

Ports and Harbors Long Range Transportation Plan

FY2008 Request:

\$500,000

Reference No:

45669

AP/AL: Appropriation

Project Type: Planning

Category: Transportation

Location: Statewide

Contact: Frank Richards

House District: Statewide (HD 1-40)

Contact Phone: (907)465-6973

Estimated Project Dates: 04/13/2008 - 06/30/2010

Brief Summary and Statement of Need:

Funding to prepare a statewide ports and harbors plan, to be undertaken cooperatively with the Corps of Engineers and the Denali Commission. 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:	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013	Total
Gen Fund	\$500,000						\$500,000
Total:	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000

- | | | | | |
|---|--|---------------------------------------|---|-----------------------------------|
| <input type="checkbox"/> State Match Required | <input checked="" type="checkbox"/> One-Time Project | <input type="checkbox"/> Phased - new | <input type="checkbox"/> Phased - underway | <input type="checkbox"/> On-Going |
| 0% = Minimum State Match % Required | | <input 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
<u>One-Time Startup:</u>	0	0
Totals:	0	0

Additional Information / Prior Funding History:

None.

Project Description/Justification:

There has been a concerted rally from several communities and other organizations asking that the department prepare an updated statewide port and harbor plan for both coastal and river based communities. The arguments for such an effort are compelling. Many changes in global conditions and economic factors suggest the time is right for such an effort. From Arctic Ocean sea lanes opening to new commercial routes, to changes in fisheries practices for a variety of reasons the winds of change are upon us and this leads to new thinking and new opportunities. The plan will locate gaps in the existing ports and harbors system and will make recommendations to fill those gaps, locate funding, and determine stewardship structure.

Both the Corps of Engineers and the Denali Commission have tentatively committed to co-funding such an effort with \$500,000 each, if the state would participate too, and agreed the need is urgent. The state's leadership in recognizing that ports and harbors are vital economic engines of many coastal and river communities would be applauded and is widely anticipated.

Emergency and Non-Routine Repairs**FY2008 Request: \$213,200****Reference No: AMD 30634****AP/AL:** Appropriation**Project Type:** Health and Safety**Category:** Transportation**Location:** Statewide**Contact:** Frank Richards**House District:** Statewide (HD 1-40)**Contact Phone:** (907)465-3900**Estimated Project Dates:** 04/13/2008 - 09/30/2009**Brief Summary and Statement of Need:**

Supplemental funding for emergency and non-routine expenditures associated with the Kenai Peninsula Flood and the Copper River Highway washout. These repairs are ineligible for federal reimbursement. 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:	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013	Total
Gen Fund	\$213,200						\$213,200
Total:	\$213,200	\$0	\$0	\$0	\$0	\$0	\$213,200

<input type="checkbox"/> State Match Required	<input type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input checked="" type="checkbox"/> On-Going
0% = 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:

FY2007 - \$250,000; FY2005 Supplemental - \$573,400; FY2003 - \$700,000; FY2002 - \$600,000; FY2001 - \$600,000; FY2000 - \$600,000; FY1999 - \$500,000.

Project Description/Justification:**Kenai Peninsula Flood \$48,200**

During the week of Thanksgiving 2007, heavy and steady rains fell throughout the Kenai Peninsula area and continued through the weekend. Excessive soils saturation and runoff eroded the Sterling Highway embankment at MP 167.5. Embankment erosion exposed the guardrail posts and left the Sterling Highway in danger of collapse at this location. In addition to this location, heavy storm surge overtopped the Outer Beach Road in Ninilchik, washing away road embankment and protective riprap at that location. Both areas required immediate attention and repairs to save the road infrastructure from further damage and loss. Embankment materials were imported and replaced at both areas to restructure the road and protect from further erosion. Riprap materials were also placed along the shore to reestablish protection of the Outer Beach Road. The amount of this request is to cover costs associated with this effort for rented equipment, materials, and overtime. Regular labor costs were absorbed within the current budget.

Copper River Highway Washout \$80,000

In October 2007 in response to the impending loss of the Copper River Highway at MP 41-43 due to high water flooding and erosion, the Cordova maintenance crew (part of the Valdez District) hauled and placed approximately 12,000 cy of pit run material and raised the highway grade about 3 feet - on average - for approximately 1 mile along the highway. They also raised and reinforced the existing maintenance berm. The water rose to the very top of the maintenance berm but did not spill over. This effort likely saved the State hundreds of thousands of dollars of repairs had we lost the entire section of roadway to flood erosion.

