

Akutan Harbor Navigational Improvements Study

AEB Briefing

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13 July 2023



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AGENDA

- Location, Briefing Purpose & Study Authority
- Problems/Objectives/Opportunities/Constraints
- Existing Conditions
- Future Without Project Condition
- Plan Formulation
- Questions



LOCATION





BRIEFING PURPOSE & STUDY AUTHORITY

To provide background information on the Akutan Harbor Navigational Improvements Study, and to clarify concerns and answer questions regarding this study.

Study Authority & Guidance

- Section 203 of the Water Resources Development Act (WRDA) of 2000, as amended.
Tribal partnership program (TPP).
- Section 2006 of the WRDA 2007, as amended.
Remote and subsistence harbors.
- Section 1156 of WRDA 1986, as amended.
Cost sharing for Territories and Indian tribes.



PROBLEM & OBJECTIVES

Issue:

- Access between the Native Village of Akutan on Akutan Island and the community's airport on Akun Island.

Problem Statement:

- The current transportation method (helicopter) between the Akutan Airport on Akun Island and the community of Akutan is expensive, inefficient, and has reliability concerns for airline passengers, medical supplies, and airline freight.

Objectives:

- Provide sustainable, safe, efficient and reliable access to Akutan over the 50-year period of analysis.
- Improve key service operations such as mail and medical supplies between Akun Island and Akutan over the 50-year period of analysis.



OPPORTUNITIES & CONSTRAINTS

Opportunities:

- Reduce operating cost burdens on the non-federal sponsor.
- Reduce dependence on Federal Subsidies to operate transportation system.
- Improve reliable delivery of mail and goods to and from Akutan.
- Reduce impacts to life safety and delivery of critical medical supplies.
- Reduce cost of living to the community.
- Improve subsistence activities with additional navigation options.

Universal Constraints:

- Avoid or mitigate for Akun Island historic and cultural resources.
- Avoid or mitigate for environmental resources and impacts.

Study Constraints:

- Avoid impact to the only Sockeye Salmon stream located on the west side of Akun Island near the airport.



AVIATION FEATURES





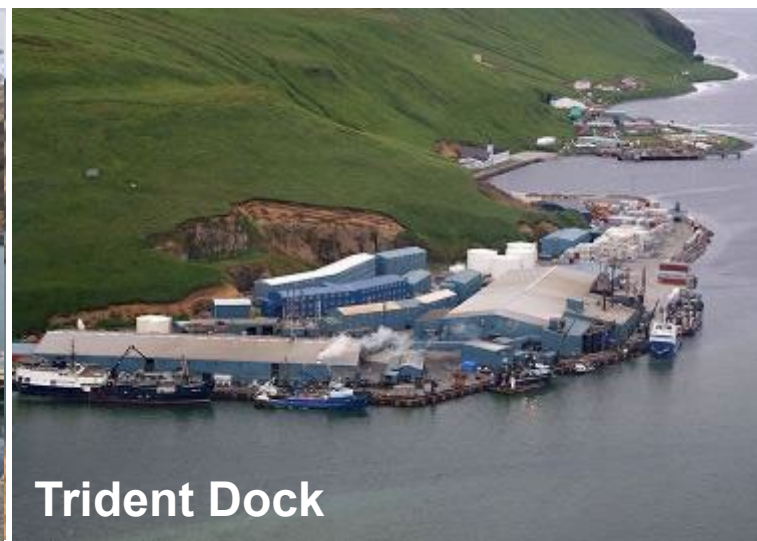
AKUTAN BERTHING OPTIONS



Skiff Harbor



Akutan Harbor



Trident Dock



City Dock



EXISTING CONDITIONS - ECONOMICS

Population of Akutan			
Census Year	Group Quarters* Population	Akutan Population	Total Population
1990	501	88	589
2000	638	75	713
2010	937	90	1,027
2020	1,476	113	1,589

Note:
* Population living on, and employed by, the Trident Seafoods campus.

Annual Fish Tax Collected (total from all sources)		
	Akutan (1.5%)	Aleutian East Borough (2%)
2012	\$ 1,222,653	\$ 4,789,215
2013	\$ 1,663,209	\$ 4,121,050
2014	\$ 1,715,128	\$ 4,073,343
2015	\$ 1,816,530	\$ 3,998,104
2016	\$ 2,098,763	\$ 4,268,884
2017	\$ 3,337,019	\$ 4,714,403
2018	\$ 3,337,019	\$ 4,951,066
2019	\$ 1,985,328	\$ 4,530,157
2020	\$ 1,985,328	\$ 4,714,015
2021	\$ 1,688,184	\$ 4,057,971
2022	\$ 2,061,636	\$ 6,054,977

Note:
For Aleutian East Borough, the Fish Tax reflects a total from all its villages: (Akutan, Cold Bay, False Pass, King Cove, and Sand Point).



EXISTING CONDITIONS - HELICOPTER STATISTICS

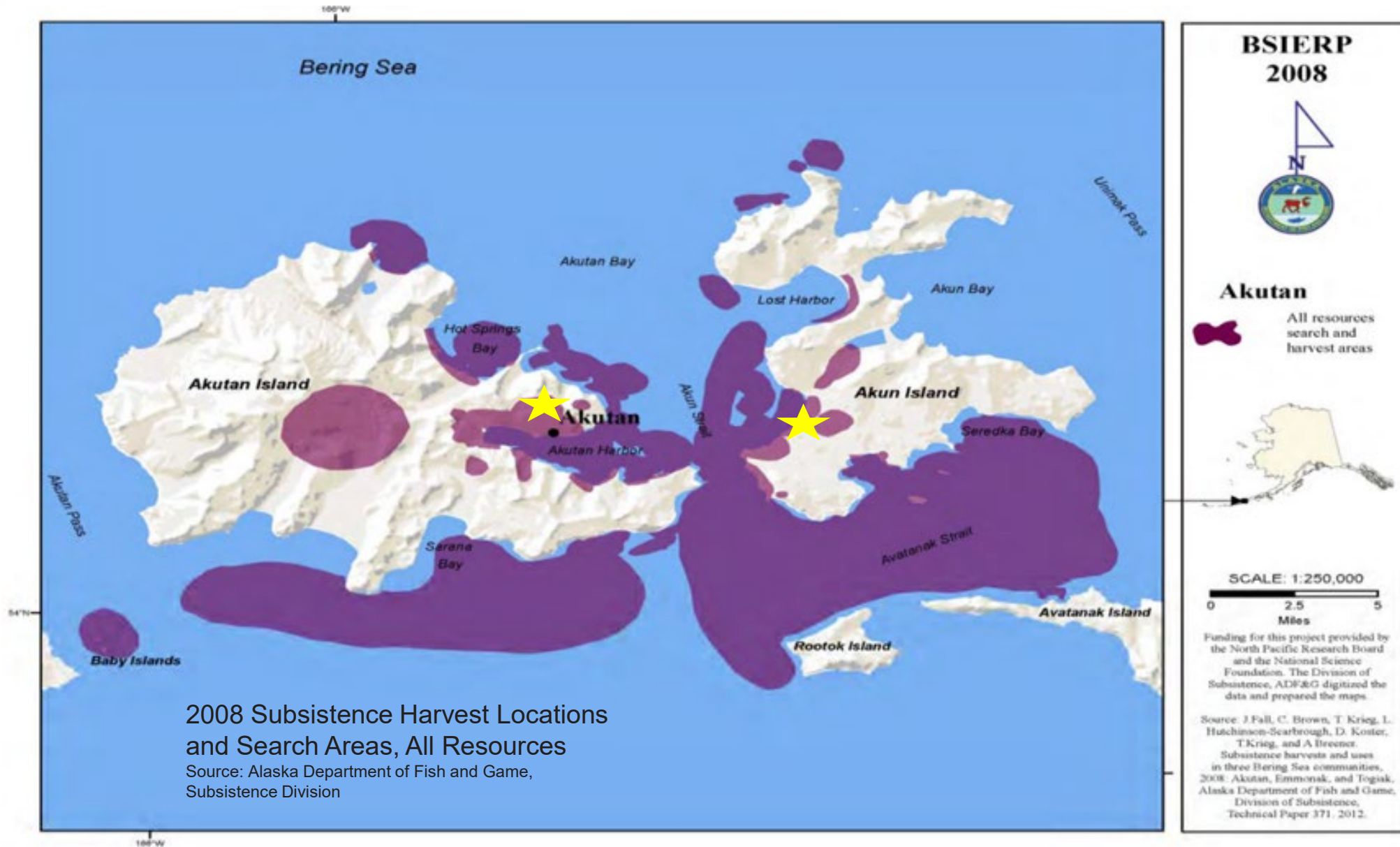
Year	Passenger Trips	Mail/Cargo (pounds)
2014	4,137	200,748
2015	3,333	190,542
2016	3,476	136,247
2017	3,289	115,044
2018	3,209	157,922
2019	2,282	176,183
2020	1,102	287,639
2021	1,214	202,422
2022	1,741	157,000

