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April 26, 2010

The Honorable Daniel K. Inouye  
Chairman  
Committee on Appropriations  
United States Senate

The Honorable Thad Cochran  
Ranking Member  
Committee on Appropriations  
United States Senate

The Honorable Patty Murray  
Chairwoman  
Subcommittee on Transportation, Housing  
and Urban Development and Related Agencies  
United States Senate

The Honorable Christopher S. Bond  
Ranking Member  
Subcommittee on Transportation, Housing  
and Urban Development and Related Agencies  
United States Senate

Dear Chairman Inouye, Ranking Member Cochran, Chairwoman Murray, and Ranking Member Bond:

As you develop the Fiscal Year 2011 Transportation, Housing and Urban Development, and Related Agencies Appropriations Bill, I respectfully request that you include funding for the following projects, which are of particular importance to the residents of my state:

**Project:** Alaska Aviation Safety Project

**Amount Requested:** \$1 million

**Recipient(s)/Location:** Alaska Department of Transportation

**Agency, Account:** FAA, Research

**Purpose/Justification:** Over the last decade, there were a total of 107 fatal aviation accidents in Alaska that claimed 236 lives. The goal of the Alaska Aviation Safety Project (AASP) is to reduce the frequency of airplane crashes through simulation training, in-cockpit navigational aids, two-way wireless data tethers, and other flight safety enhancements. One of AASP's key safety initiatives is a research program focused on enhancing and extending the existing Automatic Dependent Surveillance – Broadcast (ADS-B) system and creating a redundant backup system in the event of a failure in the GPS satellite constellation upon which the ADS-B relies. ADS-B technology allows pilots and air traffic controllers to see and control aircraft with more precision and over far greater areas than was previously available with conventional radar technology. However, the existing ADS-B system has two limitations that the AASP is attempting to address: due to the geographic distance between ground based receivers, ADS-B does not always provide continuous surveillance to the ground stations, and ADS-B maintains only a limited amount of satellite bandwidth to transmit data. Funding is requested to continue research aimed at addressing these limitations by integrating ADS-B and existing cellular technology.

**Project:** Alaska Volcano Observatory/FAA

**Amount Requested:** \$1,000,000

**Recipient(s)/Location:** University of Alaska, Fairbanks

**Agency, Account:** FAA, Research

**Purpose/Justification:** Funding is requested for volcano monitoring at the Alaska Volcano Observatory (AVO). The AVO serves the public via its notices of impending eruptions or the status of existing ones. These functions allow the FAA to decide whether to issue flight advisories, diversions and/or groundings. In recent years, funding shortfalls have resulted in volcano monitors being unmanned. The frequency of volcano eruptions, coupled with the heavy reliance in the state on air transportation, warrant having an observatory that is fully functional.

**Project:** Denali Commission

**Amount Requested:** \$2 million

**Recipient(s)/Location:** Denali Commission; Anchorage, AK (Statewide program)

**Agency, Account:** FHWA, STP

**Purpose/Justification:** Funding is requested for transportation infrastructure that improves access to basic needs in rural Alaska. The Denali Commission's transportation program provides basic road improvements and looks at opportunities to connect rural communities to one another and the state highway system as means to enhance rural economic development. The waterfront development program addresses port, harbor and other waterfront needs of rural communities.

**Project:** Kenai Peninsula Borough—Sterling Highway

**Amount Requested:** \$1,000,000

**Recipient(s)/Location:** Kenai Peninsula Borough, AK

**Agency, Account:** FHWA, STP

**Purpose/Justification:** Funding is requested to improve the Sterling Highway in the Cooper Landing and Kenai River area (MP 45 to 60) to "rural principal arterial" standards. This project will serve through-traffic, local community traffic, and traffic bound for recreation destinations in the area efficiently and safely.

**Project:** Waldon Point Road

**Amount Requested:** \$1,000,000

**Recipient(s)/Location:** Metlakatla Indian Community; Metlakatla, AK

**Agency, Account:** FHWA, STP

**Purpose/Justification:** Funding is requested to pave the Waldon Point Road. The 14.3-mile Waldon Point Road project links the community of Metlakatla to the northern end of Annette Island, with future plans for frequent ferry service linking this point to Ketchikan.

**Project:** Wasilla Airport Access Road

**Amount Requested:** \$1,000,000

**Recipient(s)/Location:** City of Wasilla, AK

**Agency, Account:** FHWA, STP

**Purpose/Justification:** Funding is requested for design and construction of a 0.9 mile, 2-lane paved road, which will provide access to the airport from S. Mack Drive at the Curtis D. Menard Memorial Sports Center. The current access road runs 1.5 miles outside of the city limits and through two residential subdivisions. The new road will improve access for economic development and reduce traffic in residential areas.

