association

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November 19, 2010

**The Honorable Sean Parnell, Governor
State of Alaska
Office of the Governor
P.O. Box 110001
Juneau, Alaska 99811**

**The Honorable Lyman Hoffman
Alaska State Senator
Alaska State Senate
Juneau, Alaska 99811**

**The Honorable Bryce Edgmon
Alaska State Representative
State Capitol
Juneau, Alaska 99811**

Re: St. George Harbor

Dear Governor Parnell, Senator Hoffman, Representative Edgmond:

I am writing on behalf of APICDA in support of the request you have – or soon will receive – from the City of St. George requesting funding for the reconstruction and completion of the Zapadni Bay Harbor on St. George Island. Mayor Pat Pletnikoff and St. George Traditional Council President Chris Merculief, in their letter dated November 17, go to great lengths to describe the history of the community and their efforts to build a community that is capable of sustaining itself, and will not focus on those aspects of their need.

APICDA's purpose is to develop stable local economies in each of our member communities. We have long recognized that the first step is to ensure necessary and critical infrastructure exists in the community to provide a foundation for economic development to occur. In nearly every instance that first step is a functioning harbor. Without a harbor the community is essentially denied access to the abundant fishery resources available in the region. It also is forced to try to exist in an economic environment in which everything is way more expensive than it could or should be – e.g., all food and consumables must be flown to the community.

The state of Alaska has tried to do right by St. George by providing funding for the initial harbor develop. The federal government, on the other hand, has failed miserably, and has hardly contributed at all. We have worked very hard in Washington DC for many years to convince the Congress to authorize and appropriate the necessary funding for the completion of the harbor, and we have similarly work very hard to convince the Army Corps of Engineers of the need for this project.

We believe we are very, very close to prevailing with both entities. We have the full support of our delegation and the Army Corps is on board. Ironically, the fact that this project was never a "federally authorized" project means that the state, local and private sector funds already spent on the harbor cannot be counted as "matching funds." Hence, there is no question St. George will need non-federal financial assistance when we finally have federal authorization to proceed.

The very future of St. George relies on completion of a functioning harbor. They were, in essence, promised that harbor through the Fur Seal Act. APICDA has already invested over \$3 million in the harbor directly, not including nearly \$2 million in additional funds on harbor related facilities, such as the newly constructed seafood processing facility. And we are prepared to make additional investments in the community if there is a functioning harbor.

We hope you give every possible consideration to the request from St. George, and thank you in advance for your hard work and dedication to the people of Alaska.

Sincerely,



Larry Cotter, CEO

Cc: Mayor Pat Pletnikoff, City of St. George
Chris Mercurief, President, St. George Traditional Council

**ST. GEORGE HARBOR
HISTORIC FUNDING SUMMARY**

City of St. George Funding

Harbor Projects (City Funds)

Harbor Boat Launch Ramp - 1986	\$ 50,000
Harbor Breakwater Construction - 1987	\$ 6,000,000
Initial Dredging Project - 1987	\$ 3,675,000
Harbor Water and Sewer Systems	\$ 200,000
North and South City Docks - 1988	\$ 300,000
Floating Mooring Dolphin - 1991	\$ 200,000
Inner Breakwater Arm Dock - 1991	\$ 100,000
North City Dock Repairs - 1992	\$ 50,000
Advanced Dredging of Inner Harbor - 1994	\$ 3,000,000
Harbormaster Building - 1998	\$ 100,000
	<u>\$ 13,675,000</u>

Harbor Projects (Other Private Funds)

Bulk Fuel Facility - 1993 (Delta Western/Tanaq)	\$ 2,000,000
Advanced Dredging of Inner Harbor - 1994 (APICDA)	\$ 1,300,000
Onshore Processing Housing/Kitchen - 1995 (Snopac)	\$ 2,000,000
South Inner Harbor Develop. - 1998 (APICDA)	\$ 1,820,000
Harbormaster Building - 1998 (APICDA)	\$ 260,000
	<u>\$ 7,380,000</u>

TOTAL CITY AND PRIVATE FUNDING = \$ 21,055,000

**ST. GEORGE HARBOR
HISTORIC FUNDING SUMMARY**

State Funding

Transfer of Responsibility Agreements (TORAs)