Successful Helicopter Trip Counts	
2019	1,729
2020	1,472
2021	1,509
2022	1,660

Trip Cancellations by Operator and Cause							
Year	Weather: Grant	Weather: Maritime	Weather: Both	Mechanical: Grant	Mechanical: Maritime	Mechanical: Both	Annual Total
2020	157	36	261	47	18	0	519
2021	147	114	324	20	0	0	605
2022	146	120	252	38	14	0	570



EXISTING CONDITIONS – SUBSISTENCE

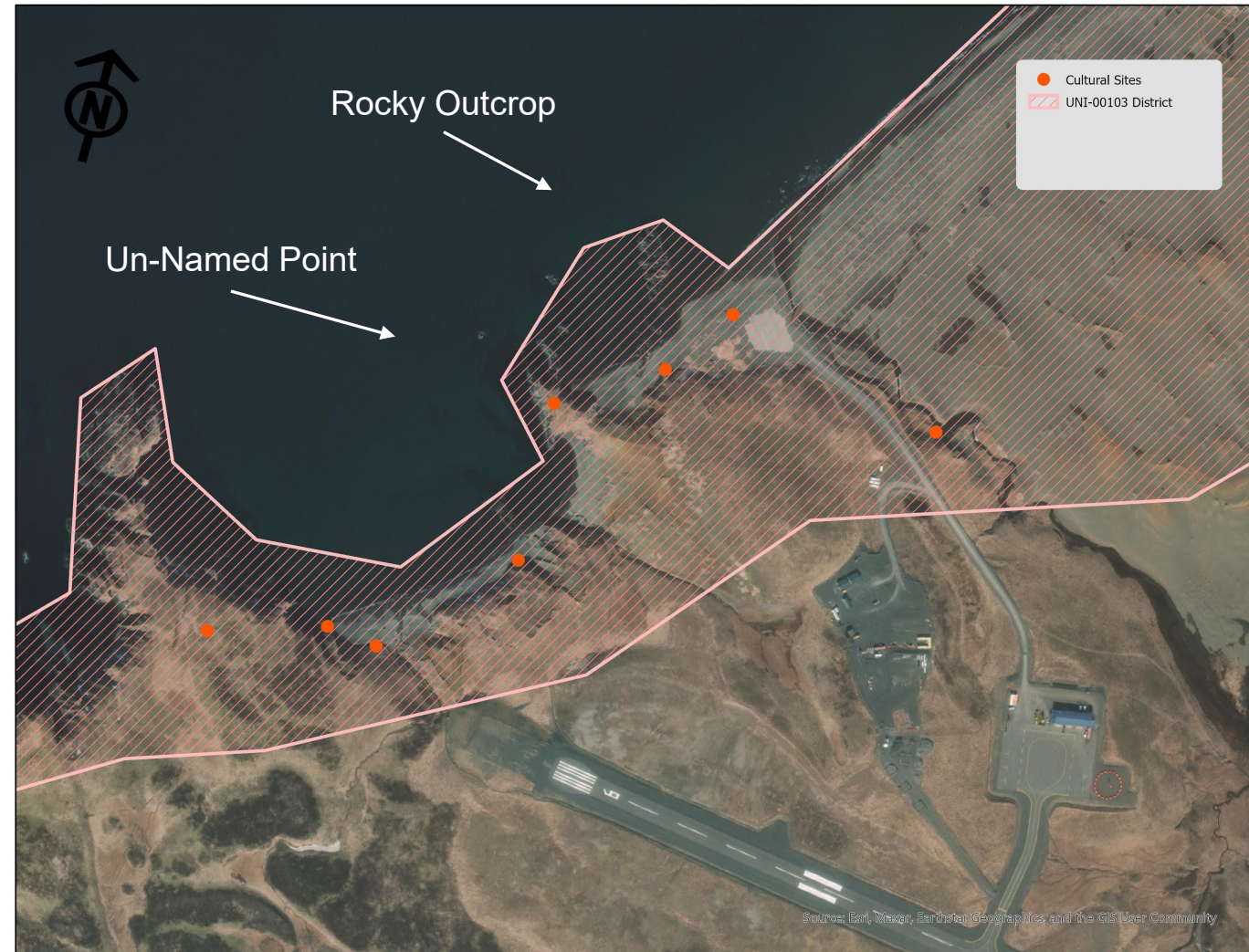




EXISTING CONDITIONS - CULTURAL RESOURCES

There is at least one known Archeological District in the Project Area.

The Surf Bay Archaeological District (UNI-00103) would be impacted by both the harbor construction as well as the uplands development expected with the project.





EXISTING CONDITIONS - ENVIRONMENTAL

Threatened and Endangered Species:

- Northern Sea Otter, Steller's Eider, Steller Sea Lion, Fin and Humpback Whales.

Critical Habitat:

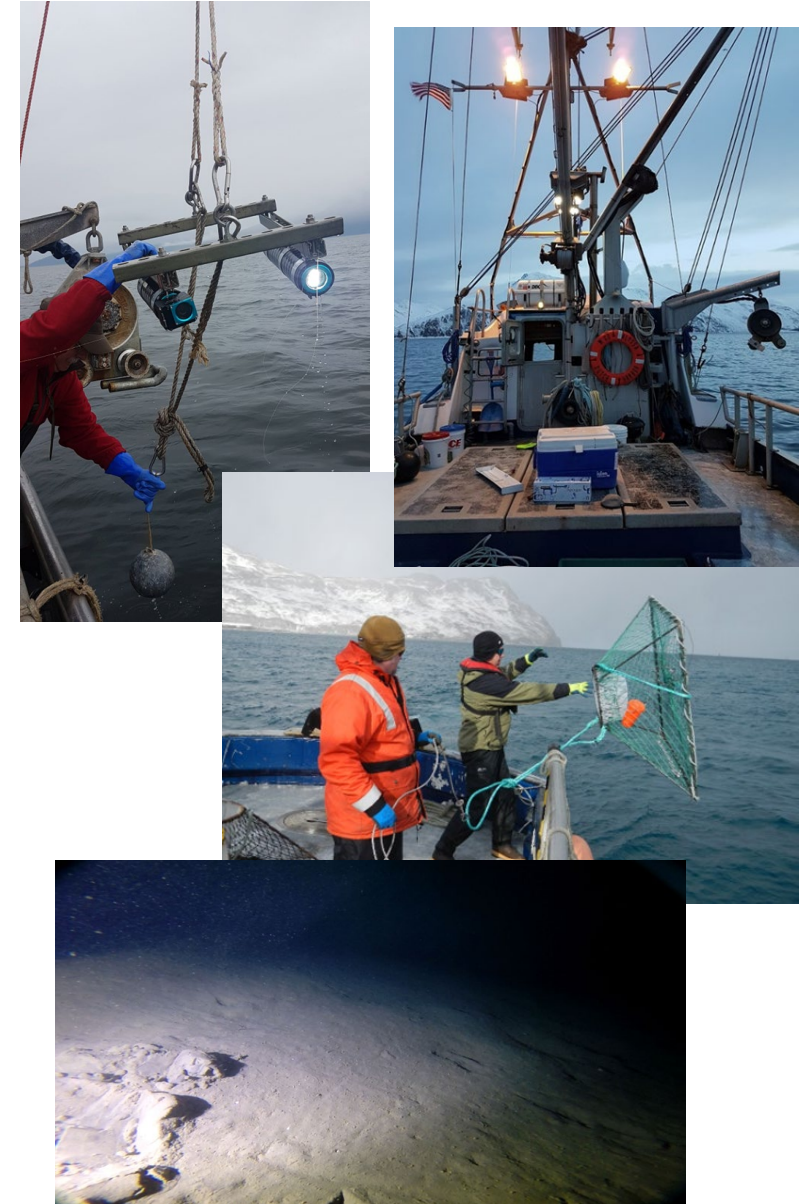
- Northern Sea Otter, Steller Sea Lion, and Humpback Whales.