**Project:** Fairbanks Rail Line Relocation

**Amount Requested:** \$1 million

**Recipient(s)/Location:** Alaska Railroad; North Pole, AK

**Agency, Account:** FRA, Rail Line Relocation and Improvement Program

**Purpose/Justification:** Funding is requested to complete the ongoing environmental assessment for relocating the Alaska Railroad main line out of downtown North Pole. This project will provide improvements in safety by eliminating up to 10 highway/rail crossings along the Richardson Highway and throughout downtown North Pole. Engineering studies and alternative analyses have been completed and only the environmental process and final engineering remains to be completed to advance to construction.

**Project:** Non-Federal FTA Matching Funds.

**Amount Requested:** \$0

**Recipient(s)/Location:** National Change

**Agency, Account:** FTA General Provisions

**Purpose/Justification:** Language is requested to provide the same sliding scale, reduced nonfederal match for urbanized area Federal Transit Administration (FTA) recipients as current law provides for state and local Federal Highway Administration recipients and state government FTA recipients. It is difficult for affected local governments such as Anchorage to meet the current 20 percent nonfederal match. Instead, the FTA nonfederal match should be 9.03 percent, just like federal highway (FHWA) funds in Alaska. This provision will remove the bias against FTA public transportation funds and enable the FTA funds to be more easily used.

**Requested Bill Language:** "Insert the following new section in title 49 chapter 53 (Federal Transit Act). `SECTION \_\_\_\_ . GOVERNMENT SHARE OF COSTS IN CERTAIN STATES. A local government authority in a State described in section 120(b) of title 23 shall receive an increased Government share under Chapter 53 of title 49 in accordance with the formula under that section.'"

**Project:** Anchorage Transit Needs – Reprogramming

**Amount Requested:** \$0 new money (\$5 million in reprogramming)

**Recipient(s)/Location:** Municipality of Anchorage, AK

**Agency, Account:** FTA General Provisions

**Purpose/Justification:** Language is requested to reprogram SAFETEA-LU Project No. 422: "C Street Expanded Bus Facility and Intermodal Parking Garage, Anchorage, AK" to "Anchorage People Mover transit needs, Anchorage, AK". The reprogrammed funding will be used to replace aging buses and other vehicles for the ADA para-transit and vanpool systems and to rehabilitate and upgrade transit facilities to improve customer safety and to provide energy efficiencies and system security. The requested provision will also extend the time period to expend funds.

**Requested Bill Language:** "SECTION \_\_\_\_ . (1) Section 3044(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (P.L. 109-59) is amended in item 422 by striking the project description `C Street Expanded bus facility and intermodal parking garage, Anchorage, AK' and inserting `Anchorage People Mover transit needs, Anchorage, Alaska'; (2) All amounts made available shall remain available for obligation until September 30, 2012."

**Project:** Port of Anchorage Intermodal Expansion Project

**Amount Requested:** \$5,000,000

**Recipient(s)/Location:** Port of Anchorage, AK

**Agency, Account:** MARAD

**Purpose/Justification:** The Port of Anchorage Intermodal Expansion Project began in 2003 and includes the replacement of aged dock and terminal facilities; the construction of two new barge berths; and increased industrial acreage to meet the growing demands of Southcentral Alaska and the five major military installations in Alaska that the Port serves. The Port of Anchorage is a Department of Defense (DoD) designated "Strategic Seaport." The Port supports military deployments, redeployments, and cargo handling for Elmendorf Air Force Base, Fort Richardson, Fort Greely, Fort Wainwright, and Eielson Air Force Base. It is also home base of the U.S. Coast Guard's Marine Safety and Security Team (MSST). The requested funding will be used to complete the North Extension.

**Project:** City and Borough of Juneau Bridge Improvements - Reprogramming

**Amount Requested:** \$0 new money (reprogram previously appropriated funding)

**Recipient(s)/Location:** City and Borough of Juneau, AK

**Agency, Account:** DOT, General Provisions

**Purpose/Justification:** Request funds to be reprogrammed to enable City & Borough of Juneau (CBJ) to make safety upgrades to area bridges. The original heliport project cannot be constructed as envisioned due to insufficient funds.

**Requested Bill Language:** "SECTION \_\_\_\_\_. Of the \$1,000,000 appropriated under section 330 of Public Law 108-7 for Juneau Heliport, Alaska, the unobligated balance shall be available for improvements to bridges owned by the City and Borough of Juneau, Alaska."

