

Submission Date: Feb 14, 2008

Priority: of 3



Ted Stevens

United States Senator for Alaska

Please Note:

- Fill out one request form for each request
- This form (and any attachments) can be returned via:

Fax - (202) 224-2354

Mail - The Honorable Ted Stevens
United States Senate
522 Hart Senate Office Bldg.
Washington, D.C. 20510

- Requests are due by February 15, 2008.

FISCAL YEAR 2009 PROJECT REQUEST FORM

Project Name: NOME REGIONAL PUBLIC SAFETY BUILDING

Project Location: NOME, ALASKA

Project Description (please attach additional pages as required):

The current Public Safety facilities in Nome lack security, adequate space, clean air and are dispersed in several locations. The existing Nome Fire Hall contains the police station, communications and main fire station and offices. Ambulance facilities are in a separate building across the street. The Police Department space is completely deficient in its ability to provide proper interview space, evidence collection and processing, or prevent contact of victims with criminals. None of these facilities are adequate to provide secure, safe or functional emergency response required in this day and age. The City provides training space for the Norton Sound Regional Health Corporation village health aides, HAZWOPER training and EMS providers; all of whom serve the Bering Strait region. The City provides communication services for the Alaska State Troopers and coordinates regional search and rescue operations. Each of these additional emergency services constitutes a viable service to the community and region.

Related Appropriations Bill: DOJ?

Amount of federal funding requested for FY09: 3,700,000

Total funding to complete this project: 6,200,000

Number of years to fund this project: 2

Matching funds from the State of Alaska: 0

Matching funds from local and private entities:

State funding requested. In addition the City has contributed funding for pre-design, property acquisition and site preparation.

If this project was funded in prior appropriations bills (within the last five years), list each bill and the amount funded:

Amount included in the President's FY09 Budget: 0

Amount included in the State of Alaska FY09 Budget: 2,500,000 requested

Check this box if state funding was sought but not provided.

List legislation that authorizes this project:

Check all that apply:

- A change in the current law is necessary in order to proceed with the project. (If so, attach language and a list of laws that need to be amended)
- Bill or report language is needed. (If so, attach requested language)

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FISCAL YEAR 2009 PROJECT REQUEST FORM

Project Name: CAUSEWAY EXTENSION STUDY

Project Location: NOME, ALASKA

Project Description (please attach additional pages as required):

WRDA 2007 authorized the USCOE to perform a Nome Causeway Study, the first step of the process to construction. The City and the USCOE need an appropriation to fund the work authorized by WRDA. The 1981 Port Master Plan completed for the Port of Nome identified construction of a 3,600 foot causeway to support medium-draft ocean-going vessels to -35 MLLW with dockside depth of 30 feet. The final causeway was constructed to 2,712 feet with a draft of -22.5 foot (MLLW). The City has been working with the USCOE steadily since 1997 and completed the "Nome Harbor Navigation Improvement Project" in 2006 adding a 3,025 foot breakwater east of the existing causeway and a 270 foot spur at the end of the causeway making it a total of 2,982 feet. Scientists predict the Polar Ice Cap will shrink opening the Northern Sea and Northwest Passage Routes with the potential impact being more ocean vessel traffic in the Bering Sea. The Diomed Islands are a choke point for all oceangoing traffic. Northwest Alaska needs to be prepared for this economic impact, be able to provide services and be prepared for security and environmental issues that may arise with larger vessels.

Related Appropriations Bill: COMMERCE

Amount of federal funding requested for FY09: 3,000,000

Total funding to complete this project: 3,000,000

Number of years to fund this project: 1

Matching funds from the State of Alaska: 0

Matching funds from local and private entities:

If this project was funded in prior appropriations bills (within the last five years), list each bill and the amount funded:

Amount included in the President's FY09 Budget: 0

Amount included in the State of Alaska FY09 Budget: 0

Check this box if state funding was sought but not provided.