Marine Mammal Protection Act (MMPA) Species:

- Harbor Seal, Northern Fur Seal, Ribbon Seal, Pacific White-Sided Dolphin, Baird's Beaked Whale, Dall's Porpoise, Gray Whale, Harbor Porpoise, and Orca.
- In addition to the previously listed endangered species.
- Many ESA/MMPA species are present year-round.

Essential Fish Habitat (EFH):

- NOAA Fisheries identifies Akutan Harbor and Surf Bay as EFH for nine species of Groundfish, three species of Crab, and four Pacific Salmon species.

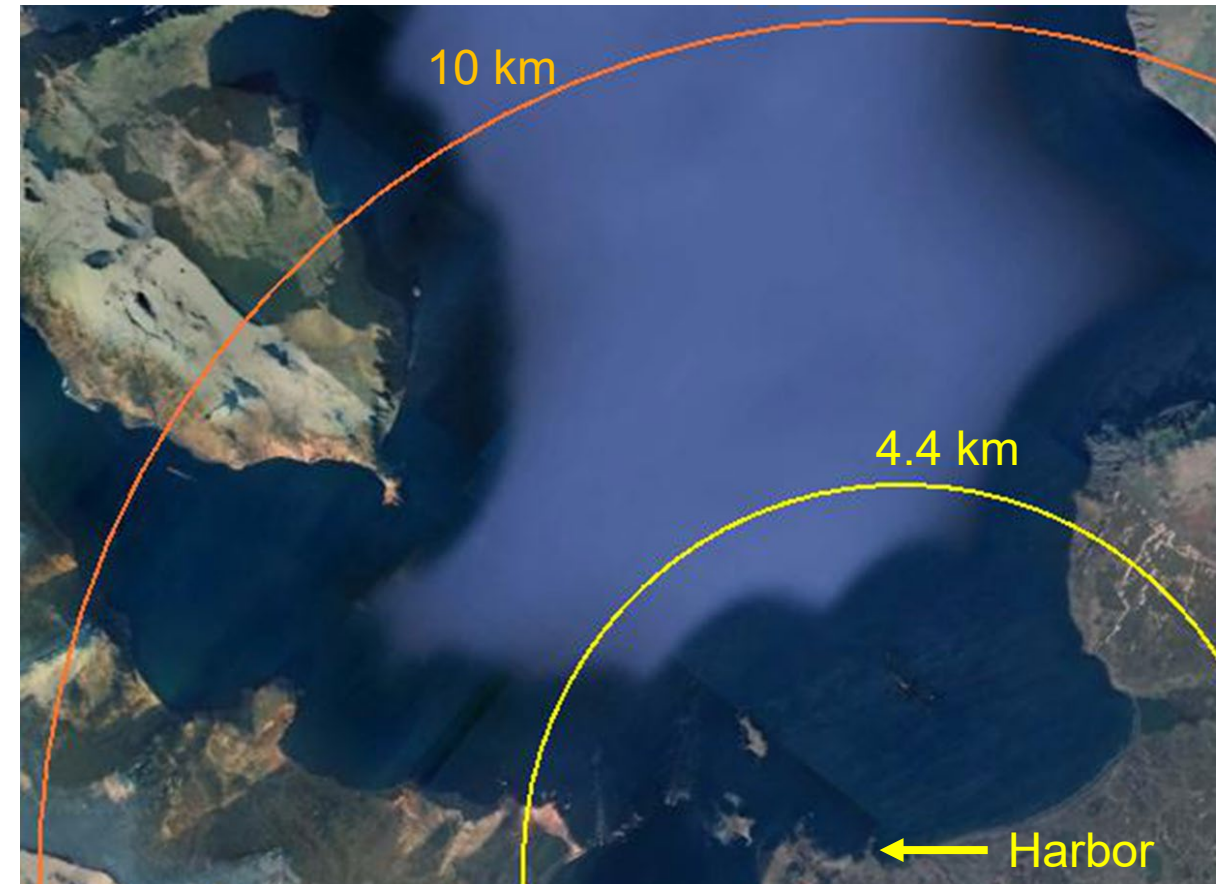




COORDINATION: POTENTIAL BLASTING

Potential radii to consider for blasting and pile driving.

- HF cetacean radius (4.4 km) is based on approved data for Unalaska blasting. Other blasting radii left off for clarity.
- Vibratory pile radius (10 km) is approximate at this point.
- Without an IHA these zones would have to be marine mammal free before detonation/pile driving.
- With an IHA, we monitor these zones for exposure and only shutdown for Level A exposure radii (e.g., 550 m for HF cetaceans for blasting).





FUTURE WITHOUT PROJECT CONDITION

- Existing conditions in Akutan will remain the same without the development of navigation improvements.
- The current transportation method (helicopter) between the Akutan Airport on Akun Island and the City of Akutan will be expensive and inefficient.
- Residents of Akutan would continue to experience reliability concerns for airline passengers, medical supplies, and freight.
- The Coast Guard will be called in for medical emergencies, with life-threatening delays.
- Limitations on personnel transport will impact community vitality.
- Trident fish processing plant potential relocation to Dutch Harbor.



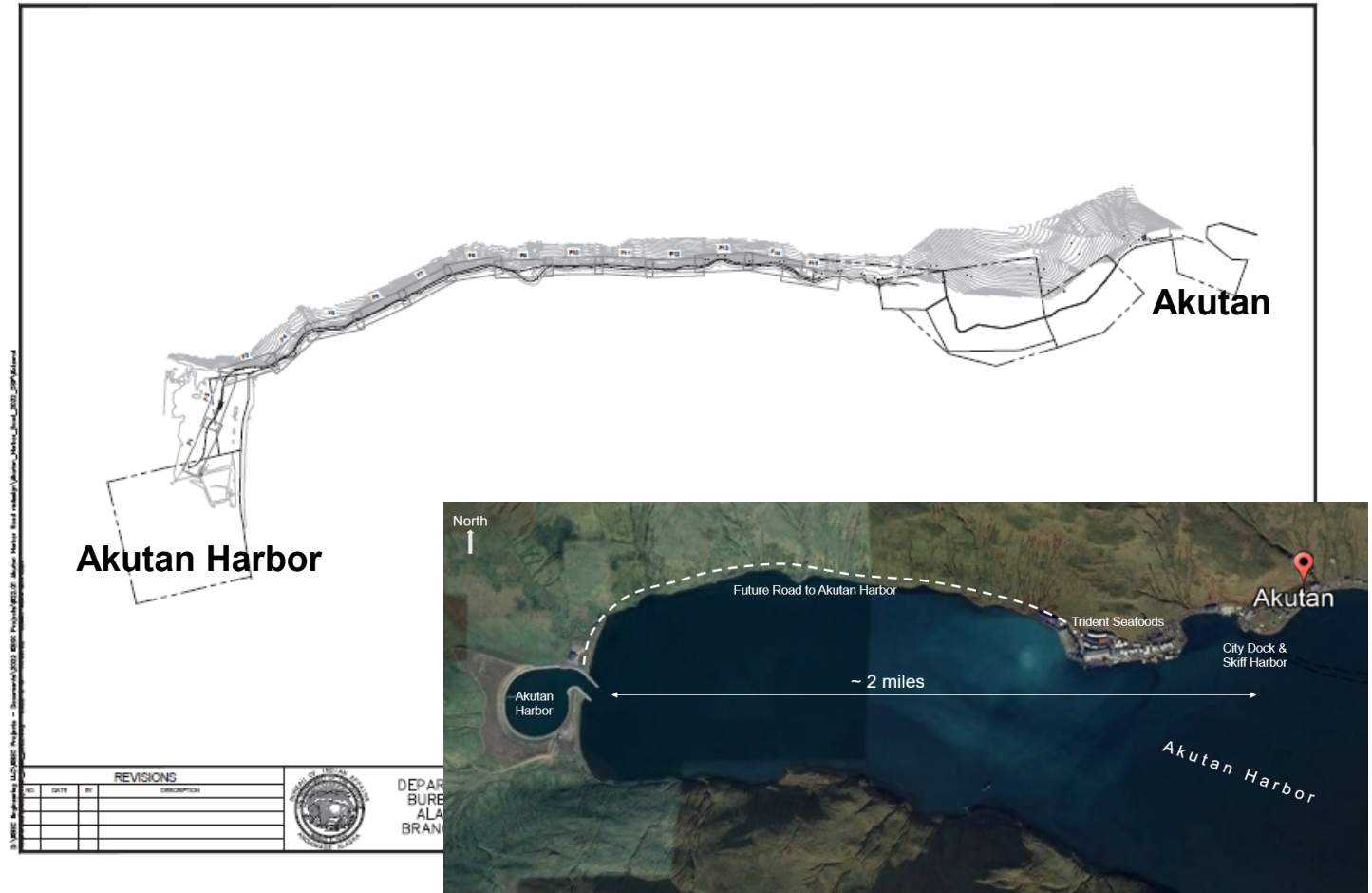
ROAD TO AKUTAN HARBOR UNDER CONSTRUCTION

