

2008 Alaska Regional Ports and Harbors Conference

January 10 - 11, 2008 • Anchorage, Alaska



Summary Report and Conference Materials
U.S. Army Corps of Engineers, Alaska District



2008 Alaska Regional Ports and Harbors Conference

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Summary Report and Conference Materials

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EXECUTIVE SUMMARY

2008 ALASKA REGIONAL PORTS AND HARBORS CONFERENCE

Executive Summary

10-11 January 2008

Executive Summary

On January 10 and 11, 2008, over 125 representatives from local, state and federal government agencies, private transportation businesses and tribal entities responded to an invitation from the US Army Corps of Engineers to look together at the future of Alaska's ports and harbors.

The primary goal for the *2008 Alaska Regional Ports and Harbors Conference* was to collectively share visions of the state's water resources and discuss opportunities to enhance Alaska's role in global water resource development and transportation needs. Other objectives were:

- Bring Alaska's marine transportation users, providers and agencies together to discuss the future of Alaska's Ports and Harbors.
- Identify problems, issues and opportunities facing Alaska's water resources.
- Work together to identify action items to support development and protect resources.
- Discuss long-term vision through panelist presentations and breakout sessions.
- Stimulate discussion of any new agency partnerships to meet shared visions and needs.

The two-day conference opened with a warm welcome from Lois Munson, a Dena'ina Elder. Colonel Kevin Wilson (Alaska District), Rich Schiavoni (Pacific Ocean Division) and Gary Loew (Corps Headquarters) presented baseline information from the Corps. A briefing packet outlining the Corps Alaska District projects and processes was also distributed. Arne Fuglevog, Legislative Assistant to Senator Lisa Murkowski, compared two articles of climate change legislation that are currently being developed and noted how Alaska will benefit. George Canelos shared Denali Commission's vision for renewable energy, partnerships and healthcare in rural Alaska.

After the introductory presentations, conference participants were asked, "***Why are we here today?***" A wide range of responses followed, but many noted they were attending the conference to:

- Partner with USACE to improve process and planning.
- Identify how we can work together and collaborate on planning for future of Alaska ports and harbors.
- Address the need for a regional system approach for Alaska, instead of ports competing against each other.
- Discuss how to ensure development benefits local Alaskans.
- Look at alternative energy sources (e.g., geothermal).
- Discuss impact of global warming on Arctic (i.e. fish stocks migrating north, sea ice melting, higher traffic in Arctic).
- Develop new data and share it.

Following this discussion, 20 panelists gave brief catalytic presentations in four panels: Commercial Transportation Users, Commercial Transportation Providers, Government Agencies and Alaskan Communities. Topics ranged from the Northern Sea Route, ship traffic in the Arctic, global warming and Canadian rail extension, to community relocation, barge access and the USACE appropriation process. After each of the panels shared their visions for Alaska's

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future, panel members joined the conference participants in small breakout groups to reflect on the information presented. Below is a brief summary of selected participant comments:

Panel 1: Alaska's Transportation Users

- Build rail line connection to Canadian rail system
- Develop resources in rural Alaska
- Improve inter-community transportation (i.e. connectivity of ports, roads, rail and air).
- Partner with State, small businesses, agencies, tribes and local communities to accomplish goals
- Look at development vs. environmental concerns
- Strategically look at Port MacKenzie
- Develop comprehensive ports and harbors plan for Alaska
- Evaluate feasibility of regional transportation systems

Panel 2: Alaska's Transportation Providers

- Improve permitting process with the Corps
- Engage State leadership in planning for ports and harbors
- Cost-share with local communities
- Respond to increased cruise ship traffic; identify who is responsible for clean-up and salvage
- Look at integrated marine transportation for large and small community facilities
- Cultivate cooperation from all agencies

Panel 3: Other Government Agencies

- Use holistic approach in planning and project development
- Develop partnerships to get things done
- Include ports and harbors in State's Long Term Transportation Plan, with State as an active partner
- Be smart about investing our limited funding dollars –strategic development planning
- Look at big picture and economic drivers
- Involve local communities, tribes and agencies in planning activities

Panel 4: Alaskan Communities

- Include rural communities and tribal councils in process
- Train local people for future jobs using distance learning technology and on-the-job training
- Ensure visions and long term plans are flexible and collaborative (20/50/75 years)
- Develop more ways to share information and communicate
- Move Corps administrative offices into rural Alaska
- Promote "multi-use" of Alaska's ports and harbors (oil/gas, fishing, import, export)
- Install weather monitors in harbors, as well as airports

This conference stimulated collaborative discussion among Alaska's transportation providers and users, state, government agencies and communities. Conference participants were aligned on key issues with respect to Alaska's waterways and the importance of working together moving forward. In the spirit of maintaining momentum and capturing the collaborative spirit of the

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Executive Summary

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conference participants, a *Shared Vision Statement* was developed by Colonel Kevin Wilson and his staff and distributed. This statement noted the intent to work together on a comprehensive Alaska Regional Navigation Transportation Study that supports Alaska's stakeholders at State, Tribal, Federal and local levels. Many attendees at the conference signed this statement immediately. Key state agencies indicated conceptual support and announced they would pursue support at the State Cabinet Level. Several tribal organizations noted they would bring the document back to their communities to gather support.

When asked "*What can we do together?*", the overwhelming mandate from the conference participants was the need for ongoing collaboration, comprehensive planning and leadership with respect to Alaska's ports and harbors. Below were some specific suggestions.

Develop a Long-Range Comprehensive Plan for Alaska's Ports and Harbors

- Develop a shared vision for Alaska navigation, transportation system
- Identify a facilitating agency to take the lead on a plan
- Form a steering committee to engage Governor Palin and State of Alaska
- Include issues such as: future demand projections, water resources, coastal infrastructure, funding and needed improvements
- Actively engage USACE planning skills to support a State plan

Engage in Effective Communication

- Set up communication tools among stakeholders
- Post draft reports, action steps, issues, development progress and projects
- Invite stakeholders and public to post comments and good ideas
- Hold regular Alaska Regional Ports and Harbors Conferences to maintain momentum and achieve progress
- Link to DOT statewide transportation planning

Leadership

- Set timelines for action items
- Create accountability and responsibility
- Schedule regular meetings
- Maintain focus on responsible development
- Identify issues that need immediate attention and form smaller groups to work on them
- Continue to collect signatures for commitment to the *Shared Vision* presented by the Corps

In summary, the 2008 Alaska Regional Ports and Harbors conference was a success in building collaboration and alignment on the need for a long-term comprehensive plan for the state's ports and harbors. This forum created a unique opportunity for 125 representatives from local, state and federal government agencies, private transportation businesses and tribal entities to come together and share visions and concerns about Alaska's waterways and infrastructure. At the end of the conference, participants were committed to move forward with a shared vision and purpose.

POWERPOINT SUMMARY



**2008 Alaska Regional
Ports and Harbors
Conference**

**U.S. Army Corps of Engineers,
Alaska District**
January 10-11, 2008
Executive Summary



On 10 and 11 January, over 125 people from local, state and federal government agencies, private transportation businesses and tribal entities responded to an invitation from the USACE to look together at the future of ports and harbors in Alaska.

2008 Alaska Regional Ports and Harbors Conference



2008 Conference Goals

- Bring Alaska's marine transportation users, providers and agencies together to discuss future of Alaska's Ports and Harbors
- Identify problems, issues and opportunities facing Alaska's water resources
- Work together to identify action items to support development and protect resources
- Discuss long-term vision through panelist presentations and breakout sessions

2008 Alaska Regional Ports and Harbors Conference



The Corps presented baseline information and a briefing packet outlining Alaska projects and process

Introductory Speakers included:

- Lois Munson - Dena'ina Elder, Native Village of Eklutna
- Colonel Kevin Wilson - Commander, Alaska District
- Gary Loew - Chief, Civil Works Programs, Integration Division
- Arne Fuglvog – Legislative Assistant, Senator Lisa Murkowski
- George Cannelos - Federal Co-Chair, Denali Commission
- Rich Schiavoni - Chief, Civil Works Programs, Integration Division
- Sarah Barton - Facilitator, RISE Alaska

2008 Alaska Regional Ports and Harbors Conference



20 panelists gave short, catalytic presentations

Panel 1 – Commercial Transportation Users

- Steven Borell, Alaska Miners Association
- Bill Deaver, TOTE
- John Goll, Minerals Management Service
- Mike Black, Alaska Dept. of Commerce Community and Economic Development
- Mark Van Dongen, Port MacKenzie

Panel 2 – Commercial Transportation Providers

- Tessa Rinner, Denali Commission
- Jeff Ottesen, Alaska Department of Transportation
- Pat Gamble, Alaska Railroad Corporation
- Gov. Bill Sheffield, Port of Anchorage
- John Stone, State Harbormaster Association
- Ben Ellis, Institute of the North

2008 Alaska Regional Ports and Harbors Conference



Additional Conference Panelists

Panel 3 – Government Agencies

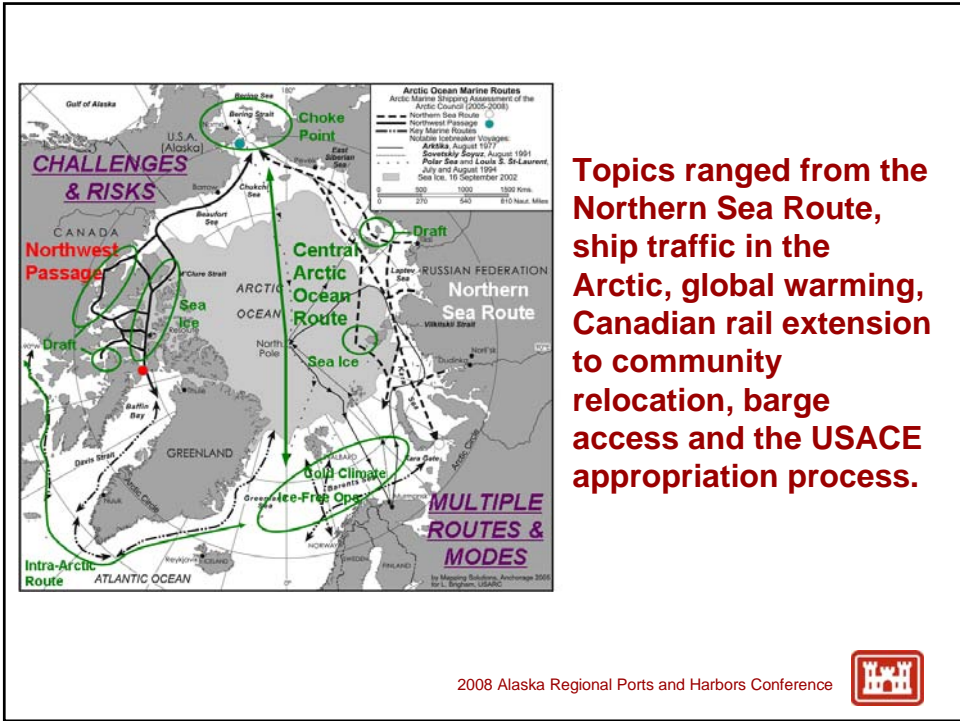
- Capt. Michael Inman, Response Division 17th USCG District
- Phillip Oates, City of Seward
- Michael Catsi, Southwest Alaska Municipal Conference
- Peter Larsen, Nature Conservancy

Panel 4 – Alaskan Communities

- Bob Juettner, Aleutians East Borough
- Eugene Asicksik, Norton Sound Economic Development Corp. (Former CEO)
- Mayor Siikauraq Whiting, Northwest Arctic Borough
- Tom Harris, Tyonek Native Corporation
- Molly McCammon, Alaska Ocean Observing System

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Topics ranged from the Northern Sea Route, ship traffic in the Arctic, global warming, Canadian rail extension to community relocation, barge access and the USACE appropriation process.

The intent was to stimulate thinking among transportation providers and users, government agencies and communities.

Participant comments exhibited much alignment.

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Selected Comments from Participants – Why Are We Here Today?

- Partner with USACE to improve process and planning
- Identify how we can work together and collaborate on planning for future of Alaska ports and harbors
- Address need for a regional system approach for Alaska, instead of ports competing against each other
- Discuss how to ensure development benefits local Alaskans
- Look at alternative energy sources (i.e. geothermal)
- Discuss impact of global warming on arctic (i.e. fish stocks migrating north, sea ice melting, higher traffic in arctic)
- Develop new data; share it

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Selected Comments from Participants – Alaska's Transportation Users

- Build rail line connection to Canadian rail system
- Develop resources in rural Alaska
- Improve inter-community transportation (i.e. connectivity of ports, roads, rail and air)
- Partner with State, small businesses, agencies, tribes and local communities to accomplish goals
- Look at development vs. environmental concerns
- Strategically look at Port MacKenzie
- Develop comprehensive ports and harbors plan for Alaska
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Selected Comments from Participants – Alaska’s Transportation Providers

- Improve permitting process with the Corps
- Engage State leadership in planning for ports and harbors
- Cost-share with local communities
- Respond to increased cruise ship traffic; identify who is responsible for clean-up and salvage
- Look at integrated marine transportation for large and small community facilities
- Cultivate cooperation from all agencies

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Selected Comments from Participants – Other Government Agencies

- Use holistic approach in planning and project development
- Develop partnerships to get things done
- Include ports and harbors in State’s Long Term Transportation Plan, with State as an active partner
- Be smart about investing our limited funding dollars – strategic development planning
- Look at big picture and economic drivers
- Involve local communities, tribes and agencies in planning activities

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Selected Comments from Participants – Alaskan Communities

- Include rural communities and tribal councils in process
- Train local people for future jobs using distance learning technology and on-the-job training
- Ensure visions and long term plans are flexible and collaborative (20/50/75 years)
- Develop more ways to share information and communicate
- Move Corps administrative offices into rural Alaska
- Promote “multi-use” of Alaska’s ports and harbors (oil/gas, fishing, import, export)
- Install weather monitors in harbors, as well as airports

2008 Alaska Regional Ports and Harbors Conference



Action Items – What Will We Do Together?

2008 Alaska Regional Ports and Harbors Conference



A partnership agreement and vision statement was developed by Colonel Wilson and his staff. It was signed by most attendees. Key State agency representatives indicated conceptual support and will pursue support at the State Cabinet level.