List legislation that authorizes this project:

WRDA 2007

Check all that apply:

- A change in the current law is necessary in order to proceed with the project. (If so, attach language and a list of laws that need to be amended)
- Bill or report language is needed. (If so, attach requested language)

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FISCAL YEAR 2009 PROJECT REQUEST FORM

Project Name: WIND GENERATION

Project Location: NOME, ALASKA

Project Description (please attach additional pages as required):

Diesel-powered generation is the sole source of electricity for distribution to the Nome area. The volume of diesel fuel required, combined with the maritime freight cost associated with its delivery to Nome, results in a high production cost, nearly 300% of the National average; a family's electric bill in Nome can easily cost double that of electric service in larger metropolitan areas of the state. Though residential ratepayers receive PCE assistance, high demands on the program statewide have resulted in pro-rated payments in recent years. Seeking alternative methods of power generation to reduce reliance on diesel and the associated extreme energy costs is a high community priority. In 2006/2007 in collaboration between DOE's National Energy Technology laboratory (NETL) and the Alaska Energy Authority a Nome Region Energy Assessment was conducted to perform an analysis of options available to the City of Nome for electric power production and space heating and review options available to reduce the dependence on diesel generators. Adding two 1.5MW wind turbines (3MW) would substantially reduce the consumption of diesel and reduce energy costs to residents.

Related Appropriations Bill: DOE

Amount of federal funding requested for FY09: 13,000,000

Total funding to complete this project: 13,000,000

Number of years to fund this project: 2

Matching funds from the State of Alaska: 0

Matching funds from local and private entities:

The City is seeking funding from the State of Alaska for a portion of the project and will contribute its own resources to operation and maintenance.

If this project was funded in prior appropriations bills (within the last five years), list each bill and the amount funded:

Amount included in the President's FY09 Budget: 0

Amount included in the State of Alaska FY09 Budget: 0

Check this box if state funding was sought but not provided.

List legislation that authorizes this project:

Check all that apply:

- A change in the current law is necessary in order to proceed with the project. (If so, attach language and a list of laws that need to be amended)
- Bill or report language is needed. (If so, attach requested language)



Small Boat Harbor Turning Basin Dredging Depth Authorization in Federal Area

The City of Nome respectfully requests Congressional authorization to enable the Corps to maintain the Federal inner harbor to a depth of -10.5 MLLW.