Materials - 2023

Construction – 2024 - ?

The proposed road would be approximately 1.5 miles long with a 12-foot-wide drivable surface. The road could accommodate two-way traffic for ATV's but would be limited to one-way traffic for larger vehicles, so several vehicle turn-outs are included.

\$2.75m funded by Denali Commission and City of Akutan. ADOT/PF Community Transportation Program may provide additional funding.





MARINE NAVIGATION CHALLENGES - AKUN STRAIT



Image © 2023 TerraMetrics
Data SIO, NOAA, U.S. Navy, NGA, GEBCO
Image © 2023 Maxar Technologies

Google E



DESIGN VESSEL

58-foot-long twin screw steel monohull
26-foot beam 8-foot draft

58 Foot Ferry		
	Likely Operation	Cease Operation
	Seas 5 feet or less	Seas greater than 5 feet
	Winds 20 knots or less	Winds greater than 20 knots
	Tide 0.0 feet MLLW or greater	Tide less than 0.0 feet MLLW
Alternatives 1 & 2	78%	22%
Alternative 3	71%	29%



© Charlie Allen
MarineTraffic.com

The U.S. Army Corps of Engineers (USACE) Marine Design Center (MDC) has contracted Bristol Harbor Group, Inc. (BHGI) to prepare a feasibility and cost evaluation for the operation of a conventional monohull passenger vessel to replace the current mode of transporting passengers to and from the city of Akutan to the Akun Airport, which has been by helicopter since 2014. The transit is about seven nautical miles across the Akun Strait, separating the islands of Akutan and Akun in the Aleutian Island Chain of Alaska.

Table 1: 58' Vessel – Comparison between New, Converted Used, & "6 Pack" Options

Cost	Vessel Options		
	58-Ft New	58-Ft Converted	58-Ft "6 Pack"
Purchase Price		\$ 1,500,000	\$ 1,500,000
Shipyard Contract Price	\$ 8,600,000	\$ 4,300,000	
Total	\$ 8,600,000	\$ 5,800,000	\$ 1,500,000
	Annual	Annual	Annual
Operating Expense	\$ 1,958,951	\$ 1,586,725	\$ 1,085,716
Admin Expense	\$ 143,345	\$ 143,345	\$ 143,345
10% Profit on Expenses	\$ 210,229	\$ 173,007	\$ 122,906
Total Operating Cost	\$ 2,312,525	\$ 1,903,077	\$ 1,351,967



ALTERNATIVE 1: HARBOR SW OF UN-NAMED POINT

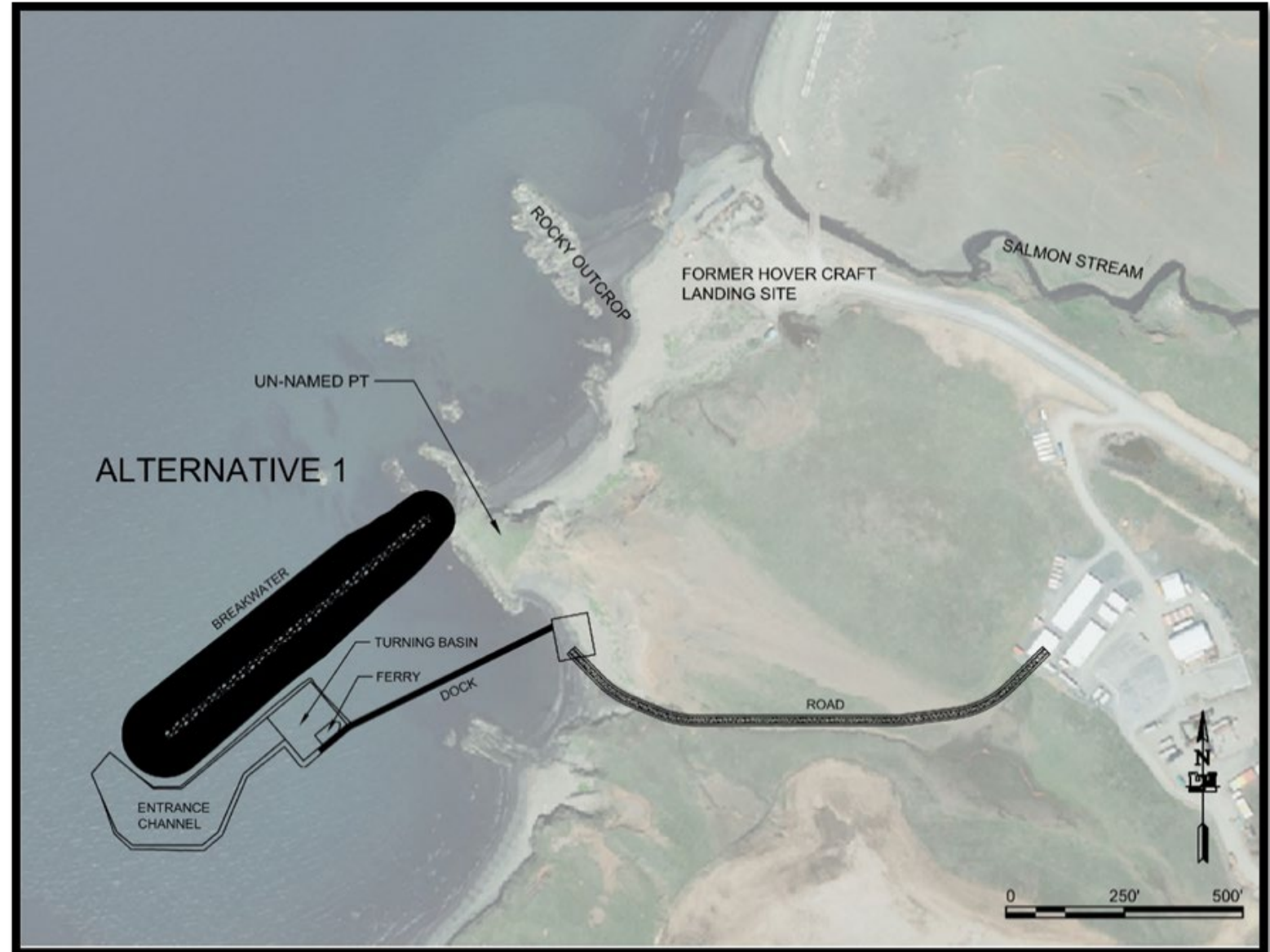
General Navigation Features (GNF):

- Breakwaters: 715'
- Turning basin: 120' x 120', -13'
- Entrance channel: 60' minimum to 120', -13'

Local Service Facilities (LSF):

- Vessel Contract.
- 560'x12' pile supported dock.
- 60'x40' mooring basin, mooring dolphins.
- 0.15-acre pad for loading/unloading freight.
- 1,100'x12' road connecting harbor area with existing pad south of hotel (45,000cy).