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The overwhelming mandate from this group was the need for ongoing collaboration, comprehensive planning and leadership.

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Develop a Long Range Comprehensive Plan for Alaska's Ports and Harbors

- Develop shared vision for Alaska navigation, transportation system
- Identify a facilitating agency to take the lead on a plan
- Form a steering committee
 - State, federal government, local agencies, USACE, private sector, local communities, tribal councils and other stakeholders
 - Engage Governor Palin and State of Alaska
- Include items such as: future demand projections, water resources, coastal infrastructure, funding and needed improvements
- Actively engage USACE planning skills to support a State plan

2008 Alaska Regional Ports and Harbors Conference



Engage in Effective Communication

- Set up communication tools among stakeholders to keep everyone aligned
- Post draft reports, action steps, issues, development progress and projects
- Invite stakeholders and the public to post comments and good ideas
- Hold regular *Alaska Regional Ports and Harbors Conference* to maintain momentum and achieve progress
- Link to DOT statewide transportation planning

2008 Alaska Regional Ports and Harbors Conference



Leadership

- Set timelines for action items
- Create accountability and responsibility
- Schedule regular meetings
- Maintain focus on responsible development
- Identify issues that need immediate attention and form smaller groups to work on them
- Continue to collect signatures for commitment to shared vision presented by the Corps

2008 Alaska Regional Ports and Harbors Conference



Next Steps

- 905(b) revisions March 1
- Scope/Schedule/Budget for a Statewide Regional Ports Feasibility Study
- Discuss regional studies with potential sponsors

2008 Alaska Regional Ports and Harbors Conference



**Conference documents and summary
are posted online at**

<http://www.poa.usace.army.mil/en/cw/index.htm>

2008 Alaska Regional Ports and Harbors Conference



CONFERENCE AGENDA

AGENDA
ALASKA REGIONAL PORTS AND HARBORS CONFERENCE
10 -11 January 2008 at the Hotel Captain Cook
939 West 5th Ave, Anchorage, Alaska (907) 276-6000 or (800) 843-1950
Conference Room: Fore Deck

Thursday 10 Jan 2008

- 7:30 – 8:00** Doors open for snacks and refreshments
- 8:00 – 8:15** Administrative Items
Structure of conference Sarah Barton, Facilitator,
Expectations Senior VP, RISE Alaska
- 8:15 – 8:30** Dena'ina Athabascan Welcome Lois Munson, Dena'ina Elder
Native Village of Eklutna
- 8:30 – 9:00** Navigation Vision for Alaska's Future Col. Kevin Wilson
Commander, Alaska District
- 9:00 – 9:30** View from Corps Headquarters Mr. Gary Loew
Army Corps of Engineers Chief, Civil Works Programs
Integration Division
- 9:30 – 9:50** Climate Change Legislation Mr. Arne Fuglvog
Legislative Assistant
Senator Lisa Murkowski
- 9:50 – 10:10** Denali Commission Perspective Mr. George Canelos
Federal Co-Chair
Denali Commission
- 10:10 – 10:30** Break
- 10:30 – 10:50** Comparison of Infrastructure Development Mr. Rich Schiavoni
US Army Corps of Engineers, Chief, Civil Works
Pacific Ocean Division Integration Division
- 10:50 – 11:50** Why are you here today? What is your Sarah Barton
response to the ideas you heard this morning?
Break-out groups and report back to group as whole
- 11:50 – 1:00** Working lunch – Box lunch available from Capt. Cook Hotel for \$12.50
Lunchtime Speaker: Perspective from Inside
the Beltway Mr. Gary Loew
Chief, Civil Works Programs
Integration Division

1:00 – 2:30 Presentations from **Panel 1**
 Long-term vision for future of commercial transportation users

Number	Name	Organization/Affiliation
1	Mr. Steven C. Borell, P.E.	Executive Director, Alaska Miners Association
2	Mr. Bill Deaver	President and CEO Totem, Ocean Trailer Express
3	Mr. John Goll	Regional Director, Minerals Management Service
4	Mr. Mike Black	Deputy Commissioner, Alaska Department of Commerce Community and Economic Development
5	Mr. Marc Van Dongen	Port Director, Port MacKenzie

Panel Chair Questions
 Break-out groups
 This session moderated by Col. Kevin Wilson

2:30 – 2:45 Break

2:45 – 4:30 Presentations from **Panel 2**
 Long-term vision for future of commercial transportation providers

Number	Name	Organization/Affiliation
1	Ms. Tessa L.D. Rinner	Director of Programs, Denali Commission
2	Mr. Jeffery Ottesen	Director, Program Development Division Alaska Department of Transportation
3	Mr. Pat Gamble (Gen, ret.)	President and CEO, Alaska Railroad Corp.
4	Gov. Bill Sheffield	Director, Port of Anchorage
5	Mr. John Stone	President, State Harbormaster Association
6	Mr. Ben Ellis	Managing Director, Institute of the North

Panel Chair questions
 Break-out groups
 This session moderated by Mr. Gary Loew

4:30 – 5:00 Recap today's events and outline expectations for Day Two.

5:00 to 7:00 Reception at Captain Cook Whale's Tail (no host)

Friday 11 Jan 2008

7:30 – 8:00 Doors open for snacks and refreshments

8:00 – 8:30 Administrative items
Review Day 1
Structure for discussion

Sarah Barton

8:30 – 10:00 Presentations from **Panel 3**
Long-term vision for future of other government agencies

Number	Name	Organization/Affiliation
1	Capt. Michael Inman	Chief, Response Division 17 th Coast Guard District
2	Mr. Phillip Oates (BG, ret.)	City Administrator, Seward
3	Mr. Michael Catsi	Executive Director, Southwest Alaska Municipal Conference
4	Mr. Peter Larsen	Nature Conservancy

Question and Answer
Break-out groups
This session moderated by Ms. Trish Opheen

10:00 – 10:15 Break

10:15 – 11:45 Presentations from Panel 4

Long-term vision for future of Alaskan communities

Number	Name	Organization/Affiliation
1	Mr. Bob Juettner	Administrator, Aleutians East Borough
2	Mr. Eugene Asicksik	Past CEO, Norton Sound Economic Development Corp
3	Ms. Siikauraq Whiting	Mayor, Northwest Arctic Borough
4	Mr. Tom Harris	CEO, Tyonek Native Corporation
5	Ms. Molly McCammon	Director, Alaska Ocean Observing System

Panel Chair Questions

Break-out groups

This session moderated by Mr. Carl Borash

11:45 – 1:00 Working lunch – Box lunch available from Capt. Cook Hotel for \$12.50
Key Note Speaker: Alaskan Issues **Congressman Don Young**

1:00 – 2:00 Summary and Conclusions Sarah Barton

2:00 – 3:00 Reporting Out

3:00 – 3:15 Closing Comments Col. Kevin Wilson

3:15 Adjourn

For more information about the Corps of Engineers' Alaska District, visit our web site at:
<http://www.poa.usace.army.mil/en/cw/index.htm>

SHARED VISION STATEMENT

Shared Vision for a Comprehensive Study of Alaska's Navigation Transportation System

Purpose:

To promote and facilitate a long term working relationship on collaborative efforts to improve and develop a comprehensive Alaska Navigation Transportation System that supports Alaska stakeholders participating at the State, Tribal, Federal and local levels that will identify the challenges and opportunities to develop Alaska's economy; protect the environment; sustain cultural resources; recognizing the political and geographical issues including international borders with Russia and Canada.

Parties:

This is an understanding among the participants of the first Alaska Regional Ports and Harbors Conference held on January 10-11, 2008 in Anchorage Alaska including U.S. Army Corps of Engineers, Denali Commission, Native Alaska Villages, State of Alaska, Canadian Consulate, US Coast Guard, US EPA, USFWS, National Park Service, and numerous Alaska Municipalities and stakeholders collectively known as the Parties.

Goals:

We have established the following goals for our partnership:

- To express mutual commitment to comprehensive regional planning by working together to encourage and facilitate the creation of an informal "Alaska Navigation Transportation System Support Team."
- To learn and develop effective ways to work collaboratively as Federal, State, Native Alaskan Tribes and local organizations in support of State and local efforts to solve problems and maximize opportunities related to Alaska's Navigation Transportation System needs.
- To develop a mutual understanding of Alaska's future navigation and transportation problems and opportunities and values to focus on the development of mutually agreeable solutions and approaches for Alaska's future.
- To work together to collaboratively support the economic development of the State of Alaska and the Nation, to address the challenges and opportunities of climate change; to promote safe passage and to facilitate "Ports of Refuge"; to protect the nation and future homeland defense; and to fulfill the needs and goals of Native Alaska Villages.

Implementation:

We do hereby declare our intent to work together in support of a comprehensive Alaska Regional Navigation Transportation System Study. We agree in principle that solutions to the complex water resources problems, issues and opportunities facing Alaska require the collaboration of local, State, Tribal, Federal and other stakeholders.

To insure effective implementation of this agreement, we commit to fostering a spirit of teamwork and cooperation between our organizations at all levels.

We pledge to work together as a "Collaborate Regional Study Team" and meet in partnering session as needed. We also commit to developing a subsequent collaborative action plan with specific initiatives and measurable milestones to be reviewed on an annual basis.

It is understood that this agreement supports the parties cooperating for a comprehensive analysis examining multi jurisdictional use and management of water resources on a regional scale. This is not a funding obligating or fiscal document. Any exchange of funds or other tangible recourse in furthering the purposes of the partnering agreement will require execution of a separate written agreement in accordance with applicable law. Nothing in this agreement will be construed as affecting the authorities of the participants to act as provided by statute or regulations or as binding beyond their respective authorities or to require the participants to obligate or expend funds in excess of available appropriations.

Effective Date:

This agreement may be reviewed periodically to renew the Parties commitment and to consider changes that might be needed. Amendments will be made in the spirit of cooperation and partnership by agreement of the signatories. It will remain effective until the Parties agree to terminate it by consensus.

Name: _____

Print

Organization: _____

Signature: _____

GROUP BREAKOUT

Opening Breakout Session– as Documented by Participants
Why are we here today?

- Material sources development benefits village corporations as well as numerous local entities.
- Power along rail belt; paradigm shift to coastal communities; Southeast losing influence window for growth and opportunity.
- Better match of design meeting needs.
- Cook Inlet Regional Ports Commission.
- Regional system approach.
- Complementing ports instead of competing ports.
- Recon study of western Cook Inlet.
- Can we learn from the infrastructure lesion of the Lower 48 States?
- What is the status of the Natural Resource Inventory for Alaska?
- Small boat harbor development.
- Commerce is “over the top.”
- Minerals, oil and gas extraction.
- Rural transportation to and from villages.
- Earmarking concerns.
- Environmental clean-up.
- Northern Sea and northwest passage routes.
- Navigation.
- Environmental processing/permits.
- Ports and harbors program.
- Partnership with USCOE.
- Response capabilities.
- Surveys/data.
- Systems approach/LRTP.
- Arctic fisheries management.
- Forecasts for the Arctic
 - Future use by vessels (how soon?)
 - More polar orbiting satellites needs
- How can we help each other in our future planning? Work with other groups?
- We should work together on Alaska challenges. How to compete nationally?
- Need to maintain rural Alaska.
- Need better long-range planning (beyond 20 years).
- Update baseline data on climate.
- What is the navigation potential in the Arctic? Minerals, coal and oil?
- Need prediction of waves and storm surges.
- Coast Guard presence in Arctic (aides to navigate, search and rescue).
- Ensure development and infrastructure benefits local people.
- Ensure employment for local people.
- Ensure accurate navigational charts.

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Group Breakout Notes

10-11 January 2008

- Concern over effects of noise on marine mammals (minimum).
- Interest in alternate energy, i.e. geothermal.
- Develop appropriate regional infrastructure.
- Balance cultural/subsistence issues with development.
- Need for deep water port; consensus as to where.
- Impacts of global warming, fish stocks moving north, sea-ice changing.
- Development of minerals, resources on land, shipping through straits.
- Spill response, safety issues – incorporate into plans and design.
- Identify COE role in integration with state and local needs and plans.
- Corps can bridge the planning and communications between military installations, and other stakeholders (local, state and other).
 - e.g. Elmendorf AFB, Port of Anchorage, City and State partnership to improve access to/from highway from the port.
- Denali Commission is important for rural development since state/federal funds tend to go where people/votes/dollars are located.
- What are the impacts to Alaska from higher marine traffic through NW passage? Where is the leadership?
- Continental Shelf
 - Requirements
 - Ownership
 - Environmental and cultural
- What/where are the logistical places on sea route?
- Business opportunities.
- Corps reach out.
- Coalition Building.
- \$\$ - Find out where it is/how to get it.
- Trying to educate self on issues/subject.
- People are present today to speak/represent their agency/organization.
- Alaska is “water crossroads of the world.”
- Finish what we have in the “pipeline” (Akutan harbor).
- Learn lessons from the past (a lot of work has already been done; also keep looking at future trends).
- State needs to prioritize where it needs infrastructure.
- Need good information exchange (mapping, data needs).
- Unregulated shipping; 1/3 fisheries at risk.
- Protect renewable resources.
- Outer continental shelf rights (non-extinguished tribal rights).
- Local communities should receive benefits – vice regional entity benefits as ownership and operation.
- Need more than lip service; need mandatory inclusion of local communities, regulate development.
- Oil spill/emergency response in each community; training and equipment for each community.

2008 ALASKA REGIONAL PORTS AND HARBORS CONFERENCE

Group Breakout Notes

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- Lack of information to establish critical habitat (whales).
- Baseline studies and monitoring needed.
- Appropriate regulations and int. treaties to govern polar activities.
- Develop infrastructure:
 - Reliable power (cost effective)
 - Logistics – connecting villages (farm to market)
 - Rural Challenges:
 - Bypass mail
 - Fuel-cost equalization
 - Airfares
 - Federal government payments
 - Lack of jobs
- Corps needs to stop saying “Our hands are tied.”
- Get the “under-represented” involved; they have needs and resources.
- Keep this type of coordination going.
- Good example → NRCS is an agency that works.
- Multi-purpose projects. Other agencies and funding sources; shared equipment.
- Site visits should be used to capture many needs, not just project at hand.
- Remote harbors legislation – How can we help shape the program?