Solomon Boardwalk \$85,000

State of Alaska Capital Project Summary
 FY2008 Supplemental - Governor
 4/1/08 1:26:30 PM

Department of Transportation and Public Facilities
 Reference No: AMD 30634
 Released March 29th

Emergency and Non-Routine Repairs

FY2008 Request: \$213,200

Reference No: AMD 30634

In 2004 the Bering Sea storm caused extensive damage to Solomon. This community is located on the west bank of the Solomon River, 30 miles east of Nome. The Department of Homeland Security and Emergency Management and the Federal Emergency Management Administration (FEMA) inspected the project and approved repairs to the boardwalk. However, when departmental engineers inspected the project in 2006, there was approximately 152 feet of boardwalk missing from the Solomon Wayside Interpretive Center. The interpretative wayside provides visitors with information on the significant mining events that occurred in this area. There are several old steam engines that are on display - as well as interpretative signs describing the historical activity. The most likely cause of the boardwalk damage was from a storm in 2005. Unfortunately, the additional 2005 damage went undetected and is not eligible for FEMA participation. Repairs to these facilities are necessary so that FEMA eligible work can also take place.

Airport Improvement Program**FY2008 Request: \$40,851,500****Reference No: 7470****AP/AL:** Appropriation with Allocations**Project Type:** Construction**Category:** Transportation**Location:** Statewide**Contact:** Christine Klein**House District:** Statewide (HD 1-40)**Contact Phone:** (907)269-0724**Estimated Project Dates:** 07/01/2007 - 06/30/2012**Brief Summary and Statement of Need:**

Federal airport improvements as outlined in the Airport Improvement Program and the International Airports Program. This project contributes to the Department's Mission by improving the mobility of people and goods, reducing injuries, fatalities and property damage, and by increasing private investment.

Funding:	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013	Total
Fed Rcpts	\$40,851,500		\$8,100,000	\$8,100,000	\$8,100,000	\$8,100,000	\$73,251,500
Total:	\$40,851,500	\$0	\$8,100,000	\$8,100,000	\$8,100,000	\$8,100,000	\$73,251,500

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

N/A

Alakanuk: Airport Relocation**FY2008 Request: \$1,486,000****Reference No: AMD 40276****AP/AL:** Allocation**Project Type:** Construction**Category:** Transportation**Location:** Alakanuk**Contact:** Frank Richards**House District:** Bering Straits (HD 39)**Contact Phone:** (907)465-3900**Estimated Project Dates:** 04/13/2008 - 06/30/2013**Appropriation:** Airport Improvement Program**Brief Summary and Statement of Need:**

Apply surface material, re-grade the runway, apron, taxiway and access road, including improving the access road drainage. Install airport lighting on the 4,000 foot long silt embankment runway at the Alakanuk Airport. Complete other improvements as funding allows. 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:	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013	Total
Fed Rcpts	\$1,486,000						\$1,486,000
Total:	\$1,486,000	\$0	\$0	\$0	\$0	\$0	\$1,486,000

<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
<u>One-Time Startup:</u>	<u>0</u>	<u>0</u>
Totals:	0	0

Additional Information / Prior Funding History:

FY2008 - \$2,467,500; FY2007 - \$4,715,000; FY2006 - \$7,010,000.

Project Description/Justification:

The Alakanuk Airport is 2,200 feet by 35 feet, far below state standards. It is not aligned well for wind coverage, has trees in its northern approach, floods intermittently and is inadequate for the traffic it receives (3,791 enplanements in 2003). The Department of Transportation and Public Facilities' Maintenance and Operations section spends significant time and money keeping Alakanuk Airport in operational condition. Stage one of this project began the construction of a new runway, building a silt embankment for the runway, apron and access road in a location that maximizes wind coverage. This embankment was allowed to settle over time and now is ready for surface material. Material is in short supply at Alakanuk and must be barged in from material sources located upriver.

During the course of the second and third stage of the project, the runway and apron embankments will be regraded, surface material added and lighting installed, making air transportation to Alakanuk safer and more expedient.