**Project:** Coffman Cove—Barge Ramp Facility

**Amount Requested:** \$500,000

**Recipient(s)/Location:** City of Coffman Cove, AK

**Agency, Account:** HUD, EDI

**Purpose/Justification:** Funding is requested for the construction of a 40'x80' elevated concrete dock with an electric dock hoist for loading and unloading vessels. Adjacent to the facility will be an 80' wide, two-tier barge ramp for loading at all tides. Coffman Cove presently does not have a barge landing and all goods have to come through other communities that have barge landings on Prince of Whales Island.

**Project:** Covenant House Alaska Crisis Center Relocation

**Amount Requested:** \$500,000

**Recipient(s)/Location:** Covenant House Alaska; Anchorage, AK

**Agency, Account:** HUD, EDI

**Purpose/Justification:** Covenant House Alaska (CHA) serves the immediate and long-term needs of homeless youth in Alaska. Over the last 20 year, CHA has experienced tremendous growth, and in fiscal year 2009, CHA served nearly 3,000 youth. Covenant House's main emergency shelter for homeless youth is operating at structural capacity. Due to the limited number of beds and room configuration, youth often have to sleep in the common area on mats. This is an unsustainable situation for staff and youth, and does not afford youth the space, rest and privacy they need through what is often a painful transition. Funding is requested construct a new crisis center facility.

**Project:** Enhance Family Wellness Training Center

**Amount Requested:** \$500,000

**Recipient(s)/Location:** Southcentral Foundation; Anchorage, AK

**Agency, Account:** HUD, EDI

**Purpose/Justification:** The Family Wellness Training Center was created as a training center for survivors of family violence and community leaders to end the cycle of violence in the Alaska Native Community. Despite renovations and an addition on the central building, the center has insufficient capacity to hold all trainings on-site. Funding is requested to construct a facility that will accommodate 100 program participants. The Family Wellness Warriors Initiative (FWWI) aims to eliminate family violence in the Native community within one generation.

**Project:** Homer Float / Ramp 3 Gangway Replacement

**Amount Requested:** \$1,000,000

**Recipient(s)/Location:** City of Homer, AK

**Agency, Account:** HUD, EDI

**Purpose/Justification:** Funding is requested to replace damaged floats and the Ramp 3 approach in the Homer Harbor. The floats were originally installed in the 1970s and are now badly worn and damaged by ice and other impacts, creating unsafe walking surfaces and other problems. Ramp 3 dates back to the mid-1960s and is the most centrally-located and steepest ramp in the harbor. This project will replace it with a new 100-foot covered aluminum ramp that meets ADA guidelines to provide safe access to the harbor year-round.

**Project:** Humpback Creek Hydroelectric Restoration Project

**Amount Requested:** \$2 million

**Recipient(s)/Location:** Cordova Electric Cooperative; Cordova, AK

**Agency, Account:** HUD, EDI

**Purpose/Justification:** Funding is requested for additional construction and bridge and penstock repairs at the Humpback Creek (HBC) Hydroelectric project. HBC was a 1.25 MW low-impact hydroelectric project that produced approximately 15 percent of the community of Cordova's electric energy. The HBC Project intake structure, access road bridge, creek bank armor, and high voltage transmission line were destroyed by an October 2006 flood. All but the intake structure (currently under construction) have been repaired. Additional excavation at the intake structure required by poor geology has added \$1,000,000 of construction cost to the project. Necessary repairs to a penstock bridge and supports, which were identified by FERC in late 2009, have resulted in an estimated additional \$1,000,000 of engineered repairs and construction. The construction will increase the production of the project from 2,500,000 kWh annually to 4,000,000 kWh annually, and will directly offset the use of diesel fuel. This will reduce emissions to improve air quality, reduce electric energy costs, and create additional jobs to stimulate the economy. Recently two new manufacturing plants were built on Cordova; these plants rely on affordable electricity.

**Project:** Kodiak Island Waterfront Improvements

**Amount Requested:** \$500,000

**Recipient(s)/Location:** Kodiak Island Borough, AK

**Agency, Account:** HUD, EDI

**Purpose/Justification:** Funding is requested to replace the deteriorating dock structure and pilings for the Anton Larsen Bay dock, which is heavily used by residents of Port Lions and

Ouzinkie, charter boats, and sports and commercial fishermen. If the dock becomes unusable, it will force many people trying to reach to Kodiak to risk the trip around Spruce Cape, one of the most dangerous stretches of water on Kodiak Island. The Kodiak Island Borough made improvements to the dock and pilings in 1995, but substantial upgrades are necessary to keep the structure open to the public.