K10001	\$ 65,000
K32499	\$ 12,550,000
1989 TORA for Electric Line	\$ 80,000
1992 TORA for Harbor Repairs	\$ 25,000
DOT/PF Preliminary Studies and Design (approx.)	<u>\$ 1,500,000</u>
	<u>\$ 14,220,000</u>

Legislative Appropriations

CH 50/80/90/9 Included Above in TORAs	\$ 100,000
CH 82/81/171/25 Included Above in TORAs	\$ 3,000,000
CH 25/82/16/5 Included Above in TORAs	\$ 3,395,000
CH 101/82/74/19 Included Above in TORAs	\$ 1,900,000
CH 171/84/57/8	\$ 5,500,000
CH 96/85/16/19	\$ 350,000
	<u>\$ 5,850,000</u>

Municipal Grants

CH 130/86	\$ 3,000,000
CH 3/87	\$ 5,700,000
1990 - From Commerce and Economic Develop.	\$ 250,000
CH 5/92/113/6	\$ 80,000
	<u>\$ 9,030,000</u>

Other State Funding

Harbor Water and Sewer Systems	\$ 100,000
Original Airport Construction - 1991	\$ 500,000
Airport Paving - 2006	\$ 800,000
	<u>\$ 1,400,000</u>

TOTAL STATE FUNDING = \$ 30,500,000

**ST. GEORGE HARBOR
HISTORIC FUNDING SUMMARY**

Federal Funding

Corps of Engineers

	\$ 5,100,000
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Economic Development Administration (EDA)

Harbor Water and Sewer Systems	\$ 550,000
Boat Launch Ramp - 1986	\$ 250,000
Sewer/Processor Waste Outfall - 1988	\$ 204,000
North and South City Docks - 1988	\$ 600,000
	\$ 1,604,000

Federal Emergency Management Administration (FEMA)

North Shoreline Emergency Repairs - 2005	\$ 139,000
South Breakwater and North Shoreline Repair - 2006	\$ 5,350,000
Entrance Channel Dredging - 2008	\$ 2,422,000
	\$ 7,911,000

Farmers Home Administration (FHMA)

Initial Dredging Project - 1987	\$ 450,000
Harbor Water and Sewer Systems	\$ 650,000
Inner Breakwater Arm Dock - 1991	\$ 350,000
	\$ 1,450,000

Federal Aviation Administration (FAA)

Original Airport Construction - 1991	\$ 7,500,000
Airport Paving - 2006	\$ 11,200,000
	\$ 18,700,000

Other Federal Earmarks

Sewer/Processor Waste Lines and Outfall - 1999	\$ 650,000
	\$ 650,000

TOTAL FEDERAL FUNDING = \$ 16,715,000

ST. GEORGE HARBOR HISTORIC TIMELINE OF KEY PROJECTS

June 26, 2008

Prepared by:

Max Malavansky, City Administrator
Rich Wilson, former City Administrator
Larry Cotter, APICDA
PND Engineers

1982 - Planning and design of harbor begins

1986 - Boat launch ramp constructed at northwest end of inner harbor
\$200,000 (EDA)
\$50,000 (City)

1987 - Harbor breakwater (north arm, south arm, inner arm) constructed
\$11,000,000 (State)
\$6,000,000 (City)

Initial dredging of entrance channel by Corps of Engineers ended, project remains incomplete due to lack of funding

\$3,675,000 (City)
\$4,000,000 (Corps)
\$250,000 (State)
\$450,000 (FHMA)

1988 - City Docks (north and south), shore bollards, and breasting dolphins constructed along east side of inner harbor
\$600,000 (EDA)
\$300,000 (City)

1988 - Sewer and processor waste ocean outfall constructed outside south breakwater arm
\$204,000 (State)

1991 - Inner arm dock constructed to moor second floating fish/crab processor
\$350,000 (FHMA)
\$100,000 (City)

Water wells, water main, processor waste outfall, telephone and electric utilities also installed

\$650,000 (FHMA)
\$100,000 (State)
\$550,000 (EDA)
\$200,000 (City)

1991 - Floating processor mooring dolphin constructed on north side of City Docks
\$200,000 (City)