AP/AL: Allocation **Project Type:** Construction
Category: Transportation
Location: Bethel **Contact:** Frank Richards
House District: Bethel (HD 38) **Contact Phone:** (907)465-3900
Estimated Project Dates: 04/13/2008 - 06/30/2013
Appropriation: Airport Improvement Program

Brief Summary and Statement of Need:

Install surface and lighting to complete new parallel runway 1R/19L and reconstruct old General Aviation apron as a new air taxi/cargo apron. This project contributes to the Department's Mission by reducing injuries, fatalities and property damage, by improving the mobility of people and goods and by increasing private investment.

Funding:	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013	Total
Fed Rcpts	\$1,500,000						\$1,500,000
Total:	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000

<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
<u>One-Time Startup:</u>	<u>0</u>	<u>0</u>
Totals:	0	0

Additional Information / Prior Funding History:

FY2008 - \$3,000,000; FY2005 Supplemental - \$16,000,000; FY2005 - \$9,950,000; FY2004 - \$6,600,000.

Project Description/Justification:

The Bethel Airport is the fourth busiest airport in Alaska and is only exceeded by Anchorage International for the number of small and commuter enplanements. Since the implementation of CAPSTONE, increasing numbers of small and medium aircraft are using ADS-B (Automatic Dependent Surveillance Broadcast) as a Federal Aviation Administration certified and operationally approved source for radar-like Air Traffic Control services while under visual flight rules (VFR) and instrument flight rules (IFR). Cargo aircraft operations at Bethel add to the difficulty because they are also operating on IFR flight plans and need the full length of runway. This expansion of IFR landings presents significant new challenges for aircraft safety. A new runway 1R/19L, parallel to Runway 18L/36R (to be re-named 1L/19R) is recommended in the Bethel Airport Development Re-evaluation. The parallel runway is needed to improve airport safety and capacity. This project is needed in order to address the conflicts between VFR aircraft, airfield maintenance operations, large jet traffic and the increasing number of CAPSTONE equipped IFR aircraft.

Central Region: Snow Removal Equipment**FY2008 Request: \$2,000,000****Reference No: AMD 39176****AP/AL:** Allocation**Project Type:** Equipment**Category:** Transportation**Location:** Statewide**Contact:** Frank Richards**House District:** Statewide (HD 1-40)**Contact Phone:** (907)465-3900**Estimated Project Dates:** 04/13/2008 - 06/30/2013**Appropriation:** Airport Improvement Program**Brief Summary and Statement of Need:**

Acquire snow removal equipment at various airports in Central Region. 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:	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013	Total
Fed Rcpts	\$2,000,000		\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$10,000,000
Total:	\$2,000,000	\$0	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$10,000,000

<input checked="" type="checkbox"/> State Match Required	<input type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input checked="" 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:

FY2008 - \$1,000,000; FY2006 - \$7,200,000; FY2005 - \$845,000; FY2004 - \$2,450,000; FY2003 - \$7,300,000.

Project Description/Justification:

This project bundles the acquisition of equipment for cost efficiencies and economy of purchasing. Equipment needs include but are not limited to: New graders with attachments at Kongiganak, Goodnews Bay, Nightmute, and Seward airports and Loaders and Boss plows with attachments for Goodnews Bay, Platinum, Atka, Cheforak, Nunapitchuk and Manokotak airports.

Emmonak: Rehabilitation and Apron Expansion**FY2008 Request: \$550,500****Reference No: AMD 39136****AP/AL:** Allocation**Project Type:** Construction**Category:** Transportation**Location:** Emmonak**Contact:** Frank Richards**House District:** Bering Straits (HD 39)**Contact Phone:** (907)465-3900**Estimated Project Dates:** 04/13/2008 - 06/30/2013**Appropriation:** Airport Improvement Program**Brief Summary and Statement of Need:**

Expand the existing apron and taxiway, resurface the operational surfaces of the runway including the runway safety areas. Install new lighting and complete other improvements as funding allows. This project contributes to the Department's Mission by reducing injuries, fatalities and property damage, by improving the mobility of people and goods and by increasing private investment.

Funding:	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013	Total
Fed Rcpts	\$550,500						\$550,500
Total:	\$550,500	\$0	\$0	\$0	\$0	\$0	\$550,500

<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
<u>One-Time Startup:</u>	0	
Totals:	0	0

Additional Information / Prior Funding History:

FY2007 - \$950,000; FY2005 - \$3,531,250; FY2002 - \$2,000,000.