**Opening Breakout Session – Individual Remarks
as Documented by COE Table Recorders**

Why Are We Here Today?

- Shaktoolik is one of the top five communities that has to be moved because of water level changes due to climate change. Unalakleet—what is happening regionally? Seems to be disparity. Communities are located there because of subsistence, not economic development. Need to change. Stevens Village, St. Michael, costs of water and sewer.
- Born and raised in Shaktoolik. Was sent to school in 1959 by grandmother to return and help the village. Put water and sewer in village, negotiated with HIS. Got money from State, has boat harbor in Nome. Lighterage is the most expensive part of harbor.
- Background in politics, corps, city government, regional corporations and port at Red Dog. Noted it is easier to get a new and better runway than a port.
- Interested in direct and secondary effects of new harbors. Concerned with development and shipping in the Beaufort and Chukchi seas, especially the noise effects on Bowhead whales.
- Interested in the development interests in the Bering Strait. Economic significance of BS, oil and gas. Huge resources and tremendous impacts. It will be nice to get infrastructure in place to help the villages that live there.
- Interested in NOAA coast survey, nautical charts and future. How will we allocate resources in future? Heard Denali Commission is starting to turn attention to port and harbors, and anything related to new sea routes of interest. Participated in Tanana Chief Conferences and worked for J. Binkley. Very little information is available with regards to monitoring coastal marine navigation and safety, sea ice, mapping, vision of our future, weather and ocean infrastructure. We need more ocean information and data. Should use UAF as marine data clearing house.
- Want to ensure any development in Chukchi Sea and Beaufort Sea enhances infrastructure and employment for villages. Interested in George Cannelos' talk because he is from Manley Hot Springs (geothermal energy).
- The technology resources and habitat conservation at NMFS, Cove in Cordova, is really murky, not good visibility. Jurisdiction of endangered species marine mammals with some exceptions. Share with Fish and Game.
- Interested in Nome—port, spill response, construction of specialized ships, material sources for villages. Ore for regionals could benefit more than one region, village— this is a window of opportunity. Taxes can stop growth. We need to better match building designs to our needs.
- Interested in development of Ports and harbors.
- Wish to help inform US Coast Guard what is going on.
- Interested in linkages between navigation, storm damage and erosion.

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Group Breakout Notes

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- We need to capture some funds from fisheries to assist communities (Bering Sea Fisheries). What about the villages?
- How can the “under represented” in Alaska let their needs and potential to provide resources be known?
- Needs at the local level should be addressed with the coordination of local people – no black box solution.
- How can port and navigation needs be linked with cultural, storm damage reduction needs? Multiple purpose shared equipment.
- The programs as they are currently structured do not fit Alaska’s issues.
- What can be done to make Corps and other agencies’ case(s) to make their funding needs known?
- Good example of an agency that works - Natural Resources Conservation Service’s (NRCS) grass roots efforts.
- Barge access is a big issue. Low stream flows, sedimentation, etc. Potential solution: Regionalization, Lightering and Winter haul.
- Inclusion – How do you include all the stakeholders?
- Corps should stop saying “our hands are tied.” Look at impediments – what is tying our hands?
- Should gear site visits to the other needs of the community. What else is going on?
- Will the Corps reach out for the help with remote harbors program?
- Regional Corps forums – Should take this show on the road around the State.
- Interested in Ports and Harbors and that we need more of them. We need clean-up facilities. We need to figure out how to get more money for new start-ups.
- Need a dock facility at Balboa Bay for the oil and gas company there.
- Should prioritize projects for construction.
- How do we finish projects and get more funds for new infrastructure? We need to finish and continue what we have started. Get things done.
- Finish projects we’ve started in the pipelines (Akutan). The Corps did a study on Unalaska and Akutan regarding docks and harbors in the 90’s. Project started in 1993 and got the first harbor done in 1998.
- We need to put all parts that we’ve already done together and make it a package to see what else needs to be done.
- Use port authorities to build a port for the pipelines.
- Look at the past and see what we’ve learned and use that for the present.
- Keep eye on future trends.

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- 1960's - Alaska had lots of surface for transportation.
- Expand Red Dog Port.
- Projects in Northwest Alaska are starting.
- We are talking about infrastructure that is out in rural Alaska but we need to let them know what is actually out there. The Corps can work with people who do all the studies for Balboa Bay. What are the environmental? What are the economics? What else do we need? The Corps is willing to participate with people. It will be a regional study where the Corps will be looking at specific areas.
- There can be some money down in Southeast Alaska for harbors and ports.
- The data needed for ports and harbors is costly and time consuming. State needs to prioritize where it needs infrastructure.
- The only data information available is USGS. Digital mapping is needed.
- A program is available for ports projects, but funding is not available.
- Need good information exchange among agencies.
- Discuss and work with the State to get more funding.
- Funds are available for digital mapping.
- We have limited amount of money that we can put in a project. We can start off with a program and work with the State to eventually get funding.
- Natural resource inventory for Alaska is needed.
- We need to work together; we need to work on what needs to get done together.
- Need to ensure development of infrastructure.
- Need coordination with land planning.
- Need to make sure we are not invading native resources.
- Need to consider renewable resources.
- Need to equalize the tribal authority.
- Must find a better way of transporting goods to rural Alaska.
- Water resource management is important.
- State of Alaska, Dept. of Commerce is working throughout rural Alaska representing small business. ARDOUs.
- Alaska Miners Association – talking later about needs of mining industry.
- Appreciated Sarah Barton's comments to think big. Think about stopping development in Alaska. Lower 48 has a lot of development and Alaska has no infrastructure.

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- No ports. Fairbanks has one road. People from Alaska recognize a huge level of opposition to development in a new area. There are a lot of people in western Alaska that do not want to be connected to the railroad. See economic development potential but don't want to see campers and motor homes.
- Need to focus on roads connecting to villages. Unless feds shut down, we won't see development in Alaska. Companies are coming to Alaska from foreign countries that see State as a hub for economic potential. Economic communities realize that they have to change.
- Bypass mail is a huge issue and is making villages miserable. It's almost gone. Since 1974, logistics has always created problem.
- Without roads and railsystems, there can be no economic development. Look at the Paxton highway, funds ran out and no road. Power cost equalization has been temporarily answered but it will be huge in the future. Not in two or three years, but further in future. Prudhoe Bay will be hit hard as an example.
- Ted Stevens is no longer in the majority. When he goes away, it's like pulling the plug. Backlash is due to his success. Alaska has the means and agriculture to be sustainable from the Lower 48. Data shows we can find alternative energy supplies such as geothermal wind - which direction should we go?
- Energy alternatives are available, but we are hamstrung with coal due to mercury limit. Less than 25 lbs. limit a year is ridiculous. Prudhoe Bay has 14 billion barrels; Capark has 4 billion barrels.
- Alaska has as much coal as the rest of the country put together. It won't be developed due to outside forces. Polar Bear extinction is nonsense – its goal is to stop development.
- Climate change is happening, but at historically recorded levels. Restrictions, road blocks to develop in Alaska are harder than in Lower 48. Pogo Gold mine had to be careful that one iota was not missed. Environmental groups had been briefed and withdrew opposition to it.
- NEPA is going to be trumped by endangered species act.
- Where do we go from here? The ball is not in the Corps' court, it's to work with sponsors and be able to respond to change.
- Red Dog - How do we tap natural gas reserves?
- Reviewing potential out here - a reindeer processing plant could develop regional economy, but can't do it because of startup cost.
- Look at ice - \$20/ton in Anchorage is \$140/ton in Bristol Bay. With ice, you could ship fresh salmon to Atlanta or wherever overnight. Fish have to be ice processed or developed in a clean facility and those are not available.
- Guidelines are same for safe drinking water. Alternatives are drilling for gas in Bristol Bay-Pebble could provide power for it all and you could have \$20/ton ice in Bristol. Power from outside energy forces don't want to provide alternative power options.

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- #1 issue is Power. #2 issue is logistics.
- Resistance to building roads is the Intertie. You have to follow rules to build roads but you can build roads inter village.
- Interested of the Northern Sea Route/Northwest Passage developments.
- Partnership with the U.S. Army Corps of Engineers.
- Minimize environmental impacts to future projects.
- Environmental processing/permits.
- Economic opportunities for State of Alaska.
- Interested in the plan for expanding Alaska's ports and harbors.
- What is the next step of the Kawerak Tribe in regards to their transportation system? Our decisions affect the native tribes so we need to involve tribes more.
- Long-range vessel design must be incorporated in new ports and harbors plans.
- Should hold a coastal meeting to address problems.
- Navigation data needs to be updated. We need credible data so we can map accurate information for navigation.
- Should look at Harbor's response capabilities to respond to emergencies.
- Need transportation plans.
- Network with the Army Corps of Engineers.
- Need a funding overview.
- Where are we in upgrading our road system?
- Wish to learn about the Army Corps of Engineers roles and perspectives.
- Attending conference to hear ideas, learn, and network with other companies and agencies.
- Economic development.
- Ports and Harbors Program.
- Navigation Studies and the design of the vessels.
- Draft design of the vessels in ports and harbors designs.
- Northwest part of Alaska needs data collection.
- Lack of shoreline mapping.
- Rate of shoreline changes.
- Need surveys (horizontal and vertical).
- Navigation needs work.

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- Maintenance costs issues.
- The cost of building in Alaska is very expensive.
- Who are we in competition with?
- Sources of energy.
- Just learned about the conference, concerned about future fishing and uncontrolled shipping in Chukchi Sea area. There is a “Mad Rush” to develop the area. Should allow Mother Nature to adjust to climate change before proceeding with development. Related issues: tribal bonding as funding source, 1/3 of US fisheries are at risk.
- History of not enforcing safety regulations in PWS to save money raises concerns about future development in the arctic. Enforce “responsible regulations” to guide and control development and shipping.
- Tribal rights that extend out to the continental shelf have not been extinguished, but development (oil drilling) is proceeding without tribal participation.
- Came to conference to learn. Agree with what has been said so far.
- Revenue sharing for local communities (Ownership, jobs, training, and money, from development/facilities). Local communities should receive largest share of benefits and first chance at ownership, control and jobs.
- Work, training and equipment for things such as oil spill and emergency response should be spread along the coast to reduce response time and spread benefits.
- We don’t know enough about the fish. We don’t want to risk that resource.
- People get up on the podium and say great things, but do they mean it? We need more than lip service. We need a mandatory cooperation/involvement of local communities. We want to be “on-board.”
- Need local authority to control defunct vessels that may come.
- Local communities want to protect renewable resources and want to regulate development.
- Still lacking information about critical habitat and endangered species. Baseline studies and monitoring are required.
- The Arctic is going through a shock. Need to allow these renewable resources time to adjust before we rush in to develop.
- Cannot regulate international vessel traffic outside Alaska’s waters. How would limiting our vessel traffic help when others are going there anyway? Need to include international treaties to control polar activities.
- Routes of commerce are “Over the Top”; Russia’s efforts towards maritime law in the Arctic – should they lead or should we develop a similar approach?
- MMS interests; outer-continental shelf (3 miles) regulations.
- Rural transportation advisory committee (Denali Commission).

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- Interior waterway transportation development.
- Concerned about Congresses earmarking – sets a precedence for funding.
- Expressed wish that more Alaska representatives (legislature) were present at this conference.
- Harbors of refuge.
- Investing in resources for Arctic Sea rescues.
- State needs to increase their input (financially) to coastal development.
- Get State’s involvement with earmarks – encourage it.
- State office/coordinator to look at implementing issues discussed at today’s conference.
- Development of long-term vision for coordinating these issues with state/fed/local government. Local input is vital.
- Does country care about what Alaska is exporting (fish, minerals, lumber, etc) – what as a State would be able to be funded by only the State? Is Lower 48 support even necessary?
- Are we wasting assets? Ex: schools built in every village, yet many have closed.
- Sustainability is important.
- State has a lot of resources, yet little seems to be spent on sustainable items such as transportation infrastructure.
- Denali Commission is seen as key entity to pull feds/state/locals together; more accessible to people; better expedition; best practice development.
- Now is the time for oil surplus tax money to be invested.
- Federal DOT money. Are there Federal matching fund options? What are they? If not, how can options be made?
- State should step in when local villages cannot meet federal cost-sharing requirements.
- Governor Palin should endow transportation committee with requirements of sustainability.
- Rural road network not recognized and therefore does not receive federal money – Denali commission does recognize them and assists with maintenance and environmental issues.
- Interested in using innovative technology.
- Tying marine systems and road/railroad systems is important.
- Internal versus external view – can Alaska entice more commerce through marine development? Or does Alaska even want to do this?
- Movement of natural resources from areas where transportation is limited or non-existent.
- Came to discuss the North Foreland Facility. Tyonek sees a need for future ports at Cook Inlet. Need to analyze how we can contribute to Alaska’s economy and beyond. Would like to discuss the Alaskan export possibilities from Cook Inlet as a complement, rather than

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competition, to the Port of Anchorage. Looking to build bulk commodities export center, not a small harbor. Board of Tyonek dedicated 1,000 acres to industrial development. Diminishing salmon numbers should not discourage projects. A new community, Nakacheba, (home sites, development, etc) is being created and more transportation options to that community are needed. Want to explore the ideas of the Corps looking at the relationship between the Port Authority and the Corps. Would like to find out about the status of the National Resource Inventory required by law? But it has never been done. How do you respond to what you can't measure? There has been no Natural Resource Inventory.