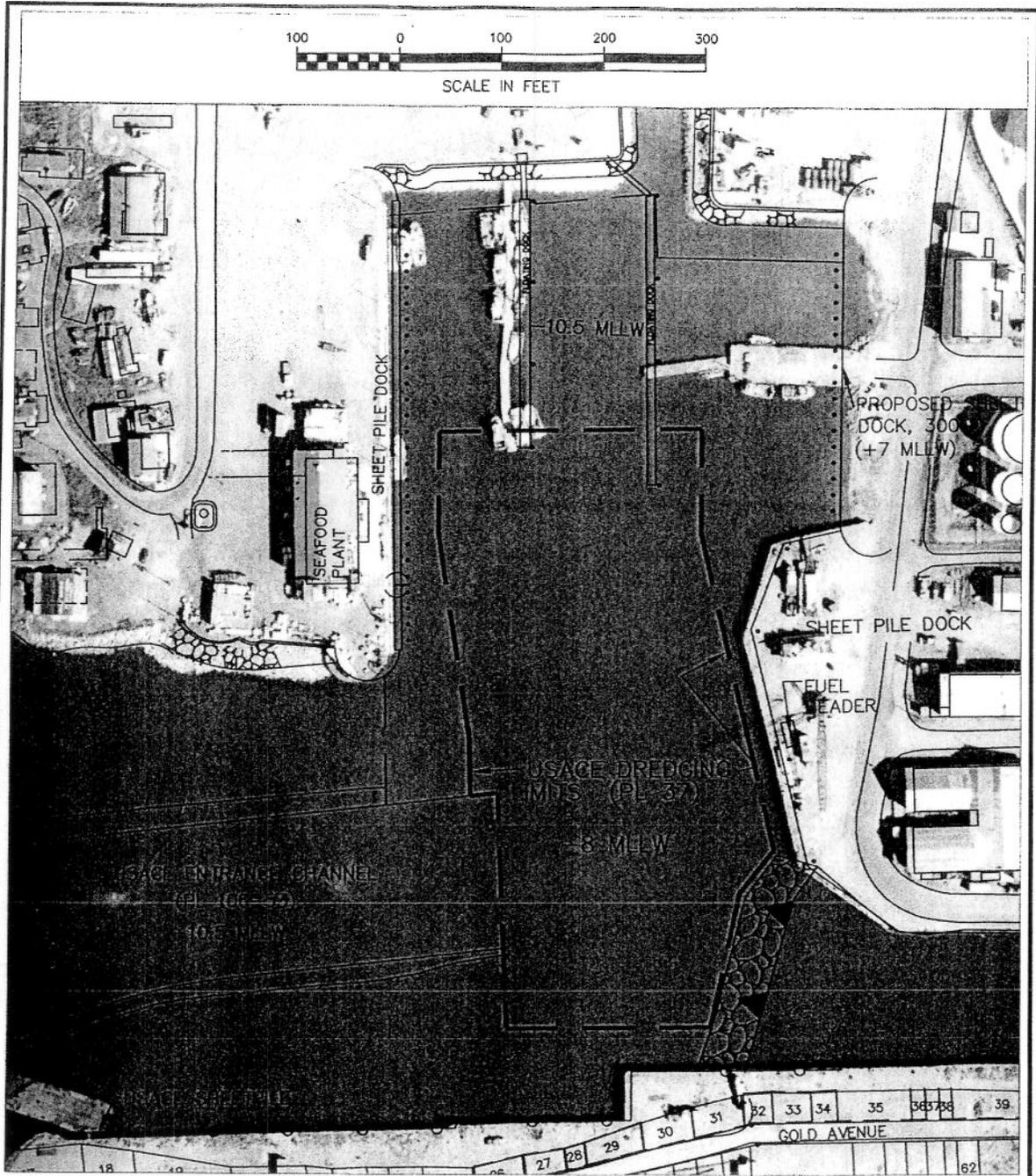
The Water Resource Development Act of 1999 (106th Congress) section 101 (a)(3), Public Law 106-53 provided for a new entrance to the Nome harbor at a depth of -10.5 feet MLLW. PL 106-53, while addressing the closure of the original entrance channel, never addressed the "turning basin" that was to remain and be a vital component of the Nome harbor.

There are operational limitations within the Federal "turning basin" of the Nome harbor that is maintained by the US Army Corps of Engineers, namely, its depth of -8 feet MLLW. The Rivers and Harbors Act, 8 August 1917 (House Doc. 1932, 64th Congress, 2nd Session) as adopted by Public Law No. 37 provided for a basin of -8 feet MLLW depth 250 feet wide and 600 feet long near the mouth of Bourbon and Dry Creeks.

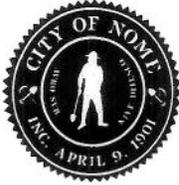
The shallow area of the harbor is located between the new entrance channel and a major fuel and cargo dock, on the east side of the harbor, which handles local and regional delivery. This remaining shallow section prevents cargo and fuel suppliers from using the benefits of the dredging efforts from the project because it requires them to load light in order to get beyond the 2.5 foot 'hump of material' to reach the dock.

The City seeks Congressional authorization, through our Alaska delegation, to have the USACE maintained harbor including the turning basin, be dredged, to a permanent depth of -10.5 feet MLLW so as to match the rest of the authorized project.