Project Description/Justification:

This airport was recently made a postal hub which has increased traffic, especially air cargo traffic, and created serious congestion on the apron. The apron is leased to capacity and the taxiway is too narrow for the traffic. The runway surface has settled differentially resulting in an inadequate surface, especially for the cargo aircraft. The south threshold lights for example are on 4' stem extensions. The south safety area has settled to the point where it can no longer be considered functional as a safety area. The taxiway is very narrow now due to settling and the apron has several dips requiring a substantial leveling course.

Goodnews Bay: Airport Reconstruction**FY2008 Request: \$6,000,000****Reference No: AMD 39181****AP/AL:** Allocation**Project Type:** Construction**Category:** Transportation**Location:** Goodnews Bay**Contact:** Frank Richards**House District:** Bethel (HD 38)**Contact Phone:** (907)465-3900**Estimated Project Dates:** 04/13/2008 - 06/30/2013**Appropriation:** Airport Improvement Program**Brief Summary and Statement of Need:**

Project will re-align and extend the existing runway and construct a new taxiway, apron and access road. Also includes land acquisition, runway taxiway lighting, and snow removal equipment building. 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:	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013	Total
Fed Rcpts	\$6,000,000						\$6,000,000
Total:	\$6,000,000	\$0	\$0	\$0	\$0	\$0	\$6,000,000

<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:	31,000	0
<u>One-Time Startup:</u>	0	
Totals:	31,000	0

Additional Information / Prior Funding History:

FY2007 - \$2,000,000; FY2005 - \$5,910,000.

Project Description/Justification:

The runway, apron and taxiway do not meet state standards for a community class airport. The airport does not have a runway safety area and does not meet current dimensional standards for length and width. Airport lighting will improve operations and safety during hours of limited visibility and darkness.

Operating and maintenance costs will be approximately \$31,000 per year beginning in 2010.

Grayling: Airport Reconstruction

FY2008 Request: \$1,560,000
Reference No: AMD 38396

AP/AL: Allocation
Category: Transportation
Location: Grayling
House District: Interior Villages (HD 6)
Estimated Project Dates: 04/13/2008 - 06/30/2013
Appropriation: Airport Improvement Program

Project Type: Construction
Contact: Christine Klein
Contact Phone: (907)269-0724

Brief Summary and Statement of Need:

Lengthen and widen runway and safety area and other improvements as funding allows. 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:	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013	Total
Fed Rcpts	\$1,560,000						\$1,560,000
Total:	\$1,560,000	\$0	\$0	\$0	\$0	\$0	\$1,560,000

<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:

FY2008 - \$2,500,000; FY2006 - \$1,680,000; FY2005 - \$200,000; FY2004 - \$5,815,625.

Project Description/Justification:

During detailed design it became obvious that the drainage crossing required to lengthen the runway would cost significantly more than anticipated. Also the advent of GPS instrument approaches require more airspace. In order to allow for better approaches it was necessary to realign the runway and reconfigure the apron. This runway is short with a number of airspace obstructions. By rotating the alignment, the approach over the community is improved, obstructions are mitigated and a length of 4,000 feet can be achieved.

Kipnuk: Airport Reconstruction**FY2008 Request: \$9,000,000****Reference No: 39173****AP/AL:** Allocation**Project Type:** Construction**Category:** Transportation**Location:** Kipnuk**Contact:** Christine Klein**House District:** Bethel (HD 38)**Contact Phone:** (907)269-0727**Estimated Project Dates:** 04/13/2008 - 06/30/2013**Appropriation:** Airport Improvement Program**Brief Summary and Statement of Need:**

Project will provide surfacing for new realigned runway and connecting taxiway. Also includes runway lighting and snow removal equipment building. 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:	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013	Total
Fed Rcpts	\$9,000,000						\$9,000,000
Total:	\$9,000,000	\$0	\$0	\$0	\$0	\$0	\$9,000,000

<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 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
<u>One-Time Startup:</u>	<u>0</u>	<u>0</u>
Totals:	0	0

Additional Information / Prior Funding History:

FY2007 - \$2,600,000; FY2005 - \$2,500,000; FY2004 - \$3,000,000; FY2003 - \$450,000; FY2001 - \$1,600,000.

Project Description/Justification:

Phase I of the relocation project constructed the embankment for the runway and apron in 2001. The soils used to construct the embankment were ice rich and it was determined that they needed to thaw and settle over several years. The existing airport has a 2,125 foot X 40 foot runway with a failing embankment on the southern end of the runway. Erosion on the sides of the runway has created a narrow landing area with a sharp drop-off on both sides. Weather conditions create severe crosswinds. All airport dimensions and facilities are less than current standards for a community class airport. The Airport Master Plan determined a new airport should be constructed on, and adjacent to (east of) the existing airport. Relocating the airport will provide adequate separation distance between the apron and the runway and upgrade the airport to standards.