- Request that the Corps consider 28 miles of roadway connecting West Cook Inlet community of Beluga and Tyonek with Alaska road system. Wildlife resource and development opportunities would be equivalent to the Kenai Peninsula. Could also provide a secondary route in the event that Port MacKenzie is locked in ice.
- NOAA consults with the Corps and provides site investigations. They work primarily with the environmental section and are familiar with the port construction, maintenance and use. They are interested in locations and patterns of salmon (marine fish). Just returned from a dive concerning the port harbor in Cordova. Noted common pattern north of the forelands. Discussion around salmon depletion. Commercial fisherman do not want all the blame, most likely involves many factors (they feel we need to control ourselves, manage the resources). They would like to participate and have a small staff. Is there a way to capture some of the lessons from all of the infrastructure in the Lower 48? Were steps taken to protect the resources, cultures, values, fisheries, etc? What can we learn from what has already been done elsewhere? Looking for balance. Would like to explore the relationship between Corps civil work and FEMA. Is there an existing relationship? Do both agencies communicate and plan actions?
- Marine transportation (competition/complement of ports).
- Concerned with economic feasibility analysis. How is global warming going to affect pattern of use? Curious about northern Bering Sea. Need to bridge the gap between the projects and the Corps processes. Would like to explore new methods and systems to assist with analysis and relationship with the Corps.
- Identify Alaska District's role in integration of state and local need and plans.
- State transportation plans often lead to water and port facilities – once we reach water the planning, it tends to get “fuzzy.” There is opportunity for improvement.
- Anchorage harbor is poorly placed, requires transport through downtown. Other options, transport via Elmendorf AFB, Knik River bridge.
- Can Corps facilitate community planning between Elmendorf and Port of Anchorage and city? Example, Knik Bridge alternatives were eliminated to EAFB restrictions. Boniface intertie “elephant ear” has restricted port and transportation development.
- ADOT is improving road to port McKenzie \$14M, 2-lane road.
- Commuter capacity is maxed out now on the Glenn Highway.

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- State funding to develop transportation infrastructure will go where the votes and people area. “Denali Commission is the savior of Alaska”.
- We can plan for rural transportation but it won’t get funded due to the way the legislation is composed. \$ goes where the people and \$ are.
- Development of transportation corridors is hampered by designated parks and other designated protected lands.
- State has not supported funding for O&M of harbors. Harbor has been dependent upon funds from Congressional delegation.
- Once Senator Stevens is out of office, the Denali Commission will cease to exist. Can the State find a means to continue the Denali Commission with current excess funding?
- Alaska Ferry system is not economically feasible but neither are the highways.
- Current Alaska transportation infrastructure is not capable of accommodating additional traffic from potential construction of gas pipeline.
- Sometime the ferry between Kodiak and Homer sails with 2 passengers and a much larger crew.
- Global warming – increased traffic through Northwest Passage. What is the impact to Alaska? Where is the leadership?
- There has been a disconnect between military and state transportation planning effort. There may now be an opportunity to improve upon this.
- Concerns with flood plain issues/constructions.
- New Haines harbor project has been approved and looking at future funding options.
- Alaska is a unique region. Agencies need to work towards a collaborative vision to have greater strength in projects. Everyone wants to have a voice; we need to work towards a collective voice. It’s harder to turn away a group, then an individual. Response to restoration - other areas are looking at conservation. Navigation program is looking at sustaining cultures in communities, not just what the ports can do for entities outside the community. Need to find away to make that understood. Challenge is to find a collaborative way to combine local, state, and federal needs, need to share information.
- Would like to network and find resources in northwest Alaska for harbors and ports. Hopes to meet with Corps people. Get information on transportation expansion. The main reason for attending conference was based on the opening of transportation in Alaska, specifically in northern Alaska. Would like to see the people of northern Alaska involved. Concerned there isn’t local representation from the communities throughout Alaska to lend a voice to this process. However, there is a lot of optimism around the room. Happy to see Crowley is here. Discussion on lack of facilities (water/sewer) in communities. People are realizing we need to work together to get change.

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- Corps is working on current growth policies in Alaska, particularly in northern Alaska. People need to be involved in decision-making and insure they are the “authors” of policy for their community and not others. Networking will help with this.
- Interested in climate change. How is it going to alter transportation and how does it relate to spread of invasive species? Since Federal agencies have half a dozen or so regions competing for resources/funding, collaborative requests carry more weight -- if all can come to the same table with other state agencies it'll be more beneficial. One large difference between Alaska and the Lower 48 is that in the Lower 48 they have already had much development and environmental impact and are thus focused on restoration. In Alaska, with less development to date, we are focused on maintaining what we have – healthy native resources. Alaskans are proud of what we have and while we may or may not want to embrace the coming changes (in climate or development), we do not want to lose these unique Alaska resources. Don't want to stop all of the change, but would like to do it in a way that prevents harm – for example, by planning developments in a way that prevents moving non-native invasive species that threaten Alaska's native resources and the economies and cultural practices that depend upon them.
- Know change is coming whether it's climate or construction. Looking at maintaining what's uniquely Alaskan so when we do change, we don't do it in a way that hurts the uniqueness of Alaska and lifestyles of Alaskan Natives. Emergency response is lacking in isolated areas. Finally, with changes that accompany climate change are we ready for what it will do to floodplain areas?
- Interested in harbor development in Western Alaska and emergency response in the Aleutians. Agency participates with responders, for example the Korean vessel that flipped over at sea. The government funds many projects in Alaska, however, due to political climate, the State can't depend on federal funding to develop its infrastructure.
- Here to prepare fisheries management plan for areas north of the Bering Strait, not sure of conference purpose.
- How can agencies come together as the Arctic opens up and user needs change? There may be a need for an Arctic Ocean marine forecast.
- How can we help Alaska projects compete better on a national level? Need to identify project benefits differently to compete with projects from other areas.
- Economic benefits can't be quantified on a population basis. A good model for use may be how the Federal Government treats endangered species which receive lots of Federal attention.
- We need a better long range planning process which this forum may help develop. The plan needs to go beyond 20 years.
- The Port of Anchorage and Port MacKenzie can provide relief to traffic at Tacoma and Long Beach once they are connected to the national rail network.
- Need to quantify the effect of shipping in the arctic. There are large data gaps in Alaska.

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- North Slope bathymetry is very shallow, shoreline is composed of ice, not soil. Maritime climate has a small tide range with a relatively large storm surge. Vessels can become stranded in Prudhoe Bay. Is there a way to predict storm surge for navigation purposes?
- There is potential for greater resource development in the Arctic as the ocean opens up.
- The Northern Sea Route Study will be updated. This conference is a prelude to that.
- How fast will the Northern Sea Route [Northwest Passage] open up requiring navigational aids, search and rescue facilities and communications infrastructure?
- Communications are spotty in the Arctic as is wind data.
- Discussion centered on the uncertainty of who owns the continental shelf that the emerging sea lanes pass through. Until the range of rights have been settled, the uncertain legal footing could dampen industry's and communities' desire to invest resources into this.
- Environmental, cultural and subsistence issues surrounding such expanding sea traffic. These issues were highlighted, with specific focus on the subsistence community's rights and interests in how and if such expansions occur.
- Harbor Masters Association was formed to speak with one voice about needs and also work with State DOT – especially when harbors were divested from the State into local control. Many of these are reaching the end of their life and how do they deal with this?
- State provided funds for maintenance, but there are no funds for rebuilding as facilities reach the end of their life.
- Harbors of refuge – are there needs for new harbors? Yes - or at least revitalization of existing harbors. There may also be need for new facilities, but problem is finding source of funds.
- How do you justify \$\$ for new facilities when we are not maintaining or improving the existing? All based on economic benefits.
- Harbor of refuge – need this for safety reasons especially if northern shipping routes open more and more vessels have potential to run into problems and need help.
- Does there need to be a coalition of local communities, boroughs, businesses to develop a future vision/master plan?
- National Geographic Response Plan (or something like that) seems to be working on an eastern Aleutians and western Aleutians response plan, if they are working on this (which is mainly ocean vessel driven plan) they should be involved with this group.
- Does the State of Alaska have a state planning agency? Not really, they have planning within DOT that looks at future transportation and an economic development department. Not sure if they are looking at long-term, large-scale vision.
- If Northwest Passage opens, there will be huge cruise ship potential. Also, Asian trade would be huge economic boom for Alaska. Issues such as getting permits and safety factors. Alaska needs to start thinking and planning for this to take advantage and control the development.

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- Will need much more marine support services than are here now.
- Would any harbors constructed for Northwest shipping also help the fishing industry? Maybe, but probably not as much as cruise ship, cargo, luxury yachts, etc.
- Anchorage Port – provides 90% of goods for 80% of Alaska’s population.
- There is no “one-stop shop” for all planning activities in the State (HI has a Dept of Planning, that has Economic, DOT, etc all in one planning agency).
- National Security issues are extremely important to the nation if the Northwest shipping passage opens and more international traffic goes through the area – the US has a need to protect its boundaries. Would Navy or Army have more presence there than is current, or perhaps more likely, a Coast Guard base would need to be constructed?
- We don’t want an environmental catastrophe on Alaska’s coast from an international ship accident, so need to develop harbors of refuge.
- Infrastructure in lower 48 is so old that we are competing for new infrastructure when nation needs to maintain old infrastructure. We need to show why this is important to the nation – need to tell the Alaska story!
- Lots of questions as to why the Corps decided to hold this conference and what they hope outcome will be.
- Questions on what happened with the 1995 Corps study on the NW Passage shipping route.
- Discussions on why Canada would want to partner with Alaska on projects. Alaska is very resource-rich and Canada could benefit from shipping, production, processing, export of raw materials.
- The Northwest route cuts off thousands of miles from Panama Canal shipping routes. This has huge advantages to AK and the US.
- How do we get message through about this huge importance, and how do we get funding to work on this – seems almost overwhelming and yet critically important!!
 - Come with “bigger voice” and build more coalitions of smaller agencies and communities to a larger one
 - Lower 48 does not want to compete for limited funds
 - Lower 48 does not want to have shipping or transportation diverted away from them by having new routes originating in Alaska
- Alaska is a water cross-roads of the world.
- Could we partner with ports on West Coast that would give them advantages on having shipping come from Alaska to west coast, maybe from Asia?

Panel 1 Breakout Session – as Documented by Participants
Long-term vision for future of commercial transportation users

- Cordova Deepwater Port with rail line connection to trans-Canada connection.
- Develop resource around remote communities (primarily local use to reduce energy costs).
- Yukon River port and storage facility to service local communities – may need channel (import and export).
- Prince William Sound – passenger traffic; coordinate Anchorage/Whittier carriers with ferry/fast ferry traffic into Whittier.
- Western Alaska ferry system.
- Inter-community transportation on a regional basis – needs improvement.
- Follow through on plans already developed and accepted by communities.
- Juridical determination for northern shipping routing.
- Inside 3 mile ports get together, add up tons for construction, future development to set requirement to congressional delegations and state legislature.
- Create ports – need energy ports partner with miners.
- Clustering important regional development.
- Small business partnering.
- Workforce development.
- Survey Coastal Energy (coal, geothermal and hydro).
- Evaluate promotion of Port of Refuge/new community where energy resources are available.
- RDM → dust down, road paved, \$\$ for road upkeep.
- Develop vs. environmental concerns.
- Weigh consequences for AK vs. lower 48 concerns.
- Need for Alaska vs. feeling NO development is good.
- No (extreme) development is best option → take environmental stand.
- Conflicting patterns → grow in population (social vs. economic conflict).
- Cost of energy → not much discussion on roads; maybe overemphasizing ports.
- Discuss connectivity of ports, roads, rail.
- MMS-OCS lots of rigs/vessels come from somewhere outside of AK; outside vessels may have foreign organisms.
- Where's local communication/involvement (Chukchi lease sales)?
- Use geothermal to make ice for fisheries (dovetail).
- Strategic partnerships with Pt. MacKenzie.
- Pt. MacKenzie Concerns:
 - Mat-Su fisherman salmon concern
 - Potential beluga numbers may drop
- Polar bear habitat in danger, re: climate change with or without development (no confirmed studies).
- Pt. MacKenzie – if exported, ships will come in w/ballast water (will be dumped in water coming in).
- Resource development in rural Alaska; rural Alaska is paying highest cost of living.
- State (DOT) needs a ports and harbors plan.

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- A State energy plan is also warranted for less diesel dependence.
- Alaskans may not favor population growth to justify increased resource extraction.
- Overall comprehensive plan for ports and harbors.
- Resources to ports.
- Renewable energy development for community sustainability.
- Cooperation between ports.
- Economic development via cheap energy.
- Presentations lacked discussion on renewable energy.
- Global finance plan.
- Long-term planning needs to incorporate global entities.
- What about failure of federal funding mechanisms?
- Chicken and the egg syndrome → do you develop infrastructure to support resource development?
- Hydro much more efficient (Eklutna lake, Bradley Lake, Susitna Dam).
- Long range planning is important.
- Synergy of end users
 - e.g. combining mining and fisheries resources
- We need to champion an entity to lead the effort to develop a statewide plan.
- Redefine federal funding criteria – Alaska needs some money!!
- We need a plan for long-range transportation needs.
- We need to ship goods out on the ships that bring goods in.
- Finish the projects we have started and maintain what we have.
- Evaluate feasibility of regional transportation systems.
- How is public safety factored into port developments?
 - Is it driven by cargos, LNG?
 - Safe harbor, capacity factor
 - Range of operations for search and rescue, USCG
- Statewide port plan
 - Linkage to other regional plans
 - Shared funding
 - What is the driver/focus/funding priority?
- No comparable federal funding program for ports, line roads or air.
- Expand marine highway system to state port entity (top funding sources).
- Evaluate charging transport trends with villages.
- Aleutian chain risk assessment as first step.
- Fuel costs presented to group cannot be resolved in-state. i.e., higher cost of fuel in AK is linked to western coast price index. Message to beltway is to address reducing our fuel costs by some process to allow for cheaper fuel to those who produce it.
- Look at response repository regardless of oil exploration potentials.
- State working at local level and needs to go up chain.
- No forum to coordinate various needs and activities/plans.
- Need a regional or state-wide forum.
- Liked Pt. Mac's long range planning.

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- Need for deep water port in Northwest Alaska for safe harbor, spill response.
- Need on-shore transportation corridors/railroad.
- Need local/regional/state consensus on where and what to build and balance with environmental and local issues.
- Need more public/private partnering to accomplish goals.
- Need to plan development and transport in tandem.
- State can't plan long range because of short terms for legislature.
- High energy costs.
- Gas and concrete – competition with down south development, is it possible?