No Blasting Required





ALTERNATIVE 2: HARBOR SOUTH OF UN-NAMED POINT

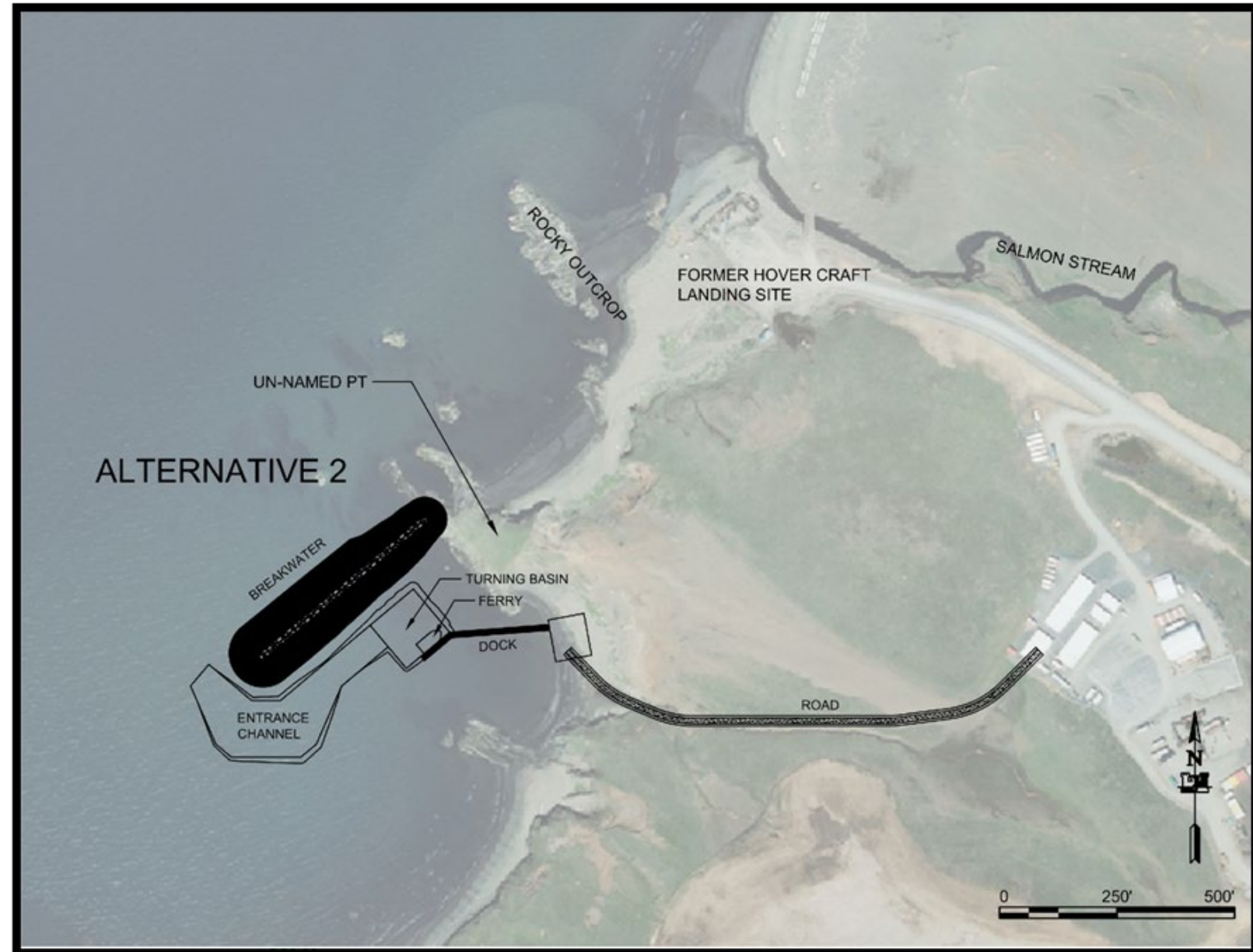
GNF:

- Breakwaters: 450'
- Turning basin: 120' x 120', -13'
- Entrance channel: 60' minimum to 120', -13'

LSF:

- Vessel Contract.
- 290'x12' pile supported dock.
- 60'x40' mooring basin, mooring dolphins.
- 0.15-acre pad for loading/unloading freight.
- 1,100'x12' road connecting harbor area with existing pad south of hotel (45,000cy).

Requires Blasting





ALTERNATIVE 3: HARBOR NORTH OF UN-NAMED POINT

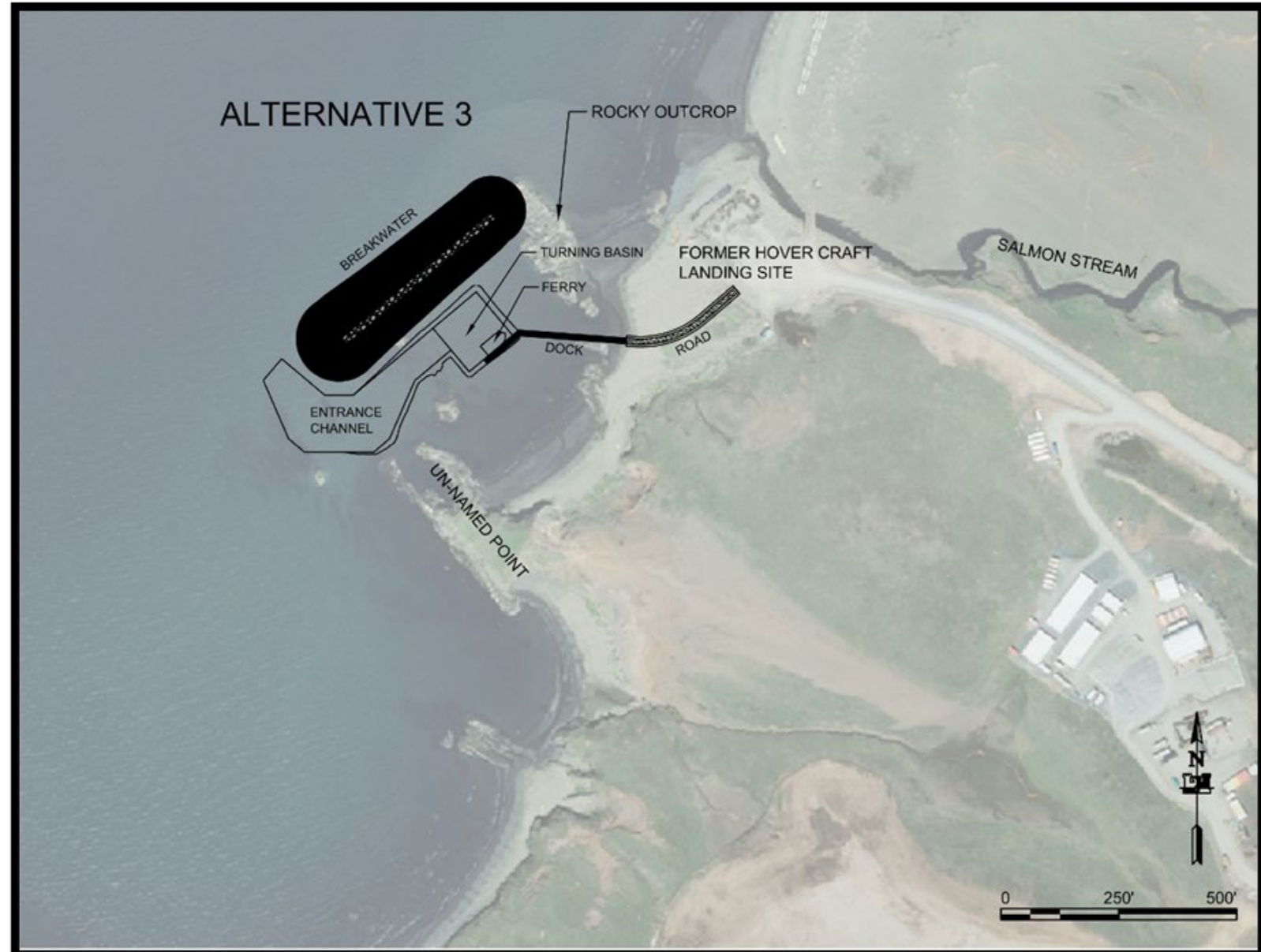
GNF:

- Breakwaters: 400'
- Turning basin: 120' x 120', -13'
- Entrance channel: 60' minimum to 120', -13'

LSF:

- Vessel Contract.
- 325'x12' pile supported dock.
- 60'x40' mooring basin, mooring dolphins.
- Integrates existing hovercraft pad.
- 270'x12' road connecting existing hovercraft pad.

