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Growing Alaska Through Responsible Resource Development

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BREAKFAST MEETING

Thursday, December 6, 2012

1. Call to order – Ralph Samuels, Vice President
2. Head table Introductions
3. Staff Report: Carl Portman, Deputy Director
4. Program and Keynote Speaker:

The Benefits of Hydropower: A Global Perspective

Alan Krause, President and CEO, MWH Global, Inc.

Upcoming Meeting:

Thursday, December 20: State of the State's Coal Industry, Dan Graham, President, Alaska Coal Association

Please add my name to RDC's mailing list:

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SUSITNA-WATANA HYDRO

Clean, reliable energy for the next 100 years.

Susitna-WatanaHydro.org

Diversifying Alaska's Energy Portfolio

The Susitna-Watana Hydro Project will provide long-term, stable electric rates for generations of Alaskans while diversifying the state's energy portfolio and moving Alaska toward its goal of using 50 percent renewable energy by 2025.

The powerhouse, dam and related facilities, expected to be on line at the end of 2023, will be linked by transmission lines to the Railbelt Intertie. With an installed capacity of 600 megawatts (MW) it would produce an annual average of 2,800,000 megawatt hours (MWh), providing half of the Railbelt's electrical needs.

Susitna-Watana Hydro benefits:

- Clean, reliable energy for Alaska
- Stable electricity rates for businesses and consumers for 100+ years
- State-financed project repaid by selling generated electricity
- Helps Alaska achieve 50 percent renewable energy goal by 2025
- An estimated 1,000 jobs during construction phase

The Susitna-Watana Hydro Project will help diversify Alaska's energy portfolio. A mix of energy sources is essential to the state's future energy needs.

Project Highlights

Location:

River mile 184, above
Devils Canyon

Size:

750-foot high dam

Reservoir:

41-miles long, 2-miles wide (at widest)

Estimated Supply:

Nearly 50 percent of Railbelt
electrical demand

Installed Capacity:

600 MW

Annual Energy

2,800,000 MWh

Licensing:

Federal Energy
Regulatory
Commission (FERC)

Project Life:

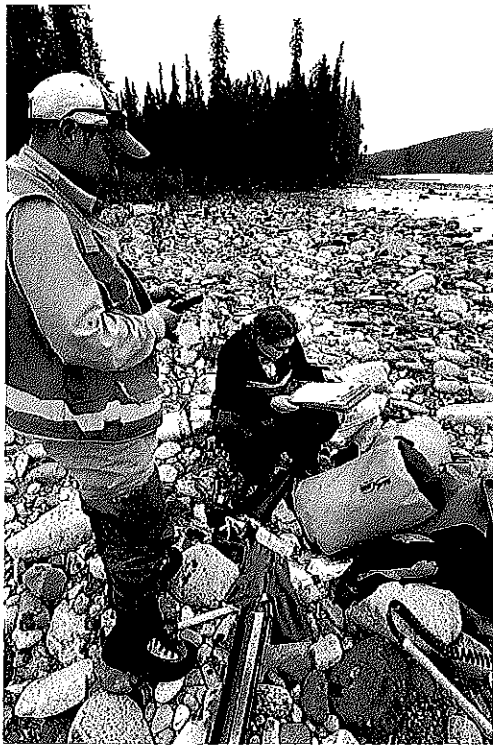
100+ years, providing
long-term,
stable rates



Susitna-Watana Hydro Project • susitnawatana@aidea.org
(907) 771-3000 • Fax (907) 771-3044

Susitna-Watana Hydro Studies Under Way

The Susitna-Watana Hydro team has embarked on an unprecedented, extensive study plan that encompasses the Susitna River system and surrounding areas. The findings from these studies are essential to developing the project in a way that delivers the benefits of hydro while protecting the environment.



Dozens of field workers in the field this summer conducting studies along the Susitna River system.