**SMALL BOAT HARBOR TURNING BASIN DREDGING DEPTH
AUTHORIZATION IN FEDERAL AREA**



<p>TIDAL DATUM: ELEVATION 0.0</p>	<p align="center">PORT OF NOME SMALL BOAT HARBOR</p> <p>CITY OF NOME P.O.B. 281 NOME, ALASKA 99762</p>	<p>May 2006 AT: NOME, ALASKA</p>
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Support to extend the Nome Causeway

The City of Nome appreciates the assistance from our Congressional delegation in supporting the City's efforts to work with the United States Army Corps of Engineers (USACE) to extend the existing causeway to -50 MLLW.

A Port Master Plan was completed for the Port of Nome in 1981 that identified construction of a 3,600-foot long causeway to support medium-draft ocean-going vessels to -35 MLLW with dockside depth of 30 feet. The final causeway was constructed in 1985 to a length of 2,712 feet with a water depth of 22.5 foot (MLLW).

The City has been working with the USACE steadily since 1997 and recently completed the "Nome Navigation Improvement Project" adding a 3,025 foot breakwater east of the existing causeway and a 270 foot spur at the end of the causeway.

Scientists predict the Polar Ice Cap will shrink opening the Northern Sea and Northwest Passage Routes with potential impacts of more ocean vessel traffic in the Bering Sea. The Diomedes Islands are a choke point for all ocean-going traffic. Northwest Alaska needs to be prepared for this impact by being able to provide services and being prepared for security and environmental issues that may arise with larger vessels. Arctic shipping will increase, fisheries are moving further north and Nome is in a strategic location for national defense. The Bering Sea is where scientists can study and monitor climate change.

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

WRDA 2007 authorized the USACE to perform a Nome Causeway Study, the first step of the process to construction. The City and the USACE need an appropriation to fund the work authorized by WRDA.

The City requests a Federal appropriation of \$3M to fund this critical study to extend the Nome Causeway.



Navigation Improvements Project

Since 1997 work has been proceeding steadily on this project with the City of Nome as local sponsor and the US Army Corps of Engineers (USACE) as the designer and project manager. We are appreciative of the past support the Congressional Delegation has provided this project.

The contractor has filed suit against the Federal government for 'additional quantities of work plus costs associated with delays and impacts, defective and incomplete design, and other un-reimbursed changes' and 'differing site conditions during dredging'. The suit demands relief in the amount of \$7.4M. If this claim is successful, because Nome is a local sponsor, it would be forced to participate financially in any claim settlement. It is possible Nome could be saddled with \$1.0M in additional unanticipated and unbudgeted costs based on current information.

The City of Nome seeks relief from the Federal government for these claims and design deficiencies. As a USACE-directed project, the City did not control any portion; as a local sponsor, the City provided financial support only. It did not control the design and its deficiencies. As the Federal government does not carry E&O insurance, the USACE expects the City to cost share any additional payments that may ultimately be made to the contractor.

The entrance channel as designed by the Corps and built by the contractor failed in its first season. The Corps issued a change order to the contractor to make the necessary repairs in the summer of 2006 at a cost of \$3M. WRDA 2007 contains language identifying the problem but does not provide a mechanism to provide financial relief to Nome for the Corps' design deficiencies.

SEC. 4009. NOME HARBOR, ALASKA.

The Secretary shall review the project for navigation, Nome Harbor improvements, Alaska, authorized by section 101(a)(1) of the Water Resources Development Act of 1999 (113 Stat. 273), to determine whether the project cost increases, including the cost of rebuilding the entrance channel damaged in a September 2005 storm, resulted from a design deficiency.

A technical correction to the cost sharing is Nome's desire. Nome believes the technical correction is needed in an appropriations bill rather than a WRDA. The technical correction could be:

"Amend PL 106-53 by striking \$25,651,000" and inserting in its place "\$50,000,000"; and striking "\$20,192,000" and inserting in its place "\$45,541,000" or stating "contributions to date by the non-federal sponsor shall satisfy the non-federal share."