The engineer's estimate have been increased in response to recent project bids showing a dramatic increase in the cost of remote construction and in the cost of the construction materials required for the project. The limited number of contractors bidding on projects has created a 'supply and demand' shortfall of qualified bidders, which is also having an adverse effect on the costs of remote airport construction. Supplemental funding is being requested to support the Federal Aviation Administration's (FAA) request for timely expenditure of grant funding. Funding delayed to July would delay significant draw down of the grant until the following construction season. FAA is requiring early fiscal year delivery dates for environmental documentation to ensure that projects are developed and bid early enough to take advantage of the construction season in the year the grant is issued.

Kongiganak: Airport Improvements**FY2008 Request: \$5,500,000****Reference No: AMD 41713****AP/AL:** Allocation**Project Type:** Construction**Category:** Transportation**Location:** Kongiganak**Contact:** Frank Richards**House District:** Bethel (HD 38)**Contact Phone:** (907)465-3900**Estimated Project Dates:** 04/13/2008 - 06/30/2013**Appropriation:** Airport Improvement Program**Brief Summary and Statement of Need:**

This project will extend the existing runway to 3,000 feet x 60 feet, construct a new apron, construct an access boardwalk, install runway lighting along with a segmented circle and rotating beacon, and construct a maintenance equipment storage building. The first stage will extend the runway embankment and construct the apron and taxiways embankments plus reconstruct the existing runway. 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:	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013	Total
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:	35,000	0
One-Time Startup:	0	
Totals:	35,000	0

Additional Information / Prior Funding History:

FY2008 - \$5,000,000; FY2007 - \$8,600,000.

Project Description/Justification:

The project will bring a sub-standard facility up to minimum standards. Progress had been delayed due to uncertainty about land status. The local community has submitted formal correspondence addressing Departmental concerns and requesting that the State of Alaska move forward with the project. The existing 1,885 feet x 35 feet runway is rough the full length, high in the center with no line of sight between runway ends and has ruts, dips and puddles. It is closed portions of the year.

Operating and Maintenance costs are estimated to be \$35,000 per year starting in FY2010.

Northern Region: Snow Removal Equipment**FY2008 Request: \$2,805,000****Reference No: AMD 39130****AP/AL:** Allocation**Project Type:** Equipment**Category:** Transportation**Location:** Statewide**Contact:** Frank Richards**House District:** Statewide (HD 1-40)**Contact Phone:** (907)465-3900**Estimated Project Dates:** 04/13/2008 - 06/30/2013**Appropriation:** Airport Improvement Program**Brief Summary and Statement of Need:**

Purchase snow removal equipment for airport maintenance operations at various non-primary and primary airports in the Northern Region. The equipment is needed to maintain Northern Region airports in a safe manner during the winter months. Equipment to be purchased includes graders, loaders, dozers, snow blowers, and/or other necessary snow removal equipment. 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:	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013	Total
Fed Rcpts	\$2,805,000		\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$12,805,000
Total:	\$2,805,000	\$0	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$12,805,000

<input checked="" type="checkbox"/> State Match Required	<input type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input checked="" 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 - \$3,440,000; FY2005 - \$655,000; FY2004 - \$1,520,000.

Project Description/Justification:

Purchase snow removal equipment at various Primary and Non-primary Northern Region airports, including the following:

Minto Airport Grader: Acquire a grader to maintain the new Minto Airport in winter months.

Chicken Airport Grader: Replace the Chicken Airport grader with a new grader with a snow wing and front plow.

Unalakleet Airport Towed Broom and Sanding Attachment: Purchase a towed broom and sanding equipment for the Unalakleet Airport.

Cordova Airport Towed Broom and Plow Truck with Sander: Purchase a new plow truck with sander attachment and replace the existing towed broom that entered service in 1995.

Deadhorse Airport Sander: Purchase a new sander for the Deadhorse Airport.

Valdez Airport Towed Broom: Purchase a new towed broom for the Valdez Airport.

Kotlik Airport Loader: Replace Kotlik Airport's dozer with a loader. The dozer at Kotlik needs to be replaced due to

Northern Region: Snow Removal Equipment

FY2008 Request: \$2,805,000
Reference No: AMD 39130

mechanical problems. Because of significant drifting, a loader would be a more efficient piece of equipment for snow removal.