Geology & Soils

- Geology and Soils Characterization Study

Water Resources

- Baseline Water Quality Study
- Water Quality Modeling Study
- Groundwater-related Aquatic Habitat Study
- Geomorphology Study
- Fluvial Geomorphology Modeling below Watana Dam Study
- Ice Processes in the Susitna River Study
- Glacial and Runoff Changes Study
- Mercury Assessment and Potential for Bioaccumulation Study

Instream Flow Studies:

Fish Aquatics & Riparian

- Resource Management Goals and Objectives
- Fish and Aquatics Instream Flow Study
- Riparian Instream Flow Study

Fish & Aquatic Resources

- Study of Fish Distribution and Abundance in the Upper Susitna River
- Study of Fish Distribution and Abundance in the Middle and Lower Susitna River
- Salmon Escapement Study
- River Productivity Study
- Characterization of Aquatic Habitats in the Susitna River with Potential to be Affected by the Susitna-Watana Project
- The Future Watana Reservoir Fish Community and Risk of Entrainment Study
- Study of Fish Passage Feasibility at Watana Dam
- Study of Fish Passage Barriers in the Middle and Upper Susitna River and Susitna Tributaries
- Aquatic Resources Study within the Access Alignment, Transmission Alignment, and Construction Area
- Genetic Baseline Study for Selected Fish Species
- Analysis of Fish Harvest in and Downstream of the Susitna-Watana Hydroelectric Project Area
- Eulachon Distribution and Abundance in the Susitna River Study
- Cook Inlet Beluga Whale Study

Wildlife Resources

- Study of Distribution, Abundance, Productivity and Survival of Moose
- Study of Distribution, Abundance, Movements and Productivity of Caribou

- Study of Distribution, Abundance and Habitat Use of Dall's Sheep
- Study of Distribution, Abundance and Habitat Use by Large Carnivores
- Study of Distribution and Abundance of Wolverines
- Study of Terrestrial Furbearer Abundance and Habitat Use
- Study of Aquatic Furbearer Abundance and Habitat Use
- Study of Species Composition and Habitat Use of Small Mammals
- Study of Distribution and Habitat Use of Little Brown Bat
- Waterbird Migration, Breeding and Habitat Study
- Survey Study of Eagles and Other Raptors
- Breeding Survey Study of Landbirds and Shorebirds
- Study of Population Ecology of Willow Ptarmigan in Game Unit Management Unit 13, Southcentral Alaska
- Study of Distribution and Habitat Use of Wood Frogs
- Evaluation of Wildlife Habitat Use Study
- Wildlife Harvest Study

Botanical Resources

- Vegetation & Wildlife Habitat Mapping Study
- Riparian Study
- Wetland Mapping Study
- Rare Plant Study
- Invasive Plant Study

Recreation & Aesthetic Resources

- Recreation Resources Study
- Aesthetics Resources Study
- Recreational Boating / River Access Study

Cultural & Paleontological Resources

- Cultural Resources Study
- Paleontological Resources Study

Subsistence Resources

- Subsistence Baseline Documentation Study

Socioeconomic &

Transportation Resources

- Regional Economic Evaluation Study
- Social Conditions and Public Goods and Services Study
- Transportation Resources Study
- Health Impact Assessment Study
- Air Quality

Project Safety

- Probably Maximum Flood Study
- Site Specific Seismic Hazard Evaluation Study

RDC Action Alert: ***Support Efforts for an Emission Control Area Pilot Project***

Overview:

Congress is currently considering the Coast Guard reauthorization bill. Passage of this legislation presents an opportunity to achieve a short to mid-term solution to Alaska's concern with the Emission Control Area (ECA). Your help is needed immediately, as there is a small window of opportunity.

The U.S. House of Representatives will likely pass a Coast Guard authorization bill soon. At this point, the best hope is to get language inserted into the Senate version.

Senator Mark Begich is currently the chairman of the Senate Commerce Subcommittee with jurisdiction over the Coast Guard. Senator Begich understands the ECA's potential negative impact to Alaska's economy and is supportive of a congressional solution. To be successful, please ask Senator Begich to obtain the support of the committee members and include the ECA Pilot Project language in the Senate version. Please contact Senator Begich and express the critical nature of achieving a solution now, and request his help in convincing his Democrat colleagues to support the ECA Pilot Project. It may be the only chance to find a solution prior to critical cruise ship deployment decisions being made for 2014 and 2015.

Given the short time frame, phone calls and emails will be most effective. To assist your communication, Senator Begich's email and phone number is listed below.

Senator Mark Begich Phone: (202) 224-3004

Send email via: <http://begich.senate.gov/public/index.cfm/emailsensator>

Background on ECA Pilot Project:

Language has been drafted and submitted to both House and Senate members establishing an ECA Pilot Project. The pilot allows marine vessels to comply with the ECA fuel requirements through the use of populated weighted averaging. Under this approach, vessels would burn even cleaner fuel (.001% sulfur) than required by the ECA while in port communities and other populated areas. This approach will provide even better health benefits than those projected by the EPA. This approach will also allow vessels to burn more traditional fuel while traveling in remote areas.