Panel 1 Breakout Session – Individual Remarks
as Documented by COE Table Recorders
Long-term vision for future of commercial transportation users

- Liked the idea of a State plan working from local level and going up, having a systematic use of port development. Alaska waters is missing any kind of forum to look at activities and opportunities.
- Other states are elevating regional forums through MOA with states. Like on the Aleutians, touching on what agencies doing. There are little pieces going on. We have all these plans but there is no dialogue between mining corporations, oil and gas agencies, regional corporations, etc.
- Liked Von Dongen's presentation on 50-year planning for the port of McKenzie. MMS presentation - interesting things going on with oil and gas leasing. It's real challenging. Shell needs a port and a place to winter over ships. Tough getting through Bering Straits when needed. Sept. through Dec. is a tough time of year to work on the Chukchi. Need to have a staging place and need infrastructure for oil spill response.
- The mining industry at Red Dog is huge, but even bigger prospects like Pt. Lay coal 10%. Ambler and Kiana - world class deposits of copper and gold plus other minerals, but how can we access it economically? Many people are open to more roads and railroads. Cape Blossom port or Red Dog port? No consensus even in the region as to where to build a deep water port.
- Don't know if it is possible to have regional agreement on prioritization,.
- There are important ecological areas across Alaska Peninsula. With gas pipeline, we would have competing interests. Is there a political will? And what is best way economically that will be acceptable environmentally? Railroad? To Nome or other area in region? And who would take it on? Need a public and private partnership. That is only way to get something done. Like Red Dog. How much would it cost to develop resources and how much to transport? That planning should be done in tandem. State should have an entity to coordinate this effort, would it grease the money wheels? Problem is that Legislature can only fund on an annual basis. Requires vision.
- Overall public safety concerns, how is that addressed? By commodity, by need for safe port?
- Ideas for comprehensive plan for ports and harbors:
 - Tradition is to fund the individual projects
 - State plan that exists (such as road, airport) needs to be incorporated
 - What is the impetus for such a plan?
 - Require port development to be linked to the plan (i.e. they need to be in the plan or it doesn't get built)
 - Funding streams; State – where does it come from? Perhaps redefine Marine Highway System to include oversight of transporting goods and services.

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- Regional Ports: Regional schools could site regional ports. Regionalize fuel hubs
- Ports of Refuge: What are the criteria needed for locating ports of refuge? What does a port of refuge need to be a port of refuge? State needs some kind of framework.
- We need to decide who gets to make the decisions; who gets to be in charge. We need a leader!
- Redefine how they make those decisions. Redefine the federal funding criteria
- Alaska needs some funding! (\$\$\$\$\$)
- There is no vision for long term transportation. We need to develop long range transportation plan and execute.
- Need to consider back call on shipments. Need to ship goods out on the same ship that shipped goods in.
- Complete projects that have been started. Add/maintain what we have. Our infrastructure is in advance stage of decay.
- Surprised about the 5% limit to support the lower 48. What do we think of the role of commercial development needs? Is it viable to have a port for shipping other than Anchorage? YES.
- Biggest concern of being able to acquire products from Alaska is that there are no deep water ports. Have to pay double to pick it up. Governor Murkowski shared study with government that Haines is viable for train. Lead, zinc, gold, coal, shell and oil would need train.
- Keep commerce focus on Anchorage and natural resources in Haines. Port Rupert is building deep water harbor now.
- Develop a statewide energy plan to submit now. 11 Boroughs are all working together to develop an energy plan to submit now.
- Is it significant that USDA has not done resource mapping for Alaska? Not sure. Geological mapping is being done by USDA now. It would be beneficial to map natural resources.
- Deep water port strategies plan is needed for commerce expansion.
- TOTE is committed to Alaska for the long run - bring up 35% of cargo to rail belt, 55% of consumables and 70 % of vehicles.
- If a gas line is announced, a 100-year maintenance plan will be needed. No maintenance plan is in effect for projects now. Where is maintenance and sustainability coming from?
- Three ports in Vancouver area are going to form one port authority. Why don't we have one port authority for Seattle Tacoma? Why doesn't Alaska form a plan like that?
- Need a plan for petroleum port - one port, not segregated ports. Need an energy plan.
- Coal is affected due to mercury level. Issue is mercury released when coal is burned. EPA limited Alaska's mercury levels. Need to look at making diesel fuel. If companies were securer about steady diesel production more would be purchased.

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- Look at other mining adventures to aid in port development.
- Need overall Comprehensive Plan for Ports and Harbors.
- Port McKenzie connections.
- Energy, Energy, Energy! Bio-fuel reduction, \$2+ million. Cheaper energy cost for rural communities. Mineral conversion to usable source of energy. Look at renewable sources of energy.
- Resources to Ports; Ports to Resources.
- Economic Development. Resources are here, we need to explore them.
- Collaboration between different agencies, the ports, hubs and communities.
- New ideas are interesting, but we need to move forward.
- Community sustainability is very important.
- Develop Cordova Deep-Water Port Interconnection (to tie into future Trans-Canada Rail line).
- Develop energy resources around isolated communities for local use (coal or natural gas for instance).
- Develop port, storage and transfer facilities near the mouth of the Yukon River to receive, store and redistribute imported goods and export fish or other goods from communities on the river system.
- Improve Anchorage/PWS/intercommunity passenger transportation via fast ferry and coordinated land-based transportation out of Whittier and possibly Valdez.
- Develop a Western Alaska Ferry system on a regional basis.
- Follow through on plans that have already been developed.
- Oil development supports needs for port development, which would in turn support Arctic going vessels.
- Does the State have the resources to accommodate additional imports from new ports?
- What is the time frame to meet the immediate needs of Anchorage for gas needs?
- Long-range (30-60 year) plan is necessary. Chukchi Sea development is long range.
- Limits in exporting off-shore resources are important to consider. Also important to consider where resources can be exported to nationally – no West Coast receivers for LNG currently.
- Synergy with mineral development and fish processing energy – who oversees this effort? Not necessarily something that is the Corps' responsibility, so it's important to find the local interest (or State) to support/sponsor it.
- Big business (oil) needs big support – small businesses sometime get pushed out of the way. Small boats may need somewhere else to go if oil companies move in.

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- Important to tie energy needs to natural resource developments – cheaper fuel is very important.
- Length of pipeline required to reach a port could make a project infeasible.
- Renewable resources are another important energy source for resource development.
- Would sending coal to Port McKenzie injure Seward economy?
- Importance of an ice-free port for vessels.
- Importance of Port maintenance – for example maintenance dredging.
- McKenzie River Route – Canada supplying their oil fields via water. May increase water traffic even more.
- If transportation to villages via river was increased, it could provide more economic opportunities for villages.
- Possibility of removing natural gas already carried in oil pipeline at Pump Station Six to provide alternative energy to people in the area of the Yukon River pipeline crossing.
- When tying future infrastructure to demand, will projections be based on population growth? Limitations based on fuel cost increases. What effects would Port MacKenzie have on the Port of Anchorage? Would there be erosion problems based on the angle for which the ships are entering and exiting?
- Export potential. There is additional need for ports and harbors (various resources). Import goods at Port of Anchorage and ship by rail.
- There is competition from other ports, such as Seward. Why are we talking about Port MacKenzie when we can potentially receive greater advantages from expanding existing ports? Response was that there are additional costs of rail transportation, design of port (import vs. export).
- If you add infrastructure to an area, does that automatically mean a subsequent drop in costs of supplies to the neighboring communities (i.e. fuel) or would costs stay high even with additional infrastructure like a railway or port? Discussion included that other methods of transport would reduce cost from dependence on air transport for supplies.
- In Anchorage, fuel costs are not set by demand but are set by the wider market. Transportation improvements or population increases would not necessarily reduce costs to consumers.
- Hoping that there would more discussion on environmental resources/fisheries/etc.
- There are a lot of assumptions; we need to coordinate and research. When vessels get into trouble, what happens? Who is there for support and cleanup of spills?
- State is putting no effort into long-term port and harbor planning.
- Alaskans may not be in favor of population growth to bring about expanded markets.
- A State energy plan is warranted to lessen dependence upon diesel.

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- Current State Administration is solely concerned with AGIA (gas pipeline).
- With regards to the MMS presentation, where is local communication/involvement? It seems most information comes from hearsay or the news and is not directly from the agency, for example the Chukchi lease sales.
- Will there be statewide partnership with the Point McKenzie port?
- Any resource development in rural Alaska? Rural Alaska pays the highest cost of living.
- In response to Harland's environmental stance, not all environmental groups feel "no development" is the best option, that's an extreme view.
- Identifies possible conflicting patterns – growth in population (social vs. economic conflict). Some may want more economic opportunities but not an increase in population.
- Identifies there was no discussion of roads in this panel. Does road to a community dictate its need for a port? Is there connectivity of ports, roads, and rail?
- MMS – DCS discussion: lots of rigs/vessels come from somewhere outside Alaska. Outside vessels may have foreign organisms. Intrigued by use of geothermal to make ice for fisheries (dovetail).
- Port McKenzie Port: may be concern for Mat-Su fisherman salmon harvest. Additionally potential beluga numbers may drop.
- No discussion of polar bear habitat. Will it be affected by Northwest Passage? If it's an export facility primarily, ships will come in with ballast water, which will be dumped in Cook Inlet when they come in. So far there are no confirmed studies.
- Red Dog Mine: development vs. environment. What's responsible? The need for economic infrastructure with the view that everything should be kept natural, (i.e. no development is the best option) seems to be the environmental stance. Outside wants to make Alaska one large National Park.
- Alaska's economy is flat along the rail belt.
- Energy costs are critical for development.
- 50-year planning is important.
- Infrastructure connections are critical. Alaska's energy is still predominantly diesel. Alternative development may be necessary both for community and business viability.
- Cheap energy will be critical for future business. Where do we get the money to build the infrastructure?
- Need a fiscal plan to develop infrastructure. It is not a technology issue.
- The Federal Government does not have many resources available for infrastructure development.
- Mandatory Federal spending will consume available Federal money. Can we tap international funding sources to help with development?

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- Private investment has been done in infrastructure in the lower 48 states.
- Stable tax structures are necessary for development. Is the Jones Act an impediment to cargo transfer in Alaska?
- Jones Act applies with shipping from Alaska to the rest of the US [export]. International crews are prohibited from transferring cargo from one US port to another.
- Hydropower could power the railbelt and may be feasible as the price of coal increases and avoids mercury contamination. Could be a viable alternative if a long term analysis is used.
- Coastal port groups need to speak together for commonality to Congress for maintenance, construction and future development, rather than as lone individual groups.
- If Anchorage, MacKenzie and Dutch Harbor combined their tonnage, it would dwarf other ports in size. If harbors and ports inside the 3-mile limit got together, the tons of cargo amassed between them all would quickly add up to make the group of harbors large enough to collectively support more/better spill response and vessel tracking support than the individual ports would command.
- Energy is needed to create ports. If ports were to partner with mines, more coal slurry could be produced to power the ports.
- Clustering or small business partnerships are important when assessing harbor and port growth potential. Creating new jobs from these new ports and harbors for local people is a vital concern for those remote areas.
- Energy was a repeating theme throughout all presentations.
- Energized to go back to community and discuss ideas from the panel members.
- Interesting to hear such a close connection between energy, energy costs and ports and harbors in Alaska.
- Why are we planning roads when the future of fossil fuel is questionable?
- Match up resource reserves and ports – or lack of ports and if there are energy reserves that we want to develop and no port – then we need to start process for developing ports.
- Discussed geothermal power development in Hawaii – they have one plant but expect more as energy costs continue to develop.
- Geothermal can have costs associated to where the power can be tapped in to vs. transporting that energy to communities.
- Good first step would be to overlay maps of resources and project transportation/infrastructure needs and see if there are any “hubs” that pop out.

Panel 2 Breakout Session – as Documented by Participants
Long-term vision for future of commercial transportation providers

- Permitting is difficult w/Corps and other agencies.
- Resource development will drive transportation development.
- Eventual use of Permanent Fund.
- What arctic shipping opportunities are there, but not guaranteed?
 - Short periods of ice free conditions
 - Rules of each country
- Denali Commission gets projects built through partnering with interested groups.
- Need to increase rate of infrastructure investment to be competitive with other countries.
- Majority of GDP related to the harbor.
- State of constitutional ban on dedicated funds prevents effective long-range planning (i.e., ports and harbors).
- No State leadership in planning and development of ports and harbors.
- Local communities lack funds for cost sharing and inner harbor facilities.
- Talked about ports, harbors and rail. What about gas pipeline and its benefits to infrastructure?
- Change will not be instantaneous; activity in the short term may be Alaskan resource driven.
- Cruise ship traffic is increasing and spreading out in Alaska.
- As vessels enter more hazardous waters, who is responsible for clean-up and salvage?
- Ability to get federal earmarks could be threatened based on delegation strength/position.
- Consider Denali Commission Transportation Advisory Committee as a model for a statewide committee.
- Need an integrated marine transportation look at large and small community facilities.
- Military/security implications in initial planning/discussion staff.
- Need for State to develop fair and equitable plan for harbor/port development.
- Need State leadership to develop meaningful plans for funds use to ports/harbors.
- Pending interior Alaska Resource development indicates need for Panamax capable port in lower western Cook Inlet (Pedro Bay Road). COE should conduct port reconnaissance in this area.
- Marine highway needs money; how do other regions do this?
- O&M issues.
- Other nations spend more proportionately.
- Variable sea ice, biological issues with NW passage.
- Attract industry with infrastructure developed.
- Where are indigenous representations for ICC? Also holding seats on list of north?
- Maybe other communities can develop own port authorities to plan for development and initiate it.
- Need to form a marine commission to brainstorm and plan.

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- Permit problems:
 - Takes too long
 - Costs too much
 - Some unreasonable requirements
- Need better agency cooperation from all agencies.
- Think big and be prepared.
- Northern sea route and rescue needs cleanup response.
- Lack of funding for ports.
- Sec. 117 flex-for appropriations.