Koyuk Airport Loader: Replace Koyuk Airport's dozer with a loader. A loader would be a more efficient piece of equipment at Koyuk, particularly considering winter drifting issues. Western District would like to replace its 1995 dozer with a loader to improve its snow removal efficiency.

Other snow removal equipment and attachments may be added to this request as needs are identified and funding allows.

Petersburg: Airport Runway Safety Area

FY2008 Request: \$4,350,000

Reference No: AMD 41730

AP/AL: Allocation

Project Type: Construction

Category: Transportation

Location: Petersburg

Contact: Frank Richards

House District: Sitka/Wrangell/Petersburg (HD

Contact Phone: (907)465-3900

2)

Estimated Project Dates: 04/13/2008 - 06/30/2013

Appropriation: Airport Improvement Program

Brief Summary and Statement of Need:

This project includes design and construction of a standard Runway Safety Area (RSA), potential shift of the existing runway, relocation of navigation aids, and other associated improvements. Meeting the standard for RSAs is a very high Federal Aviation Administration (FAA) priority - so high that FAA policy prohibits their issuing any grants for runway improvements on an airport until its RSA is improved to the greatest practicable extent. This project contributes to the Department's Mission by reducing injuries, fatalities and property damage.

Funding:	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013	Total
Fed Rcpts	\$4,350,000						\$4,350,000
Total:	\$4,350,000	\$0	\$0	\$0	\$0	\$0	\$4,350,000

<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	
Totals:	0	0

Additional Information / Prior Funding History:

FY2007 - \$19,650,000.

Project Description/Justification:

Petersburg's Runway Safety Area does not meet FAA standards that were established to protect aircraft that land short, over-run, or veer off the paved runway surface. In addition, culverts that provide drainage under the existing runway are undersized and failing. This project consists of the design and construction of an expanded Runway Safety Area, shifting the existing runway, replacing undersized culverts, relocating navigation aids, and other required work. It also includes the acquisition of additional property adjacent to the airport in order to protect Runway Protection Zones from incompatible land uses. Additional funding is needed based on the current estimate for the project now that design is nearly complete and includes right-of-way acquisition.

The project is expected to be advertised in April. The project will involve runway work that will result in the airport being closed for a few weeks and the timing for this work is critical to our ability to minimize the impact of the construction closure on the community and the airlines. If we are delayed in our ability to accept a FAA grant and are therefore unable to award a contract until July, we will miss this year's construction season and incur substantially greater costs because of the high rate of inflation in construction. The FAA considers this to be one of their highest priorities and is prepared to process a grant as soon as discretionary funds become available to them. Funding this project in the supplemental will enable us to move forward as soon as Airport Improvement Program discretionary funds are available. Indications are that the FAA will be requiring funds to be obligated by June, 30.

Savoonga: Airport Improvements**FY2008 Request: \$2,300,000****Reference No: AMD 43242****AP/AL:** Allocation**Project Type:** Construction**Category:** Transportation**Location:** Savoonga**Contact:** Christine Klein**House District:** Bering Straits (HD 39)**Contact Phone:** (907)269-0724**Estimated Project Dates:** 04/13/2008 - 06/30/2013**Appropriation:** Airport Improvement Program**Brief Summary and Statement of Need:**

Rehabilitate the Savoonga Airport. The work includes resurfacing the runway, taxiway, apron and airport access road, applying a dust palliative to the operating surfaces and replacing the lighting system. The taxiway will be realigned to meet geometric standards. The project will also include installing a concrete floor in the existing snow removal equipment building and repairing the heating and electrical deficiencies. 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:	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013	Total
Fed Rcpts	\$2,300,000						\$2,300,000
Total:	\$2,300,000	\$0	\$0	\$0	\$0	\$0	\$2,300,000

<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:

FY2008 - \$9,050,000.

Project Description/Justification:

The condition of the airport has deteriorated significantly since this project was initially nominated in 2001. Large rocks are now exposed at the surface. In addition there are depressions, soft surface conditions, and lighting system outages that are beyond Maintenance and Operation's capacity to repair. Differential settlement has also accelerated in recent years, as demonstrated by the dips in the runway and taxiway. The lighting is outdated and needs to be replaced to maintain safe operations at the airport. The taxiway alignment does not meet current geometric standards. Construction of a concrete floor in the existing snow removal equipment building would provide a much better environment in which to conduct maintenance. In addition, the snow removal equipment building's heating and electrical systems require repairs.

