

Tuntutuliak: Airport Relocation**FY2007 Request: \$5,500,000****Reference No: AMD 40553****AP/AL:** Allocation**Project Type:** Construction**Category:** Transportation**Location:** Tuntutuliak**Contact:** John Torgerson**House District:** Bethel (HD 38)**Contact Phone:** (907)269-0727**Estimated Project Dates:** 07/01/2006 - 06/30/2010**Appropriation:** Airport Improvement Program**Brief Summary and Statement of Need:**

The FY07 Governor's Budget includes \$3,500.0 Federal Funds and this amendment adds \$2,000.0 Federal Funds for a new FY07 project total of \$5,500.0. Construct Stage Two of the new airport relocation project to meet current standards for runway length, width and safety area. Project will provide the runway, apron, taxiway, safety areas, two-bay Snow Removal Equipment building, lighting, and access road. Stage One accomplished land acquisition and embankment construction. This project contributes to the Department's Mission by reducing injuries, fatalities and property damage and by improving the mobility of people and goods.

Funding:	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>FY2011</u>	<u>FY2012</u>	<u>Total</u>
Fed Rcpts	\$5,500,000						\$5,500,000
Total:	\$5,500,000	\$0	\$0	\$0	\$0	\$0	\$5,500,000

<input checked="" type="checkbox"/> State Match Required	<input type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input checked="" type="checkbox"/> Phased - underway	<input type="checkbox"/> On-Going
5% = Minimum State Match % Required		<input checked="" type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill	

Operating & Maintenance Costs:

	<u>Amount</u>	<u>Staff</u>
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	0
Totals:	0	0

Additional Information / Prior Funding History:

FY2006 - \$6,000,000; FY2004 - \$1,690,000; FY2002 - \$2,310,000.

Project Description/Justification:

The existing airport (1,772' x 28') does not conform to design guidelines or standards for community class airports. Runway is too short and narrow to provide recovery areas for problems encountered during takeoffs/landings, or due to crosswinds. Apron setback is not adequate to provide separation between parked aircraft and aircraft operating on the runway. Airport access road is used for crosswind landings/takeoffs. Existing lighting is non-standard and requires excessive maintenance. The existing runway is bound on both ends by a river. There is no place to extend the runway in the current location.