**Panel 2 Breakout Session – Individual Remarks
as Documented by COE Table Recorders**

Long-term vision for future of commercial transportation providers

- What is State's role in transportation? Texas is creating two superhighways with rail and gas lines associated. Went to Spain where they are going to own the lease for the highway and will have eminent domain. When you start looking at it, the company will make money, not the state. There could be a big land grab.
- Marine Highway in Alaska needs money. Lower taxes vs. repairing and O&M issues. Plus other nations spend more. Alaska needs to develop its infrastructure. We don't have high speed rail, inter-coastal highway or ferry system. We have to find ways to spend money on it, not necessarily catching up Gov. Sheffield on Port permitting on expansion. They are shipping up a lot of goods to Alaska, thus the Port of Anchorage is important.
- Have to be careful of marine mammals and environmental issues. Agree with Ben Ellis that sea ice is variable. Changing vessels and vessels changing into snow machines—they are small, but still for shipping goods and everything, Villages are so reliant on air or snow machine. In the summer, reliant on boat or driving. Will the industry come in and develop and would infrastructure attract development? Weather is a big issue as well as ice. Helicopter over open water.
- Love the idea of rail. Can be used to haul road trucks and have recreation users. After initial costs, railroad could be cheaper. Need more environmental studies and biological studies. Changes happening in the Arctic could be global warming, it is hard to say. It is more than industry moving in. Temperature range in the interior could be an issue. The last presentation with the sea projections was more concrete than what we are reading about. We need a forum or a marine commission to bring the different agencies together to prioritize.
- Surprised by how much work has been done to the Port of Anchorage facility. Tens of millions of dollars to expand it. Services really focus on the rail belt communities other than air service. Are other boroughs and local governments thinking of forming their own port authorities and working together to promote and develop the infrastructure development?
- The Arctic Council is a fairly obscure group but is the most important vehicle for communicating with Canada, Russia and others on Arctic issues.
- Institute of the North is a good think tank, but State Dept. has lead role in the Arctic Council. It would have been nice to have someone from the State Dept. here. Of the eight positions, two are Alaska based. ICC (odd that IN rep talks for ICC) and Aleut International Association are permanent. Also Gwi'chin formed an association with Canada counterparts and none are represented. Three indigenous groups as permanent members and they are not represented.
- Arctic and Shipping Issues:
 - Institute of the North is one of the various opinions and points of views.
 - Arctic routes not as reliable as sometimes portrayed.
 - Once Shell is permitted, face of Arctic will likely change.

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- Russia has tremendous increase in activity.
 - Cruise ship activity in Alaska in increasing.
 - Personal craft starting to appear in Arctic.
- Funding Issues:
 - User fees seem to be a good way to go, but popularity is nil.
 - Earmarks are becoming more rare.
- Planning Ideas:
 - Form a harbors committee similar to what the Denali Commission did with their Transportation Committee.
 - The integrated transportation concept needs to be examined – rail/road/boat/plane.
 - How does military importance figure into decision making?
- Price of crude oil is tracking with inflation so Democrats are needed to lower oil prices. Presumably Governor Palin is going to take money out of oil prices for port funding. Dedicating \$1 billion in revenue to transportation so Alaska benefits from it. But it would require change of law. It is stunning to see GDP investment of USA and Alaska compared to rest of world. What will Governor Palin do with this year's surplus?
- Surprising to hear Railroad develops its own docks.
- Infrastructure - if you get DOT involved, it will take four years to get EIS.
- No one really talked about gas line, just ports, harbors and rail. If we are behind now, what is going to happen in the future?
- If we get a tie in Dena'ina, we create jobs and it may be the best alternative for power carry it another 100 miles and you can tie in to Bethel. Right now transmission is incapable of carrying power load.
- What is happening with clean power coal burning plants?
- It looks promising and things are being done by the entities involved to move forward in a positive direction. 50 mw systems are already being developed. There are agreements in place. Aren't some of the Native Corporations trying to develop sustainable power plants?
- Be prepared and think big.
- Northwest passage plans and challenges. Northern Sea Route Passage: search and rescue needs to be established. Northeast passageways.
- Increasing probability of risks in the navigable waters needs attention.
- Lack funding for our ports; we need money.
- Continue West Coast/Bering Sea Exploration.
- Section 117, Flexibility of Appropriations.

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- Maximize Federal Funding.
- User fees need to be reconsidered, higher fees.
- The biggest problem is permitting. It takes too long and costs too much.
- There is such a thing as responsible development. China will build the infrastructure they need in a couple of years. We would just spend millions of dollars.
- Suggested that Alaska be exempt from the CWA for 50 years so an efficient infrastructure can be built.
- State and Federal agencies need to work together to develop reasonable permit requirements that do not unnecessarily restrict development.
- Sometimes permit requirements make things worse. We need common sense.
- Permitting is difficult for new harbors or harbor modifications - recommend a more streamlined process.
- Use private funding for transportation. Taxes are not viable for Alaska development since population is so small.
- Suggestion of using the Permanent Fund for funding transportation issues (i.e., Alaska Marine Highway)
- Resource development will drive the development of transportation infrastructure
- Corps should do a reconnaissance study for pebble mine, build resource for CIRI, build resource for fuel, energy, Donlin Creek, etc. About \$3 billion of investment identified. Need a water port in lower Cook Inlet to meet the investment. Is the project more or less viable given the price of gold? Land owner is Cook Inlet Villages.
- Tyonek is a land owner at two critical ports.
- Pending Interior Alaska resource development indicates a need for port in lower western Cook Inlet (Pedro Bay Road).
- There is no leadership in planning and funding of ports and harbors – every small community is trying to survive on its own in today’s highly regulated environment. Communities lack funds for cost sharing and inner harbor facilities
- State constitution forbids “dedicated funds” (i.e, marine fuel taxes don’t necessarily get reinvested into maritime facilities).
- There is a huge opportunity for jobs. Are State and various regions prepared?. Specifically will northwest people be prepared?
- Lots of information from this conference to share with Rural Alaska. Resources and new information – particularly different passageways through the Arctic Ocean.
- Search and rescue would need to increase with an increase of traffic, need to prepare. (i.e., training of personnel).

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- How will the Anchorage and North Slope railroad connection impact people? Are they prepared?
- Railroad will play a key role in State development. Is behind Gov. Sheffield's plans.
- Arctic Shipping Opportunities: Short periods of ice free passage; different rules in different countries; and hard to justify Northwest Passage since it is not reliable now.
- Denali Commission gets projects done quickly through partnering with interested parties.
- Need to increase the rate of infrastructure investment in the US to be competitive with other global markets.
- The majority of small community GDP is tied to harbors (infrastructure development).
- A lot of interest and discussion related to the arctic shipping routes and projections presented by Ben Ellis.
- Discussion and debate on statements made related to global warming and its impacts on northern shipping routes as well.

Panel 3 Breakout Session – as Documented by Participants
Long-term vision for future of other government agencies

- Partnering to get things done.
- Need for holistic approach.
- Need for new criteria to design new and existing facilities.
- Northern response facility needed. Protected harbor with adequate depth and support services.
- Could include providing a response facility as a condition of the mineral lease.
- Concerned that the ports are not included in State's long-term transportation plan.
- Coast Guard – Decreasing asset while increasing area/preview is a concern.
- Fishing industries will gravitate north as water temperatures rise. Infrastructure needed & how to fund also USCG support moving north.
- Important to engage environmental authorities early & throughout projects – collaborative
- Incorporate holistic design planning for project.
- Are there other countries with similar environments that we can use examples?
- Consider vessel type and offloading of waste when planning /designing ports (“foreign waste is Federally regulated).
- Economic opportunities of community to handle waste products from vessels.
- Can regional bonding authority fund local – level projects?
- Moorage rates at recreational marines are at high end of Pacific Northwest rates and services provided are minimal.
- Port/Harbor/Dock advocates need to communicate to Alaska Legislature and Government regarding the high need for funding water front infrastructure.
- Request robust funding of the municipal harbor matching grant program.
- Look at changing holistically, envision, climate change, development affects on resources.
- Look at dollar value costs.
- Governance to plan and strategize. Overall umbrella group – who? State?
- Fisheries that could be last sustainable year round.
- State long-range transportation plan needs to include maritime in infrastructure.
- Establish more port authorities.
- Demographics weighted to rail belt & SCAK – out of sync with increased maritime needs in Northwest and Northern Alaska.
- Charts & USGS maps date to 1950's - obsolete coastal data.
- Need for long term strategic planning for development, economic development to sustain. rural fisheries protection and used by communities, state and native corporations.
- Limited dollars for development plan (need to be smarter about investment).
- Need to look at wide view and who are the big drivers.
- Uncertainty makes it hard to make investments and decisions.
- International component in Alaska.
- Concerns: oil spill response in arctic, no forecast of increase; lack of funding of Homeland security and oil spill clean-up; accelerated erosion, coastal, river and more

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sediments/organisms into water; sea level change; Russian/Chinese trash showing up on beaches; and impact to fisheries.

- Possible solutions: consult locals about history & construction methods: USCG funding for tribes to do monitoring; provide funding to collect/compile existing data; USCG presence at Pt. Hope as a possible strategic location; talk to communities; develop fisheries management plans; and increase Alaska share of research funds for fishery research.
- What are potential implications of shifting marine habitats upon communities and subsistence users?
- Local community assumption of small boat harbor ownership. Has shifted financial responsibility to the local level. User fees remain unrealistically low/artificially low. Result is a lack of funding for capital improvements. Despite challenges, local ownership has had positive impacts upon local communities.
- Investing in ports and harbors.
- State of Alaska needs to take an active role in the planning of our ports and harbors.
- Connecting from port to port.
- Intelligent planning.
- Work together.
- Need port trust fund. Harbor maintenance T/F from COE – T/F needs to be resolved, shippers need to see benefit. No access to T/F money. Need GAO info to access dollars.
- Arctic emphasis with presentations.
- Emphasis in US on large ports – need more Alaska smaller prioritization.
- DHS has money.
- Issue with dredging O/M - habitat, costs, access.
- Look at better ways/ports for fuel delivery.
- Alaskan's pay the most for cost of fuel, etc. but get large subsidies.
- Quantify is there Federal interest for dredging in smaller communities.
- Panelists offer up recommendations.
- Missing link – statewide vision.
- Statewide planning documents regarding ports/harbors is outdated, need to revise.
- Shift from rail belt to costal needs.
- What are 10-year differences, regarding climate change? South of Anchorage there is not much climate change.
- Traditional knowledge changes regarding updated global warming.
- Less budget all around.
- Allocated resources/equipment (ex. Choppers going to NW, leaving void in other areas).
- Russian negotiations tough regarding oil response/ permitting.
- Good joint work with invasive species (Russia).
- Regional forums regarding commercial development.
- Focus on infrastructure and stocks of fish, etc.

**Panel 3 Breakout Session – Individual Remarks
as Documented by COE Table Recorders**

Long-term vision for future of other government agencies

- Coastal erosion is huge and biological baseline, plus climate change, how they interact to affect the coastal environment.
- Same thing as yesterday, governance to come up with overall strategy. Last sustainable year-round fisheries could be big. How to project cost? As an engineer, don't look back as much as we look to the future. Hard to project forward with huge changes today.
- Good aerials from around the state. Coast line mapping and elevations from satellites. NE Coast. USGS charts and nautical charts are from the 1950's.
- Statewide long-range transportation plan not including ports and harbors was a revelation, also the comment about fisheries. Risk to infrastructure. O&M—if we can't maintain current structure, then what about all of this and costs? Lack of presence of ports of refuge and how would you get there?
- What about Coast Guard response? With reduced presence and no presence in northern AK. How do you fund this? How do you establish a foothold? Interesting challenges.
- Risk management. Funding priority at State level. Fisheries are important. Half of State's population is in Anchorage or along rail belt, geographically speaking out of balance with what we are talking about at this conference. Demography vs. these changes to more use of Bering Sea. Developing ports – there is no money for that. Going to be a hard sell. Need to enhance awareness.
- Concerns over the Seward lawsuit if it goes against Seward. Use the right designs and plans for docks and harbors could go a long way to deal with these concerns. The tenant should pay.
- Corps/State/Denali Commission partnership is needed for comprehensive ports and harbors planning
- Seems to be a lack of planning for ports and harbors. More reactive than proactive efforts.
- Include potential negative impact in planning efforts.
- What other countries' efforts can we learn from? Get away from the logic that "if it is a first in Alaska, it is a first anywhere".
- In planning we need to consider the new needs of ships calling on port, (ie. a foreign vessel needs to be able to offload trash and waste). Ports in Alaska do not have the facilities to handle this need. In fact, there are no facilities for this (the special handling of foreign waste) in Alaska. Could there be an economically feasible solution for a community to support the need for waste disposal? Dutch Harbor tried but couldn't get permits for incinerator.
- Global measurements and the perspective of local history don't always connect
- Are the models used today on climate change the same ones as used yesterday?

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- Throughout the Arctic, there are sinks and hotspots so “warm, warmer, warmest” theory doesn’t work. Look at the albedo affect of snow and it makes sense that with more snow and ice, it would be cooler than no snow. The Arctic report has difficulty because the area of the arctic is so large it can’t localize and pull in what is necessary to determine effects.
- There is a need for long term strategic planning, transportation needs, port development needs and protection of fisheries. Economic development needs to be put in a strategy or development plan to be used by the state, native corporations and communities.
- Concern on river navigation and ports. There should be a concern on silt built up to prevent barges from getting goods up to where they need to go. 80 million gallons of diesel a year go up river toward Bethel. Every community in Alaska has been impacted by river erosion or river problems.
- We are definitely going to have limited dollars in forming a strategic plan.
- Need to look at a wide view to find the big drivers.
- It is critical to note how the survival of rural Alaska is at risk here. It is seen as the question of energy and how transportation can affect the delivery of energy to villages.
- 33 % of village energy cost is in transportation. Use local generators to produce electricity and you can start to lower transportation fuel costs.
- If you have uncertainty, it’s hard for others to invest. Alaska needs a collective vision. Fisheries are a huge issue. If development will affect fisheries, I would be hard pressed to invest
- How much risk do you put in for 10 to 20-year investments in mining, fisheries etc.?
- It would be nice to have a trans-arctic viewpoint. Norway has a huge fishery and offshore oil and their economy is going strong. How do they do it? With long term vision?
- Need to establish stakeholders on all levels that will have a 20, 50 year vision and co-mingle views.
- The axis of scenarios have laws in place that regulate events, things like shipping lanes in the arctic don’t have that at this point. Companies won’t build infrastructure or vehicles for business if no security is in place.
- Ships won’t go to Arctic now due to heavy taxes by Russian governments.
- Regional boroughs are a way to reduce uncertainty. By having regions you can balance things out step by step. Alaska State transportation plan was an attempt to have Alaska explained by regions.
- No international component was really spoken of today, just a little on the fisheries component.
- To run the country, people have come together in different ways to complete tasks. This is a diversified group that is coming together to solve many problems. Not one entity the size of the State can do it themselves. Once regions get together and bring regions together, we can accomplish whatever it is we try to do.