Requires Blasting





PROJECT COST AND BENEFITS SUMMARY

Economic Summary by Alternative (contingency included) of the project costs and National Economic Development (NED) benefits. **Alternative 2** has the highest net benefits.

Component	Alt 1	Alt 2	Alt 3
GNF	\$67,172,000	\$41,911,000	\$45,988,000
LSF*	\$10,442,000	\$8,690,000	\$6,576,000
S&A (Construction Management)	\$5,821,000	\$3,795,000	\$3,942,000
PED	\$3,881,000	\$2,530,000	\$2,628,000
Project First Cost	\$87,316,000	\$56,926,000	\$59,134,000
Interest During Construction	\$3,011,000	\$1,963,000	\$2,039,000
O&M	\$4,487,000	\$3,478,000	\$4,130,000
Total Economic Cost	\$94,814,000	\$62,367,000	\$65,303,000
Average Annual Cost	\$3,343,000	\$2,199,000	\$2,302,000
Average Annual Benefits	\$397,000-\$948,000	\$397,000-\$948,000	\$397,000-\$948,000
Net Average Annual Benefits	\$(2,946,000)-\$(2,935,000)	\$(1,802,000)-\$(1,251,000)	\$(1,905,000)-\$(1,354,000)
Benefit-Cost Ratio Ranges	0.12 to 0.28	0.18 to 0.43	0.17 to 0.41
Note: * Includes dock and access road on Akun, and upgrades to dock on Akutan.			

Alt 1: Harbor Southwest of Un-Named Point (without blasting).

Alt 2: Harbor South of Un-Named Point (with blasting).

Alt 3: Harbor Located North of Un-Named point (with blasting).



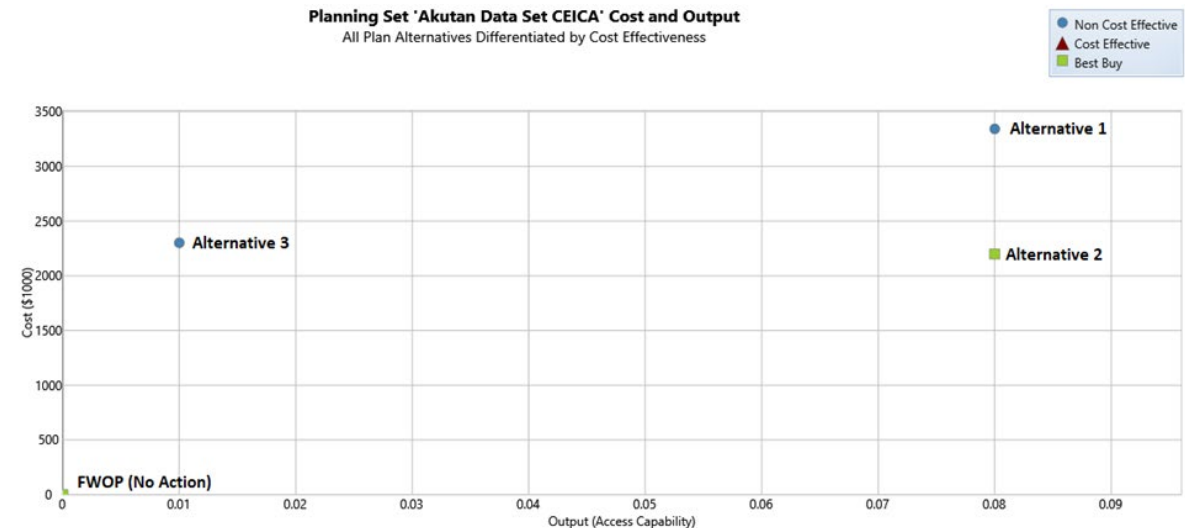
COST EFFECTIVENESS / INCREMENTAL COST ANALYSIS (CE/ICA) RESULTS

Alternative	Access Capability (above FWOP)	Average Annual Cost (\$1000)	Average Annual Cost per Unit of Access Capability (\$1000/Access Capability)	Cost-Effective
No Action	0.00	\$0	\$0.00	Best Buy
Alt 1	0.08	\$3,343	\$41,787.50	Non-Cost Effective
Alt 2	0.08	\$2,119	\$27,487.50	Best Buy
Alt 3	0.01	\$2,302	\$30,200.00	Non-Cost Effective

Alt 1: Harbor Southwest of Un-Named Point (without blasting).

Alt 2: Harbor South of Un-Named Point (with blasting).

Alt 3: Harbor Located North of Un-Named point (with blasting).





MULTIPLE CRITERIA DECISION ANALYSIS (MCDA) FOCUS GROUP





MULTIPLE CRITERIA DECISION ANALYSIS (MCDA)

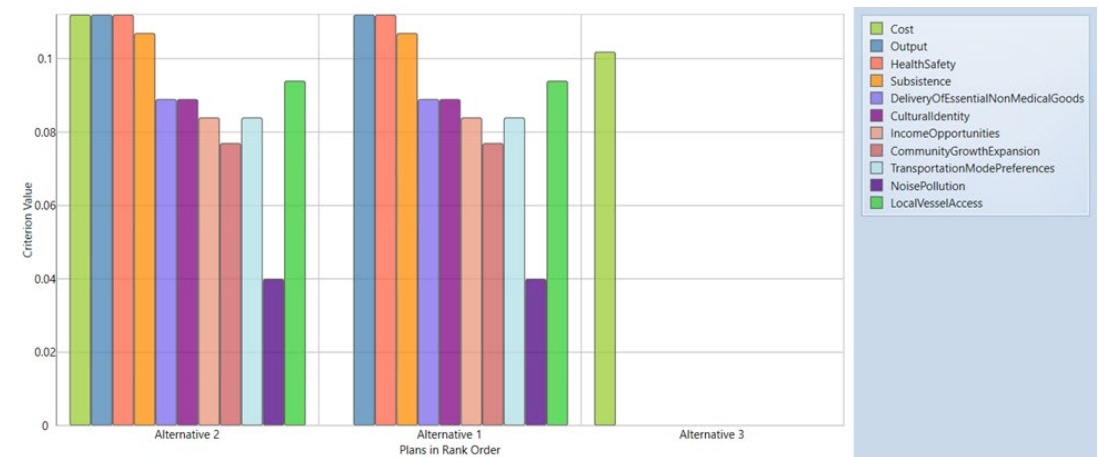
	Including Cost and Access Capability	
Alternative	MCDA Score	MCDA Rank
Alt 1	0.888	2
Alt 2	1.000	1
Alt 3	0.102	3

Developed, weighted and scored with community in focus group.

Alt 1: Harbor Southwest of Un-Named Point (without blasting).

Alt 2: Harbor South of Un-Named Point (with blasting).

Alt 3: Harbor Located North of Un-Named point (with blasting).