For Alaska, where 100% of our voyages are within the ECA, a populated weighted averaging approach would provide significant reduction to the increased cost of fuel. The Pilot Project language would also require the EPA to perform air monitoring in Alaska in order to verify the effectiveness of the pilot.

Points to consider in your comments:

- The Environmental Protection Agency (EPA) has imposed an Emissions Control Area (ECA) within a 200-mile limit around North America.
- Within the ECA, marine vessels, including freight ships, cruise ships and oil tankers, are restricted to use fuel with 1% sulfur content, as of August 1st, 2012. Beginning January 1st, 2015, the limit will be further reduced to .1%.
- Low sulfur fuel is much more costly than projected. On August 1, 2012, ECA compliant fuel prices increased from \$656 per metric ton to \$930 per metric ton, representing a 46% increase in fuel costs. Today's prices for .1% sulfur fuel (required on January 1, 2015) is \$1,130 per metric ton, or 72% fuel increase from pre-ECA prices.
- By the EPA's own admission, they have not conducted air quality monitoring in Alaska to justify the ECA. The rationalization they used to include Alaska cited potential impacts on lichen in Juneau and how it serves as a food source to caribou 1,000 miles away. The only air quality concerns they could cite were winter time air quality issues in Fairbanks, completely unrelated to marine vessels. The State of Alaska and members of Alaska's Congressional Delegation have criticized the EPA for including Alaska in the ECA without any credible science.
- Alaska is very dependent upon marine transportation: 85% of goods used in Alaska, from groceries to automobiles to construction materials, all arrive by marine transportation. Raising fuel costs will increase the cost of living, increase the costs of operating a business, and increase the cost of military presence in Alaska.
- Alaska will feel a disproportionate impact compared to other jurisdictions, not only due to its heavy reliance on ocean bound cargo, but also because 100% of marine traffic from Puget Sound to Southcentral Alaska is within the ECA.
- Increasing fuel prices will also impact the visitor industry. Nearly one million visitors arrive via cruise ship. Complying with the ECA at today's prices will cost over \$6 million per vessel per season starting in 2015.
- Alaska's cruise industry will become less competitive than other destinations such as Mexico and the Eastern Caribbean, as these itineraries only travel within the ECA for a small percentage of their voyage.
- Alaska lost 14% of its cruise volume following the implementation of a \$50 head tax. By 2015 the ECA will cost \$151 per passenger or three times the head tax amount.
- Deployment decisions for 2014 and 2015 are currently being considered in light of these new costs.

Forbes



Henry I. Miller, Contributor

I debunk the worst, most damaging, most hypocritical junk science.

OP/ED | 11/29/2012 @ 2:10PM | 793 views

A Supremely Important Decision About America's Logging Industry

On December 3, the U.S. Supreme Court will consider who is best suited to set national environmental policy – the experienced scientists and regulators at the Environmental Protection Agency or activist trial lawyers.

In

-Pacific West v. Northwest Environmental Defense Center
(also known as *Decker v. NEDC*)
the justices will review a 2011 Ninth Circuit Court of Appeals decision that overturned 35 years of EPA Clean Water Act regulation of the logging industry, the source of 2.5 million American jobs. The high court will decide between two theories of regulation: (1) the law



(Photo credit: Wikipedia)

tells states (as the EPA insists) to regulate runoff from logging roads via “Best Management Practices” (which are flexible, federally supervised standards tailored to local conditions, that activists cannot challenge in court); or (2) the law requires (as the Ninth Circuit says) “point source” permits usually reserved for factories, mines and chemical plants, and subject to court challenges.

This arcane technical dispute has real-world consequences.

Under the Ninth Circuit ruling, a permit could be demanded for every drain and ditch that directs water from a logging road to a fish-bearing stream. The U.S. Forest Service estimates that getting all its roads fully certified could take as much as a decade. The state of Washington has said that, on average, it will need one permit per mile for all 55,000 miles of its eligible roads, with, by

some estimates, the cost of processing a single permit running \$2,800. And, unlike BMPs, permits will be subject to activists' lawsuits. Senator Ron Wyden (D-Oregon) has warned that upholding the Ninth Circuit decision will "bury private, state and tribal forest lands in a wave of litigation." More like a tsunami.