- 1991 - Major storm creates Inner Harbor wave action (seiche) that nearly causes sinking of the All Alaskan floating processing barge and caused damage to the north City Dock, result could have been processing barge fuel spill
- 1992 - Repairs to north City Dock completed
\$50,000 (City)
- 1993 - Bulk Fuel Facility constructed to serve fishing industry
\$2,000,000 (Delta Western in partnership with St. George Tanaq Corporation)
- 1994 - Advanced dredging of inner harbor including construction of dock mooring structures and Harbormaster building site civil work
\$1,100,000 (Corps)
\$1,300,000 (APICDA)
\$3,000,000 (City and State)
- 1995 - Onshore processing housing and kitchen constructed to increase capacity of floating processor moored at north and south City Docks
\$2,000,000 (Snopac)
- 1998 - South inner harbor development including dredging, dock, and small boat facility constructed
\$1,820,000 (APICDA)
- 1998 - Harbormaster building constructed
\$260,000 (APICDA)
\$100,000 (City)
- 1999 - Onshore sewer and processor waste lines with ocean outfall constructed
\$650,000 (Federal Earmark)
- 2004 - Major storm damages south breakwater and shoreline near north breakwater and deposits large amount of sand in the harbor entrance channel
- 2005 - Emergency repairs to north shoreline armor in front of Delta Western tank farm completed
\$139,000 (FEMA)
- 2006 - South breakwater arm and north shoreline repair completed
\$5,350,000 (FEMA)
- 2008 - Entrance channel sand dredging completed
\$2,422,000 (FEMA)