ECONOMIC SUMMARY

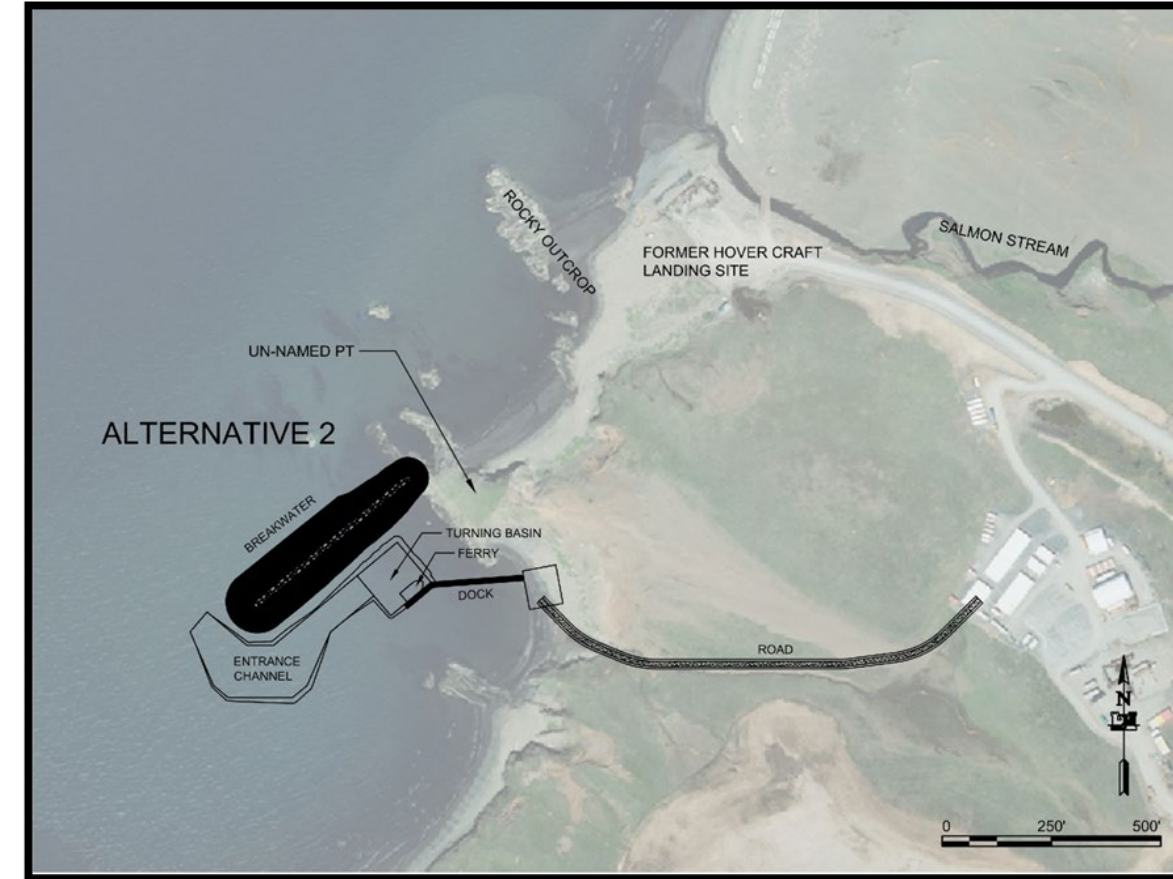
Alternative	Benefit-Cost Ratio	AAEQ Net NED Benefits	EQ	RED	OSE (CE/ICA results, MCDA Rank)	
No Action (FWOP)	0.00	\$ 0	Neutral	Neutral	Best Buy	NA
Alt 1	0.12 to 0.28	\$(2,946,000) - \$(2,395,000)	Neutral	Increased employment and income for the region and state	Non-Cost Effective	2
Alt 2	0.18 to 0.43	\$(1,802,000) - \$(1,251,000)	Neutral	Increased employment and income for the region and state	Best Buy	1
Alt 3	0.17 to 0.41	\$(1,905,000) - \$(1,354,000)	Neutral	Increased employment and income for the region and state	Non-Cost Effective	3



TENTATIVELY SELECTED PLAN

Alternative 2: Harbor South of Un-Named Point

Cost-Share Initial Calculations for Akutan Harbor Navigational Improvements			
	Total	Federal	Non-Federal
General Navigation Features (GNF)	\$41,061,300	\$36,955,200	\$4,106,100
Pre-construction Engineering /Design	\$2,053,100	\$1,847,800	\$205,300
Construction Management	\$3,079,600	\$2,771,600	\$308,000
Total GNF	\$46,194,000	\$41,574,600	\$4,619,400
Section 1156 Waiver*	\$0	\$665,000	-\$665,000
Adjusted for 1156 Waiver	\$46,194,000	\$42,239,600	\$3,954,400
TPP Ability to Pay Adjustment	\$0	\$2,965,800	-\$2,965,800
Adjusted GNF Cost Share	\$46,194,000	\$45,205,400	\$988,600
Real Estate Requirements for GNF	\$100,000	0	\$100,000
Total First Cost	\$46,294,000	\$45,205,400	\$1,088,600
Additional 10% of GNF Less Real Estate Credit	\$0	-\$4,519,400	\$4,519,400
TPP Ability to Pay Adjustment	\$0	\$3,389,600	-\$3,389,600
Adjusted Adtl. 10% of GNF Less Real Estate Credit	\$0	-\$1,129,800	\$1,129,800
Aids to Navigation	\$1,000,000	\$0	\$0
Local Service Facilities	\$10,731,600	\$0	\$10,731,600
Total Cost Share	\$57,025,600	\$44,075,600	\$12,950,000
		77%	23%





ENVIRONMENTAL CONSIDERATIONS

ESA and MMPA Protected Species:

- Four ESA species and five non-ESA species are most likely within the action area.

Primary Concern:

- Impacts to marine mammals from confined underwater blasting.

Permitting Path Forward:

- Incidental Harassment Authorization (IHA) will be obtained from USFWS and NMFS.
- IHAs will be secured in PED due to the IHA timeline and design data needed to complete the application.
- ESA coordination cannot be finalized ahead of the IHA; they are done concurrently.
- Unalaska Channels dredging project is in the final stages of IHA issuance, so we have direct experience with permitting underwater blasting projects.
- USFWS, ADF&G and NMFS formally briefed on project status on April 7, 2023.

CULTURAL RESOURCES CONSIDERATIONS



Protected Historic Properties in Project Area:

- There are 2 known Historic Properties (cultural resources eligible for listing in the National Register of Historic Places) in the Area of Potential Effect:
 - Surf Bay Archaeological District (UNI-00103)
 - Sanağan (UNI-00125)

Primary Concern:

- Potential adverse effect of Local Sponsor Facilities (LSF), such as the access road, on subsurface cultural materials associated with the Sand Bay Archaeological District

Path Forward:

- Invitations to participate in development of a Programmatic Agreement under the National Historic Preservation Act to resolve adverse effects have been sent to:
 - Alaska State Historic Preservation Officer (SHPO)
 - Akutan Traditional Council
 - Aleutians East Borough
 - City of Akutan
 - Akutan Corporation
 - Aleutian Pribilof Islands Association
 - Aleut Corporation
 - Museum of the Aleutians
 - Dr. Haliehana Stepetin (UAA)
- The Advisory Council on Historic Preservation will be invited to participate
- Programmatic Agreement must be executed by April 2024
 - Signatories and Invited Signatories must sign for the PA to be executed





RISK ITEMS - REMAINING

Risk	Type of Risk	Rating	Actions
Weather delays.	Study & Implementation	M	Cost contingency. One final field trip in study, or for construction related activities.
Identification and approval of dredged material placement site.	Study	L	Continue agency coordination and make determination.
MMPA and ESA concurrence deferred until after feasibility phase/waiver needed.	Implementation	L	Submit waiver; Complete coordination in PED.
Incidental Harassment Authorization permit.	Implementation	L	Will be completed as part of coordination in PED (waiver).
Blasting	Implementation	H	Coordinate with Services (IHA), lessons learned from Nome, Dutch & other projects in PED that will utilize blasting in Aleutians, Pribilofs, Western Alaska
Unanticipated cultural resources.	Implementation	L	MOA; Cultural resource monitor.
Budgetability.	Implementation	L	Position project in programs for Tribes or EJ communities, or supplemental funding when available.
AEB & City Fish Tax from Trident impacted if plant moves.	Implementation	L	Monitor Trident status, project would make transportation for community more cost effective (positive).
Impacts of climate change and sea level rise upon project are uncertain.	Operation CUI	L	SLC is considered in design; design elevation refined in PED.