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- Alaska can apply some of the practices from the Lower 48. Since economic development is undefined, support goes to whatever is needed.
- The 11 orders are working together to bring it all together and make it work.
- Everyone is tired of living the type of lifestyle they do, they want to live the type of lifestyle they want. This is the reason people invest outside the state, it is more certain they will get a return for their investment.
- Need to invest in Ports and Harbors to respond to safety and emergencies.
- State of Alaska has to be a lead and be actively involved in the entire process. Long range transportation plan - Ports and Harbors should be included.
- Ideas of opening other port and connecting it to other ports.
- Cost of shipping has to be reduced.
- Intelligence planning. Work together as a team.
- The residential machineries are not cost effective.
- Concerns:
 - Oil spill response in Arctic
 - Forecast of USCG decrease in assets in Alaska
 - Lack of funding (Consider Homeland Security and Oil Spill Cleanup Fund)
 - Accelerated Erosion
 - Coastal
 - Rivers
 - Increased sediment/organic input to fresh/marine waters
 - Significant erosion is primarily occurring where there is no gravel. This is creating big differences from place to place.
 - Impacts to fisheries.
 - Russian and Chinese trash is showing up on beaches in larger amounts.
 - Sea level changes/glacial rebound in some areas.
- Possible Solutions:
 - Consult with local communities and tribes about history and construction methods that resist erosion and permafrost melting problems. Wood piles are sometimes better than steel piles.
 - USCG could consider establishing a presence in northwest Alaska (Consider Pt. Hope as a strategic location).
 - Find funding for tribes and local communities to perform monitoring activities.
 - Fund efforts to collect and compile existing data.

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- Construct new development so sea level change-related impacts are minimized.
- Develop fishery management plans
- Increase Alaska's share of research funding that is available. Currently, Oregon and Washington are getting the lions' share.
- State of Alaska not including ports and harbors in long range transportation plan is disturbing.
- Coast Guard having decreased presence in Alaska also interesting; resources are spreading out and reducing at the same time – will result in decreased response ability; Coast Guard presence is very important.
- Ability to homeport Coast Guard at new facilities – vital, but not necessarily revenue generating.
- Re-emphasized importance of cost sharing for projects.
- Emphasized importance of bring groups together to accomplish a project.
- Importance of shared use of a port/harbor.
- Potential move of fishing industry as waters warm (tuna and salmon are moving more North).
- Environmental concerns – when proper process had been followed appropriately it's frustrating when environmental interest groups interfere; use partnering meetings to keep groups involved – important to adopt collaborative approach with all agencies that may be involved and address key/hot issues.
- Importance of involving people/groups with very specific interests at the onset of the planning process (for example the “ologists” that have a great experience with or interest in the area).
- State needs to focus on more than one revenue source (oil).
- Recreational marina managers mentioned that the mortgage rates are too low. The mortgage slip rates are actually quite high when compared with surrounding areas. Deferred maintenance has caused problems and we are playing catch up. When compared to other harbors (and their rates), should be enough to sustain the harbors. Only reason they are able to get away with it is because of a lack of competition.
- Moorage fees are supposed to pay for operations and maintenance. An opportunity for improvements is to revise Municipal Harbor Matching Program so local communities can use the funds, apply to the state for improvements, etc. Indicates the Corps should be an advocate for the program.
- With respect to the statewide long range transportation plan, the Corps needs to weigh in with their professional opinion to form an effective partnership with the State. The State does not have the knowledge of these water resources that the Corps does, they also need to provide additional funds. The Corps should not be silent because it allows the road/rail belt

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to dominate the conversation and it will lead to difficulties with the Corps meeting the needs of the communities.

- Would be helpful to educate the State on the organizational structure of the Corps civil branch. Primary contacts would be good, set a protocol with the agency of who to call to figure out what needs to happen.
- Need to explore the need for shoreside infrastructure going north with global warming. Fisheries are moving north and we need to consider this migration when planning infrastructure.
- What is potential implication of shifting marine habitats upon commercial and subsistence users?
- City of Seward's experience with assuming O&M responsibility of SBH demonstrates a positive example of local ownership.
- Comment period on State's long term transportation plan has been extended to January 20th.
- "Ownership is with somebody that cares." Noted about local communities assuming ownership of harbors.
- Action items:
 - Governor Palin should assign a deputy or director level position to oversee Development of Transportation.
 - Need commitment from the State before we move forward with our collaborative planning process.
 - Bi-annual meetings w/direct reporting to the Governor.
 - Director or Deputy Commissioner of Marine Transportation Development.
- A lot of communities are dependent on waterways for transportation. With climate change, rivers are actually shrinking and its difficult to bring stuff in, it has to come in other ways, which increases the price of items, e.g., fuel.
- Traditional knowledge of climate change is changing (i.e., global warming). With climate changes, there are new species in the area that we haven't seen before.
- In response to question about expansion of fishing in Kotzebue, there are talks to expand fishing, but the climate is political now (re: costs of fuel and so forth).
- In response to question about development in Kotzebue, there has been talk of development with NANA and others for 10 years now. They're also looking at partnering with Bering Strait.
- It would be interesting to see the difference/change in the State plans from 10 years ago (re: climate change).
- With respect to increase in Arctic shipping, is there any effort underway to work with Russia on a collaborative spill response plan?

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- Focus on future needs, including infrastructure, but a primary future need is also healthy fish stocks and other natural resources used by Native people.
- Regarding USACE budget difficulty in getting funds to smaller ports, do you think some of this is due to budget planning being national performance/widget driven rather than listening to local needs?
- Accessibility of the Harbor Maintenance Fund and whether it can be taken off the budget so that it can be accessed for the purpose it was designed.
- In response to question about existence of a Ports trust fund, there is a Harbor Maintenance fund, the Corps has access to it, but it's difficult to use.
- In response to question about performance driven programs, we can take many programs across the board and shift money to more productive areas. Initially conceived to get the most performance for our money. There's a growing irritation by the industry that the money is there, but nothing is being done.
- There are older state documents that have really good planning for ports, but they're very dated. They have really good state planning for ports and harbors, but they're from the mid 1990s. We could update the planning for southwest and southeast.
- Found the Coast Guard's presentation really unique because it focused on their role in the Arctic. In response to question about the existence of collaborative efforts with Russia, there is an effort with Canada to work on search and rescue. However, Russia is tough...we work well with Canada but it's difficult to work well with Russia...it's volatile...they've pulled back.
- With regard to initial discussion of port funding: From a federal perspective, there isn't one pot. You have one for roads and so forth. There isn't one for ports, and so much of our stuff is coming in from ports. Need GAO information to access money in Harbor Maintenance Fund.
- The different ports (e.g. Tier 2) throughout the country feel left out...feel under funded. There's an emphasis on the large ports, e.g. New York, Miami... There needs to be more prioritization on Alaska/smaller ports.
- There are issues with dredging O/M, (environmental).
- Need for a port trust fund that has harbor maintenance.
- Appears to be a missing link with a statewide vision. There seems to have been a shift from rail belt to coastal needs.
- Is there planning to expand fishing in Kotzebue? Has there been talk of economic regional development?
- In response to collaborative efforts: Allocated resources/equipment (ex. choppers going to Northwest, learning void in other parts of State).
- Good joint work with invasive species (Russia). Regional forums (re: conference divisions).

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- Trust fund issues need to be resolved...shippers need to see benefits. There's no access to trust fund money.
- Need for Arctic emphasis. Look at river ways/ports for fuel delivery. Rural Alaskans pay the most for cost of fuel, however, they get large subsidies.
- Quantify federal interest for dredging in smaller communities.
- Need to work together with other partners to pool data and mission requirements.
- Use a holistic outlook rather projecting historic data to generate future trends.
- There needs to be a harbor system approach rather than focusing on individual harbors.
- With changing climate, design criteria for facilities have changed. Legacy facilities were designed correctly for the conditions of the time but new designs need to meet new criteria.
- Changing criteria may represent increased costs of new projects, will change investment rate in the Arctic.
- Data for making new design criteria is not stable. There needs to be a better measure of climate change to be able to design for it.
- Was not aware that fish stocks were moving north. The data gathering to make that determination is not being done.
- No deep draft operations possibilities at Barrow. There is a deep lagoon, but no access to it from the shore.
- There needs to be an arctic regional response center to deal with maritime emergencies in the Arctic. There is only a limited capability to mobilize from Westdock. There would be no adequate response to a cruise ship disaster in the Arctic with current conditions. Could there be a shallow draft response vessel stationed in the region?
- There are some vessels capable of the mission, but typically, they do not over-winter and are not ice strengthened. Not capable of a rescue mission.
- There is no port of entry for foreign national scientists conducting research in the Arctic.
- Nearest repair facility for large vessels operating in the arctic is Dutch Harbor. Need a harbor of refuge in the northern region to be able to respond to problems.
- Fuel supplies in the Arctic generally only cover the needs of the community. Additional response capabilities will require additional fuel storage.
- There needs to be a support harbor in the north to support patrols of the coastline. Facilities are dedicated to petroleum operations and operators are not receptive to contracting out public services.
- Response capability could be a condition of resource development leases.
- Icebreakers that patrol Alaskan Waters are not based in Alaska.
- Discussions about some past conversations with Peter Larson and his projections on climate change.

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- Ideas on climate change. Not all the changes are bad for Alaska.
- Permafrost retreat is seen as a big issue and big future cost that will have to be addressed.
- Don't look at what happened the past 30 years as the ecosystem will be very different in the future. How do you assess Environmental Impacts of a project if our reference point changes and that change is unpredictable?
- How do we do economic benefits or costs to predict future differences if we usually do this based on period of record?
- Our Congressional delegation is crucial as we move forward. Adds an education of what they really mean is important to all of Alaska. What would replacements for aging Congressional Delegation mean as far as "junior" status/power and bringing needed \$\$ to respond to changes?
- Discussions on Col. Wilson's vision for this conference and why he wanted to hold it and that he is motivated to carry something through after his command ends.

Panel 4 Breakout Session – as Documented by Participants
Long-term vision for future of Alaskan Communities

- Seeking partnerships with rural communities with out the means to share monetary and management obligation.
- Need of real time data to insure environmentally safe planning to pre-construction.
- Industry (Fishing & Resource Extraction) policy that affects lifestyle and business.
- Education beyond secondary level to facility job opportunities brought forward by industry partnerships.
- Lack of State plan for ports is a killer to the economy.
- People are moving away from villages due to lack of jobs – lack of rural jobs.
- Alaska needs a State Income Tax.
- Administrative offices should be in communities.
- Train local people for future jobs.
- Assemble a list of jobs that will develop – forecast training needs.
- Train young people to manage new risks that come with development.
- Take advantage of distance learning technology.
- Maintain partnerships throughout process/ownership.
- Tribal consultation is under utilized.
- Piecemeal, no over arching plan.
- Aleutians are water/marine have sustained vision, been persistent & flexible, only five villages but they are on commissions, they have influence, they are heard. Recognize trends & adapt.
- Tyonek has a vision and potential w/ resources.
- Port Authority – State of Washington may have different model than Alaska with more economic and political strength.
- Leadership speaks of jobs and economic benefits but it may take a generation more for buying at local level.
- Mayor Siikauraq Whiting has very good take- partnership & collaboration.
- Must include tribes in planning process.
- Identify all the stakeholders. They have a lot of the traditional information. They are knowledgeable about local conditions.
- Vision needs to be flexible, needs to be persistent and be able to partner.
- Barge access has been overlooked in Alaska and rivers.
- Strategic transshipment – warehousing – distribution hubs, more communities up on supply chain and improve service.
- Mechanism for sharing information (e.g. resource exploration/statewide aquifer study).
- Multi-use harbors, Fishing – Supply to communities – Refuge – Oil & Gas support.
- Flexibility of visions & short/mid/long range plans, 20/50/75 years.
- Need funding for more beyond weather data instruments.
- Bathymetric needed.
- Involve all stakeholders in process.
- Harbor data collection to supplement Airport weather data.

**Panel 4 Breakout Session – Individual Remarks
as Documented by COE Table Recorders**
Long-term vision for future of Alaskan Communities

- Don't want to be pessimistic, but it seems that planning is piecemeal because there is no overarching plan. East Aleutians, its all water. Tom Harris' plans for Tyonek could mean a lot of work for navigational charts.
- Liked Siikauraq Whiting's presentation—the shareholders, how to balance the needs at the local level and the interest of oil and gas.
- We need oceanic information right now, different sources, how to tie it together. Sustainable weather stations, villages could handle that. Oil spill response - don't know where the oil is going to go because of the current. Could get partners out there to collaborate in establishing stations. Material source, how it would be affected, sand, rock, moss, gravel. CDQ contributed there. We need to make sure we are communicating information in these presentations around the State. Have to have vision and be flexible. Things change. Have to adjust and be flexible but we need to be forward thinking enough.
- Tom Harris said in his presentation, “Just do it” but bureaucracy can get in the way. We need to be more flexible about federal regulations if sea levels rise and destroy habitat.
- Bob Juettner noted in his presentation that we need vision and patience. Trying to finish harbors at Akutan and Sand Point. It is just a matter of time before they get funded. Is it because of what Aleutians East Borough is doing or is it driven by fishing? Did they have a model? They were persistent and adaptable. Recognized trends and constantly changed his vision statement. Bob was pretty active and involved in various commissions. Aleutians are just five communities, but you hear them. A port authority would be interesting with financial strength and political strength. State of Alaska may want to consider modeling after State of Washington. Probably will take a whole generation to adjust to jobs and working. There was a huge project in Brevig but the community would not embrace it, regarding red salmon. Fertilized the lake system. Regrew the stocks. Brevig strongly opposes economic development. It will take a generation. Jobs and cash are vital. Couldn't fill half of the positions on the vessels with local people. Drug tests. Have to hit the youth. Graduation issues. No child left behind act is tough when best students go to boarding schools.
- Many rural villages are dying due to lack of jobs. There is no reason to stick around. A lot are becoming more like Prudhoe Bay with seasonal workers. Challenges are that if you have a transient population, they are paying minimal taxes.
- In 2001, the median age in Haines was 41 years old. In 2006, it was 46 years old. Haines went from 440 children in school to 330. Population stayed the same, but fewer children. People coming through Haines are buying houses, groceries etc. Haines still has economic diversity.
- Infrastructure and maintaining infrastructure is what is important. The PERS/TERS is the cost burden that has been mismanaged and the increase in the budget is affected by that.
- The loss of revenue sharing is also a big chunk of it.