Meanwhile, 31 state attorneys-general noted in their Supreme Court brief that, "Forestry practices in the United States are now conducted under the most comprehensive program of BMPs of any land use activity in the nation." The former dean of the Yale School of Forestry and Environmental Studies, John Gordon, worries that, "Injecting permit requirements into this [BMP] process will only make the ongoing upgrade of our [environmental protection] methods slower and more expensive, diverting resources from reducing sediment to the legal machinery of permit review and litigation." "In this case, environmental activists are not on the side of the environment," he concluded. The EPA agrees; regulators have insisted for decades that permitting was not designed for—and does not work for—forest road runoff even as state forest road BMPs are widely acknowledged to have proven effective and efficient.

The lawyers for the NEDC are trying to persuade the justices that the administrative burden of a requirement for permitting would not be all that heavy. They say that so-called general permits can be issued. They conveniently ignore that, if the Ninth Circuit's decision is affirmed, any attempt to group multiple ditches and culverts under a general permit will be a candidate for the kind of expensive, time-consuming lawsuit that they themselves specialize in filing.

The activists have tried other ploys, too. In an amicus brief filed in NEDC's support, a consortium of fishing industry associations maintains that runoff from logging is destructive to salmon spawning. But data from the state of Oregon belie that claim. In the mid-1990s, decades-long overfishing was replaced with a voluntary state program to address the needs of fish. Under the Oregon Plan for Salmon and Watersheds, overfishing stopped. Farmers and others joined in water conservation efforts. Watershed restoration programs reestablished stream flows. Where appropriate, access roads were rerouted. And landowners adopted BMP's designed specifically to address the needs of fish. Immediately, salmon spawning began to recover and according to the Oregon Department of Fish and Wildlife, for some varieties is now at the highest levels since at least 1950, as measured in naturally produced adults.

When the Supreme Court convenes on December 3rd, the critical question will be whether 35 years of effective regulation from EPA should be surrendered to America's lawsuit industry. One thing is certain. Whether the justices rely on points of law, environmental science or economics, the facts and the statute will yield the same answer: Overturn the Ninth Circuit ruling.

Henry I. Miller, a physician, is the Robert Wesson Fellow in Scientific Philosophy and Public Policy at Stanford University's Hoover Institution.

THE ALASKA Marine Gala

February 16th, 2013



Alaska SeaLife Center
w i n d o w s t o t h e s e a

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Alaska Ocean Leadership Awards

The first annual Alaska Ocean Leadership Awards were presented as a part of the 2010 Alaska Marine Gala. These awards were established as annual awards to encourage and give recognition to outstanding achievements related to ocean sciences, education and resource management in Alaska.

Walter J. & Ermalee Hickel's Lifetime Achievement Award

Awarded to an individual or institution that has made an exceptional contribution to management of Alaska's coastal and ocean resources over a period of 20 or more years.

This award is being sponsored by Walter J. and Ermalee Hickel.

Ocean Literacy Award

Awarded to an individual, team or institution that has made a breakthrough in promoting ocean literacy in Alaska among a segment of the general population via formal or informal education, outreach or other communications.

Ocean Media Award

Awarded to a journalist, writer, film maker or organization that produced an outstanding film, book, article, radio or television report that was shared with the public and which made a significant contribution to raising awareness of Alaska's oceans.

Marine Research Award

Awarded to a scientist, team of scientists or an institution that is acknowledged by peers to have made an original breakthrough contribution to any field of scientific knowledge about Alaska's oceans.

Stewardship and Sustainability Award

Awarded to an industry initiative that demonstrates the highest commitment to sustainability of ocean resources.

Ocean Youth Award

Awarded to an individual or team of Alaskan youth ages 12-19 who has displayed a dedication to promoting the understanding and stewardship of Alaska's oceans.

[Download](#) and complete the nomination form
and submit via email to
oceanawards@alaskasealife.org

All contributions directly support the Alaska SeaLife Center and their mission to generate and share scientific knowledge to promote understanding and stewardship of Alaska's marine ecosystems.

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Growing Alaska Through Responsible Resource Development

RDC Annual Conference – Raffle Prize List

Drawing was November 15, 2012

Grand Prize: Seven-Day Cruise for Two

Donated by Holland America Line

Won by Jo Kidd



Holland America Line

A Signature of Excellence

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