PATH FORWARD

Item	Work to Date	Future Work	Timing
Economics	<ul style="list-style-type: none"> – NED analysis completed. – CE/ICA & MCDA completed. 	<ul style="list-style-type: none"> – Refine economic analysis of TSP. 	Feasibility Phase
Environmental	<ul style="list-style-type: none"> – Dredge placement decision in progress. – Federal coordination with USFWS, NMFS, and ADF&G. 	<ul style="list-style-type: none"> – Finalize agency coordination. – Narrowed to a beneficial use for nearshore habitat creation or upland placement for reuse for local projects. – Cost is a factor for upland placement. – NMFS supports beneficial use in marine waters if upland placement is not selected. – EPA will need to be engaged for in-water. – Pursuing ESA/MMPA Exception. 	Feasibility Phase
Cultural	<ul style="list-style-type: none"> – G2G coordination letters submitted. 	<ul style="list-style-type: none"> – Respond to G2G comments. – Develop Programmatic Agreement/106. 	Feasibility Phase
Cost	<ul style="list-style-type: none"> – Developed ROM costs. 	<ul style="list-style-type: none"> – Refine Costs including PED. – CSRA / Cost Certification. 	Feasibility Phase
H&H	<ul style="list-style-type: none"> – Developed concept designs and quantities. – Draft H&H appendix completed. 	<ul style="list-style-type: none"> – Optimize TSP design and quantities to help reduce cost and LSF features. 	Feasibility Phase
Real Estate	<ul style="list-style-type: none"> – Draft Real Estate Plan Completed. 	<ul style="list-style-type: none"> – Finalize Real Estate plan. 	Feasibility Phase
Environmental	<ul style="list-style-type: none"> – Field work and coordination with agencies. 	<ul style="list-style-type: none"> – Underwater blasting requires IHA from NMFS & USFWS. – Formal ESA consultations are conducted concurrent with the IHA process. 	PED Phase



ENGAGEMENT STRATEGY

- Agreement signed: July 19, 2021.
- Charette dates: Nov 15 – 19, 2021.
- G2G letters sent Dec 10, 2021 & Feb 28, 2022 (no requests received to date).
- Focus Groups dates: Oct 11 – 14, 2022.
- Continued engagement with tribal administrator.
- Weekly PDT meetings.
- Representation from AEB and NVA.
- Presented to AEB meeting: Apr 13, 2023.
- Presented to Village Council & City of Akutan before TSP.
- Trip to brief the Draft Report and obtain comments from Akutan, and briefing to Aleutians East Borough Assembly, during report Draft Report comment period.
- Ongoing work with Sponsors about optimizing the plan.

QUESTIONS?

**David Williams, Project Manager
Alaska District
U.S. Army Corps of Engineers**



“Building and Preserving Alaska’s Future”



Back-up Slides



SECTION 2006 OF WRDA OF 2007

Secretary may recommend a project without the need to demonstrate justification solely on NED benefits, if determined:

Criteria	Akutan
70 miles from nearest surface accessible port / no direct rail or highway links; <u>or</u> in Alaska.	<ul style="list-style-type: none">- In Alaska.- 70 miles from the nearest surface accessible commercial port and has no direct rail or highway
The harbor is economically critical such that over 80% of goods transported through the harbor would be consumed within the region served by the harbor.	<ul style="list-style-type: none">- From 2018-2021, 91% of mail and light freight transported through Akun was inbound to Akutan and utilized in the community. (87% of USPS, 95% of non-mail freight, by weight)
The long-term viability of the community, or of a community in the region served by and rely upon the project, would be threatened without the harbor and navigation improvement.	<ul style="list-style-type: none">- Economically disadvantaged. (https://screeningtool.geoplatform.gov/)- Identity tied to subsistence activities and places.- Mixed, subsistence-cash economy. Access to resources and cash income foundational for viability.- Potentially Eligible for Tribal Partnership Ability to Pay provision. (based on AK Native Population segment - per capita income of AK Native Population below 2/3 of counties in US)- While the resident population appears stable, limitations of access to the transportation network (including both passenger and mail/light freight services) threatens long-term viability.- High cost of transportation to/from Akutan could become a barrier to long term viability.



SECTION 2006 OF WRDA OF 2007

While determining whether to recommend a project under the criteria above, the Secretary will consider the benefits of the project in relation to the following categories:

- Public health and safety of the local community, including access to facilities designed to protect public health and safety.
- Access to natural resources for subsistence purposes.
- Local and regional economic opportunities.
- Welfare of the local population.
- Social and cultural value to the community.

If there is no NED Plan and/or the selection of a plan other than the NED Plan is based in part or whole on non-monetary units, the selection will be supported by a cost effectiveness/incremental cost analysis.

Criteria Developed with Community

- Health and Safety.
- Subsistence.
- Delay of Non-Medical Goods.
- Cultural Identity.
- Income Opportunities.
- Community Growth.
- Transportation Preferences.
- Noise Pollution.
- Local Vessel Access.



CONCLUSIONS AND RECOMMENDATIONS

This section is where the District Commander recommends the Selected Alternative be approved for Design and Construction:

- The first paragraph is specific to the project.
- The second paragraph often has non-standard requests to Congress.
- The third paragraph introduces the stock requirements by identifying the project cost.
- The remainder is standard to all projects.

Items Discussed

- Total Estimated Cost.
- Application of any unique items.
- Any specific sponsor requirements.
- Standard Cost-share requirements.
- Standard real-estate requirements.

The Senate and the Congress will start developing the FY2024 Water Resources Development Act in January 2024. They will be looking for input. After this study passes the Agency Decision Milestone, the sponsor may discuss the recommended project with their Federal representatives



P2 MILESTONES

Milestone Number	Title	Date
CW-130	Execute FCSA	July 21, 2021
CW-262	Tentatively Selected Plan Milestone	April 28, 2023
CW-250	Draft Report Released	June 23, 2023
CW-263	Agency Decision Milestone	September 21, 2023
CW-160	District Transmittal of Final Report	March 28, 2024
CW-270	Chief's Report	July 16, 2024

FUNDING STREAM ~ \$2.5 MILLION STUDY COST

Year	Estimated Total Study Cost	Percentage	Non-Federal Cash	Federal Cash
FY21	\$ 0.511M	20.5%	\$ 0	\$ 0.511M
FY22	\$ 0.7M	28.1%	\$ 0.35M	\$ 0.35M
FY23	\$ 0.66M	26.5%	\$ 0.5M*	\$ 0.33M
FY24	\$ 0.618M	24.9%	\$ 0.139M	\$ 0.309M
Total	\$ 2.489M	100%	\$0.989M	\$1.5M

Note: * Indicates that number includes value of Work-in-Kind.



CONCLUSIONS AND RECOMMENDATIONS – EX ELIM

“...The resulting reduction in the cost of essential goods coupled with expanded economic opportunities would contribute to the long-term viability of the mixed, subsistence-cash local economy of Elim. Alternative 5 would provide an additional regional benefit with job creation and some economic opportunities in the Nome Census Area. This assessment supports the conclusion that the proposed project does not constitute a major Federal action, significantly affecting the quality of the human environment. Therefore, a draft FONSI has been prepared.

It is recommended that Congressional authorization be requested for the application of the ability to pay provision as put forth in section 203(d)(1) of WRDA 2000, as amended (33 U.S.C. 2269(d)) for the cost-sharing agreement for the project.

Federal implementation of the Recommended Plan would be subject to the NFS agreeing to enter into a written Project Partnership Agreement (PPA),...”