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- Even while following state regulations, cities still get penalized. Federal mandates also come up every year. It should be needs based, not based on age. State mandates it, but does not fund it.
- Lack of consistency of sales tax across Alaska negatively affects other communities. Anchorage not having a sales tax affects nearby communities that rely on them. Communities are having to tax or their infrastructure would not exist. Every \$1 of tax we pay, we get \$5 back. Only one state lower than the tax we pay on gas.
- The Ports' perspective is that the failure of the State of Alaska to have a plan in place is a killer.
- We need to collect more data. Native elders need to be involved and a part in the research of climate change.
- Interesting information presented today, but it needs to be put out for public awareness
- More ocean gathering instruments are needed. Ocean bottom surveys.
- Export resources.
- Involve Native Stakeholders. Administrative offices should be located in the communities that are served.
- Assemble a list of jobs that would be expected to be created by proposed development activities for use in planning future workforce needs. Define training needs to meet forecasted workforce requirements. Implement a user friendly program to help Alaskans become trained to benefit from future employment opportunities. Train local people for the jobs that are created. Take advantage of electronic distance learning technologies.
- Maintain the partnerships throughout the process, ownership and operational portions of projects.
- Tribal consultation is under-utilized.
- Morph vision of communities to include oil and gas exploration in the Aleutians.
- Use existing facilities as "trans-shipment" facilities to store goods for other communities that may be end-users. This provides jobs and better service to all communities involved.
- Barge access to communities is a big issue that has been overlooked.
- Expanding road infrastructure for Red Dog could be used to support development not associated with the mine.
- Use small road connections to start "spider webbing" development across a region (ex: tying Tyonek into the road system).
- You have to have a reason for growth.
- Lot of information exists, but very little coordination exists to share it.
- Flexibility with your visions is very important.
- Coordinating State and Federal resources for ports of refuge is vital.

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- Alaska District commanding officer is at this conference – who from Governor’s Palin’s office is here?
- If the Corps doesn’t do anything in addition to providing the leadership for this effort then they will be doing the state of Alaska a service.
- General consensus – the State is seriously neglectful as far as providing any vision or leadership for marine transportation infrastructure planning.
- We need to have access to the research and information that is out there. Wasn’t aware of the information Molly McCammon presented. Info should be available online. Discuss cost of living in rural Alaska to others.
- Nice to hear the commonality between Aleutian East and Northwest Boroughs. Both talked about development. However, their bottom line was retaining healthy, natural resources that support their subsistence lifestyles and lifestyle in general. Found it interesting that shipping connection in rural Alaska is stronger to Seattle than Anchorage.
- The Northwest Borough, coastal communities are looking at reducing cost of living...in addition, looking at war costs, which we support and want to see everyone return home safely. Given the cost of war, there are two communities in rural Alaska without basic water and sewer. What is Congress doing to help our needs before those that are international? Congressman Young’s response: They all have sewer or are on their way to having sewer, the state has to be responsible as well. He’ll continue to bring dollars into the state and gauging the needs of his constituents.
- Rural communities in the Bering Sea buy into large fisheries and use proceeds to buy equipment and facilities to support the fishing economy. Many fisheries were rationalized permitting specific ships to harvest the resource. Excess vessels were sold. Hauls are observed 24 hours a day. Data is collected from tickets on smaller vessels, observers are present on larger boats.
- Need to include tribal entities in planning.
- Take multiple trips to meet all relevant people because sometimes they all aren’t there. Capabilities of the communities themselves may dictate what kinds of projects are feasible to construct. Residents have knowledge of local conditions which may be difficult to use in a scientific manner.
- Visions need to be flexible enough to survive the processes which they must go through to come to fruition.
- Grant opportunities through DOT and opportunities for smaller communities to receive these grants was discussed, everyone is welcome to apply.
- We were reminded of the costs of good in rural Alaska.
- The Harboret system proposed by Molly McCammon in the harbors was discussed and does the Corps try to include this system in designs and costs? Is a good idea but costs for the system tends to fall out and is one of the first “options” to go. However, this is critical

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information that could be very beneficial to future designs or improvements to the harbors also for O&M projections/needs.

- Observation of no representation from DOT's northern offices at the conference and going to check with them on their visions and program goals for the Northern areas.
- Discussions of the aggregate and coal projections presented by Eugene Asicksik and where those projections and numbers were derived – was a study done recently? Interest in looking into this further or reading the study results.
- Use California grade aggregate? Discuss DOT importing aggregate for their road projects from Canada. If this were similar in quality this would be very beneficial to AK DOT in reducing costs for road projects.

Final Breakout Session– as Documented by Participants
Action Items – What will we do together?

- Long range policy plan for ports and harbors.
- Improve local involvement in development projects.
- Develop projects, issues, development lists.
- Identify facilitating agency for comprehensive development plan. “When everyone is in charge, no one is in charge and won’t come together.
- When is next Alaska regional ports and harbors conference? Who will host?
- How to streamline permitting process?
- Recommend that the State transportation plan include needed improvements to ports and harbors and the relationship to other modes of transportation.
- Compile the plans brought to this conference into a comprehensive document with maps showing proposed improvements in new infrastructure.
- Recommend a future demand study be prepared to identify the needs for ports and harbors.
- Build a community of practice group of stakeholders having interest in ports and harbors, provide email sharing of ideas and information.
- Comment on State transportation plan - immediately distribute email.
- Process has to continue, form a steering committee.
- State of Alaska has to take a role.
- Need to work strategically and cooperatively.
- Not have infrastructure only where large population is located.
- Distribute notices more broadly and locally.
- Develop ways to reach consensus.
- Prioritization of projects on a regional basis.
- Planning efforts on region wide basis with State of Alaska involvement.
- C7M planning needs to be supported.
- Support of shared vision for a comprehensive study of Alaska navigation, transportation system.
- Identify funding sources for this effort .
- Engage Governors.
- Need a State of Alaska lead agency for water resources.
- Solutions to complex, water problems need state leadership.
- Need ports/harbors added to state transportation plan and project funding, thru organizations and being a resident.
- Evaluation coordination & leveraging for federal port programs in Alaska.
- Need statewide plan for coastal infrastructure.
- Link with DOT’s area transportation plans.
- Governor issue, administrative order to commissioners of DNR, DCED, DOT to initiate statewide coastal infrastructure plan.
- In collaboration with communities, federal governments, economic development agencies and tribes.
- Set up navigation system working group to keep things moving forward.

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- Energize advocacy groups.
- Leadership.
- Define export products that require a port.
- Define other uses of each port and economic value of each.
- DCED should host and economic ports and harbors conference for all the economic development organizations.
- See a database of all the improvement areas of the state. Define requirements then form database.
- Action Items: Governor establishes a director of deputy commissioner position for marine transportation development. State budget for port, harbors, marine transportation, costal erosion, etc. maritime infrastructure twice a year.
- Meetings with direct reporting to Governor.
- Schedule regular meetings, maintain focus on responsible development, Identify issues that need immediate attention then form smaller groups to work on them. Create a web site to document and share information and ideas.
- Will State of Alaska sign on?
- Timeline for committing – mid February 2008.
- USCOE staff to facilitate meetings – Identify staff to be point of contact. USCOE federal leadership for Alaska's navigation system.
- Once group is established - activity plan with person responsible and deadlines identified.
- Have signatures of vision documents from Corps, USACE HQ, division (POD) & District levels.
- Alaska DOT will take to their commissioner to recommend signatures by that agency.
- Alaska DOT sees key role in many issues discussed & plan to get/stay involved as things progress.
- Find out the effectiveness of regional approach elsewhere in US.
- Find out States' role and industries' role in such working models.
- Identify regional and/or state task forces used to study and/or model in Alaska.
- Focus on states with rural/urban mix.
- Once all these data parts are an idea, now what? – Another meeting like this? – Enjoin state leadership, what role, what responsibilities?
- Corps to hold meetings statewide to gather what communities want and share what Corps offers.
- What public involvement in regional/systemic approaches?

**Final Breakout Session – Individual Remarks
as Documented by COE Table Recorders
*Action Items – What will we do together?***

- Solutions to complex water resource problems need State leadership.
- State has down played the importance of water.
- A State Cabinet level is needed for water policy, including:
 - Navigation
 - Erosion
 - Floodplain
 - Etc
- Submit comments on State plan that ports and harbors are needed. Get ports and harbors included in State long term transportation plan.
- Formalize/establish ports and harbors planning group led by State and Corps.
- Define export products from your area that require a port.
- Define other uses and economic values of each.
- How many deep ports do we need to focus on at this point to get the ball rolling?
- We need to collaborate on a statewide ports and harbors plan.
- Continue to meet, establish a core group, then use a web-based “Wikipedia” type site to collect ideas.
- This group needs to collectively bring DOT into this.
- Whether the State of Alaska will participate in spending and contribute more money to the capital budget?
- The USACE is the federal leader and is finally leading the way.
- We need the State to step-in; the State needs to get on board.
- Need a time, when and where to submit the form.
- Need a committee to organize and coordinated by the Corps.
- The Corps should continue to be the federal leader for Alaska’s Navigation System.
- Get DOT on board.
- Get DEC, DCCD, and DNR involvement.
- Activity planners need to be established.
- Commercial fishermen need to be involved.
- Private sector involvement.

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- LEADERSHIP!
- Schedule regular meetings to update group and monitor progress on action items.
- Maintain focus on responsible development.
- Identify issues that need immediate attention and form small work groups to work on them.
- Create a website to capture, document and share information and ideas.
- Be sure to include comments on Long Range Transportation Plan (comment online).
- Improve local involvement with projects.
- Start developing issues lists within your organizations.
- Identify the “Facilitating Agency” for continued correspondence and developing a comprehensive regional plan.
- “When everyone is in charge no one is in charge” and a plan will not come together.
- When will the next AK Regional Ports & Harbors conference occur? And who will be hosting?
- Find a means to streamline the permitting process – perhaps provide a spearhead to convey who/where to go for the entire process.
- Increase State Government participation at conferences such as this.
- Greatly appreciate the inclusion of tribes on the shared vision statement. We must keep investment and dollars within the state and this will not occur effectively without inclusion of the tribes.
- Three different teams are indicated, there was confusion regarding whether or not they were different terminology for the same team or if they were referring to three different teams. “Alaska Navigation Transportation System Support Team”, “Alaska Regional Navigation Transportation System Study”, “Collaborate Regional Study Team”. This should be clarified prior to the document being finalized.
- Overall feeling is that participants are going to take the “*Shared Vision Statement*” back home to their agency/community for review.
- The table understands the form as “understanding the concept that was presented during the conference.”
- It was suggested that we couldn’t talk about port and harbor development without MMS and BLM involvement. They should be added to the *Parties* subtitle.
- Summary: found lots of resources and accomplished a lot of networking.
- Dialogue established at the conference needs to continue. Everyone should follow through with the recommendations made during the conference.

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- There needs to be a lead coordinating agency to see that dialog continues and actions are taken on the recommendations. The Corps is viewed as being primarily responsible for seeing this through since they are the conference organizers.
- Daily summaries/recaps were helpful.
- Communicating happenings/projects with rural villages so that they're getting the information first hand...from the source.
- Would like to see a list of all the participants with contact information.
- Merge harbors with the rest of the transportation system. Have the State plan include water transportation. Send resolutions from this conference to the State Legislature.
- A comprehensive transportation plan needs to consider the impacts of waterborne commerce on surface infrastructure.
- Private enterprise and resource agencies have very specific projects in mind. These combined projects constitute a future network of harbors. Make a report that compiles the project plans and includes essential steps for these projects to go forward. Include a map of these project locations.
- Need to focus groups on a systems approach rather than on individual projects so communities don't spend effort competing against each other.
- The State typically does not support new infrastructure to support business ventures.
- Conduct a demand study to characterize what fleets will use northern oceans and project future use to determine what ports will be necessary to serve future demand.
- Agencies work best on projects when technical experts from the government and the contractor can solve technical issues together.
- Host a group to share experiences to help overcome problems in developing projects in the style of a community of practice.
- There needs to be a release of liability so government agencies can be free to help the private sector without fear of lawsuits.
- The conference group needs goals and an accountability cycle to be productive or the current workload demand will overload any progress.
- Corps must continue to have such open dialogues. The Corps is viewed as a very closed, cold organization. Conferences such as this provide a springboard for collective progress in navigation projects.
- Must focus the discussions on sea lane expansion projects to create a big picture vision.
- Must define Alaska's and the United States' legal reach out on the continental shelf to provide legal footing for transportation of goods, harbors and ports.
- Develop a comprehensive listing of all federal, state and local agencies who will be involved in shipping expansion to permit more efficient planning and progress.

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- Communities' involvement is crucial to ensure their opportunity to either grow or remain the same (not seek involvement in opportunities the sealane may pose) is heard and honored. Each community must have the right to its own voice and self-determination. The environmental impacts from sea lane expansion may continue to degrade the resources essential to a subsistence culture's ability to survive. Delicate balances between sustainability and growth must be honestly assessed, then all growth must honor the community's needs/wishes.
- Need the Corps to identify what they are willing to do to help communities. The Corps should reach out to communities to identify what is and is not wanted (vice the communities approaching the Corps—Corps charter is not to lobby for work, but to be responsive to communities' needs)
- Corps should do a "road show" to educate rural communities of the various programs and opportunities the communities have.
- HQ USACE, POD and POA, have already signed the vision document. Vision document will be brought to Commissioner at AK DOT for his signature and input/feedback.
- Great event, hope will continue, AKDOT will have key role in any future activities related to discussions held here today, and they will commit to be involved as things go further.