**Project:** OceansAlaska Marine Science Center

**Amount Requested:** \$1,000,000

**Recipient(s)/Location:** OceansAlaska; Ketchikan, AK

**Agency, Account:** HUD, EDI

**Purpose/Justification:** Funding is requested for planning and construction of the OceansAlaska Marine Science Center. The center will include a floating dock for a mariculture research and training facility and marine science education and research laboratories. Communities throughout Southeast Alaska are now investing in shellfish mariculture to provide sustainable employment opportunities. OceansAlaska can play a major role in the development of this industry by providing applied research, technology development, and training programs.

**Project:** Port of Bristol Bay, Phase III Improvements

**Amount Requested:** \$1 million

**Recipient(s)/Location:** Port of Bristol Bay, AK

**Agency, Account:** HUD, EDI

**Purpose/Justification:** Funding is requested to expand the cargo handling capacity at the Port of Bristol Bay. The project includes the construction of a second open-cell dock and the expansion of the existing storage and staging area. These improvements will further enhance the capability of the Port of Bristol Bay in its vital mission of supporting jobs and the economy of Southwest Alaska.

**Project:** Port Lions City Dock and Ferry Terminal Replacement

**Amount Requested:** \$1 million

**Recipient(s)/Location:** City of Port Lions, AK

**Agency, Account:** HUD, EDI

**Purpose/Justification:** Funding is requested to replace the current city dock and ferry terminal, which was built in 1968. There is no road access in Port Lions, and the current facility serves as a major transportation mode via the Alaska Marine Highway. The city dock also supports bulk fuel lines and fresh water for commercial and sport fishing fleets. Because of the poor condition of the dock, there is a weight restriction placed on it which limits the amount of freight and equipment that can be brought in for businesses and community projects. A technical report, prepared by the Army Corps of Engineers, has recommended that the dock facility be replaced. Federal funding would be used for design and construction of a new intermodal dock and ferry terminal facility.

**Project:** Sitka Sawmill Cove Industrial Park Bulkhead

**Amount Requested:** \$1,000,000

**Recipient(s)/Location:** City and Borough of Sitka, AK

**Agency, Account:** HUD, EDI

**Purpose/Justification:** Funding is requested for planning, design, and construction of the Sitka Intermodal Bulkhead Dock. This multi-purpose dock facility will be located in the center of the

Industrial Park waterfront and will include a sheet pile bulkhead cargo and freight dock. Completion of this project will provide Sitka with deep water port facilities and lead to new economic development opportunities.

**Project:** Skagway Small Boat Harbor Improvements

**Amount Requested:** \$2,100,000

**Recipient(s)/Location:** Municipality of Skagway, AK

**Agency, Account:** HUD, EDI

**Purpose/Justification:** Funding is requested to dredge and improve moorage in the Skagway Small Boat Harbor. This is an active boat harbor that is ice-free year. The improvements to the harbor will enhance the economic viability of the community through added tourism, transportation activities, and related business. The requested funding would complete the project.

**Project:** Toksook Bay Early Childhood Development Center

**Amount Requested:** \$500,000

**Recipient(s)/Location:** Rural Alaska Community Action Program; Toksook Bay, AK

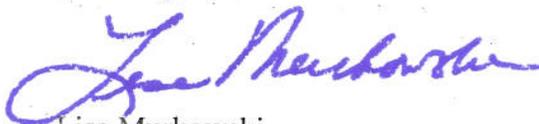
**Agency, Account:** HUD, EDI

**Purpose/Justification:** Funding is requested to construct an early childhood development center in Toksook Bay. The facility will house Head Start, Parents as Teachers, and a community day care. Toksook Bay is a growing sub-regional center, where service providers and the state and federal government have elected to concentrate services and facilities. As a result, the existing Head Start center is too small to accommodate the increasing demand for early childhood services.

I certify that to the best of my knowledge neither I nor my immediate family has a pecuniary interest in any of the congressionally directed spending item(s) that I have requested, consistent with the requirements of paragraph 9 of Rule XLIV of the Standing Rules of the Senate. I further certify that I have posted a description of the items requested on my official website, along with the accompanying justification.

Thank you for your consideration of my requests. I look forward to working with you as the Committee develops this bill. If you have any questions, please contact Elizabeth McDonnell from my staff by phone at (202) 224-9306 (direct) or via email at [elizabeth\\_mcdonnell@murkowski.senate.gov](mailto:elizabeth_mcdonnell@murkowski.senate.gov).

Sincerely,



Lisa Murkowski  
United States Senator