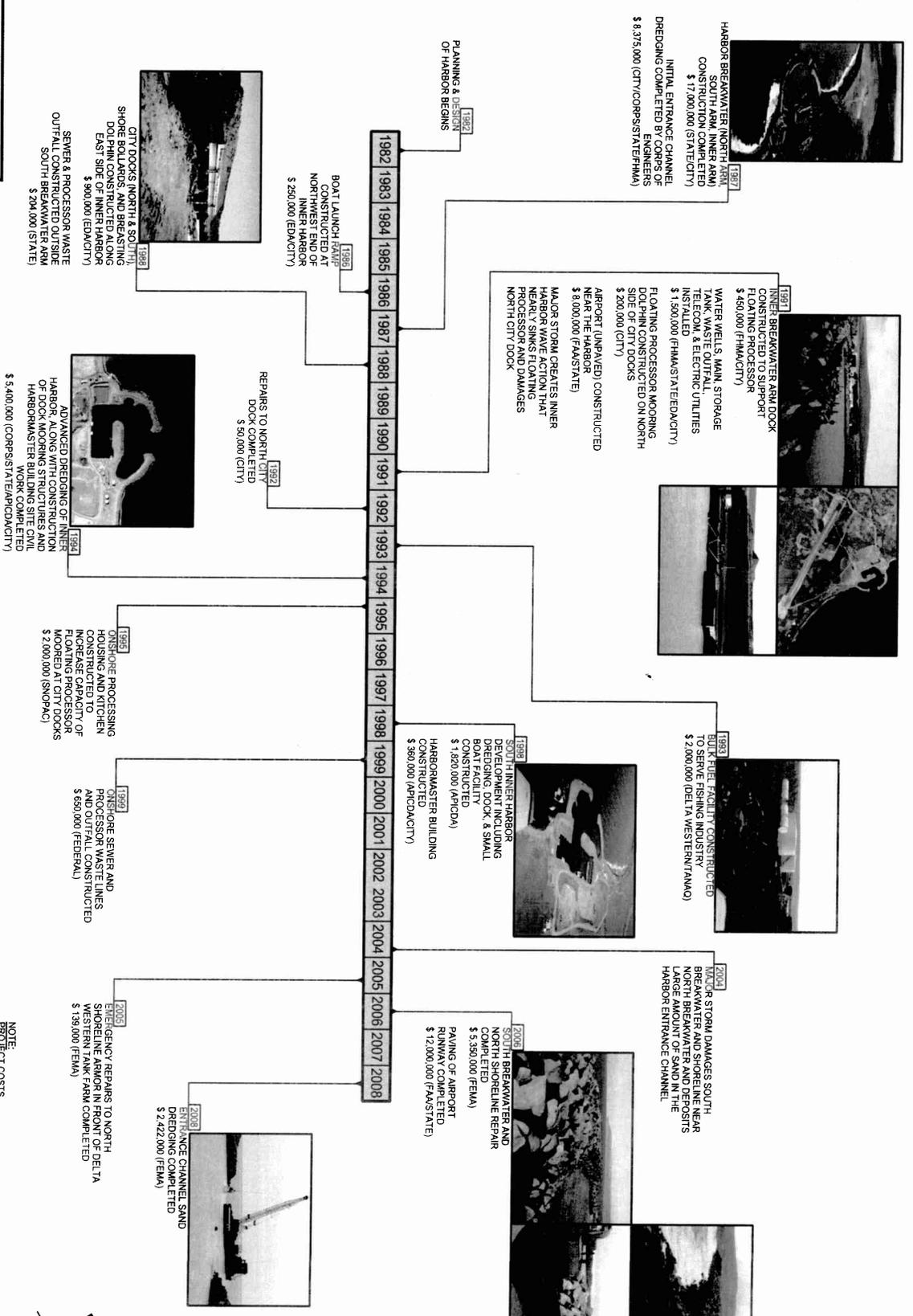


HISTORY OF ST. GEORGE HARBOR

CITY OF ST. GEORGE

FINAL DRAFT
06/26/08

NOTE:
PROJECT COSTS
SHOWN ARE
APPROXIMATE



DON YOUNG
CONGRESSMAN FOR ALL ALASKA
WASHINGTON OFFICE
2314 RAYBURN BUILDING
TELEPHONE 202-225-5765



Congress of the United States
House of Representatives
Washington, DC 20515

COMMITTEE ON
NATURAL RESOURCES
CHAIRMAN, SUBCOMMITTEE ON
INDIAN AND ALASKA NATIVE AFFAIRS
COMMITTEE ON
TRANSPORTATION & INFRASTRUCTURE
REPUBLICAN
POLICY COMMITTEE

March 31, 2011

Honorable Lyman Hoffman
Alaska State Legislature
State Capitol Room 518
Juneau AK, 99801

Lyman
Dear Senator Hoffman:

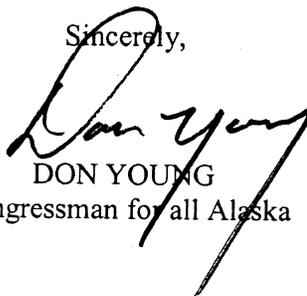
As the Congress comes to grips with the need for fiscal restraint and federal budget discipline, the State/Local/Federal and Private Sector partnership that has been so important to Alaska project and program funding in the past, is even more important than ever now. I want to commend you and thank you for your efforts to see that the State's role in that partnership, which provides combined, leveraged funds for critical projects across our State, is as robust as possible. As a representative example of such projects that are dependent upon multiple funding sources, the completion of the Harbor at St. George Alaska is of critical importance to Island's residents and to all who utilize the Central Bering Sea. Having State and local funding levels that approach 50% of project costs increases the leverage for funds at the federal level and I greatly appreciate your consideration of "stepping up" with additional State funding for projects like St. George Harbor and others.

The lack of a safe, completed harbor imposes unnecessary safety risks to the environment and to individuals and assets engaged in some of the most productive and sustainable fisheries in the world. A completed harbor at St. George would provide an alternative, safe, year-round ice free port for a region of the State that is seeing consistently increasing levels of traffic and activity, and it would provide the basis for sustainability of St. George as a Community.

In this challenging fiscal environment, it is important that we leverage our relationships and work together where possible to help move forward projects such as St. George Harbor. Please know that I will be working with the rest of the Alaska Congressional Delegation to continue our ongoing efforts in Washington, D.C. to secure federal assistance for the completion of the St. George Harbor as soon as possible.

If you have any questions regarding in this regard, please contact Scott Leathard on my staff at 202-225-5765. Thank you for your continued service and assiduousness in representing Alaskans.

Sincerely,

A handwritten signature in black ink, appearing to read "Don Young". The signature is written in a cursive style with a large initial "D" and a long, sweeping tail that extends downwards and to the right.

DON YOUNG
Congressman for all Alaska