Sitka: Rocky Gutierrez Airport Terminal Planning

FY2008 Request: \$200,000

Reference No: AMD 45430

AP/AL: Allocation

Project Type: Planning

Category: Transportation

Location: Sitka

Contact: Frank Richards

House District: Sitka/Wrangell/Petersburg (HD

Contact Phone: (907)465-3900

2)

Estimated Project Dates: 04/13/2008 - 06/30/2013

Appropriation: Airport Improvement Program

Brief Summary and Statement of Need:

This funding will be used to refine the conceptual design and cost estimates, develop a financing plan and complete other advance planning for a new airport terminal building at Sitka Rocky Gutierrez Airport. This project contributes to the Department's Mission by reducing injuries and property damage and by improving the mobility of people and goods.

Funding:	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013	Total
Fed Rcpts	\$200,000						\$200,000
Total:	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000

<input type="checkbox"/> State Match Required	<input type="checkbox"/> One-Time Project	<input checked="" type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input type="checkbox"/> On-Going
0% = 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
<u>One-Time Startup:</u>	<u>0</u>	<u>0</u>
Totals:	0	0

Additional Information / Prior Funding History:

None.

Project Description/Justification:

The City and Borough of Sitka owns and operates the existing terminal building at Sitka Rocky Gutierrez Airport. The building is in need of significant repairs and is no longer adequate to meet the needs of travelers, air carriers, or the Transportation Security Administration. In 2005, the City and the Department completed a Terminal Area Plan that determined the appropriate location for terminal improvements and provided a conceptual design for a new building. The City would like to proceed with design for a new facility based on the results of the 2005 plan; however, before the design can be funded through the Airport Improvement Program, the City will have to provide a feasible funding plan that is acceptable to the State and the Federal Aviation Administration.

AP/AL: Allocation

Project Type: Planning

Category: Transportation

Location: Statewide

Contact: Frank Richards

House District: Statewide (HD 1-40)

Contact Phone: (907)465-3900

Estimated Project Dates: 04/13/2008 - 06/30/2013

Appropriation: Airport Improvement Program

Brief Summary and Statement of Need:

Conduct planning and analysis related to improving the safety and capacity of the state aviation system as well as associated environmental and public concerns. This project contributes to the Department's Mission by reducing injuries, fatalities and property damage, by improving the mobility of people and goods and by increasing private investment.

Funding:	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013	Total
Fed Rcpts	\$3,600,000		\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000	\$18,000,000
Total:	\$3,600,000	\$0	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000	\$18,000,000

<input checked="" type="checkbox"/> State Match Required	<input type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input checked="" 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
<u>One-Time Startup:</u>	0	
Totals:	0	0

Additional Information / Prior Funding History:

FY2008 - \$4,500,000; FY2007 - \$2,500,000; FY2005 - \$2,700,000; FY2004 - \$600,000; FY2003 - \$2,200,000; FY2002 - \$700,000; FY2001 - \$700,000; FY2000 - \$700,000; FY1999 - \$700,000. This is an on-going program.

Project Description/Justification:

This project consists of the following planning tasks associated with the management and improvement of the state's aviation infrastructure.

1. Continuous update of the 1996 Alaska Aviation System Plan as required by the Federal Aviation Administration (FAA), including inventory of current system, identification of system needs, forecast demand and other elements as outlined in FAA Advisory Circular 150/5070-7.
2. Develop and maintain a continuously updated list of prioritized projects and a five-year Spending Plan.
3. Develop and review state policies regarding airport improvements, maintenance and operations.
3. Continue development of a pavement management system to establish pavement condition index baselines, amount and direction of change and identify pavement rehabilitation needs.
4. Develop updated Airport Layout Plans including Land Use, Airport Property Maps, and land occupancy drawings for selected airports.
5. Acquire aerial imagery at selected airports.
6. Evaluate and update aviation design, construction and maintenance standards.
7. Develop aviation plans to address regional aviation issues of special concern.
8. Evaluate Runway Safety Area development practicability at selected airports.
9. Evaluate and participate in implementation of the CAPSTONE program.

10. Develop and maintain interactive computer assisted training for Part 139 Certificated airports.
11. Evaluate penetrations to imaginary airspace surfaces surrounding airports.
12. Wildlife hazard assessment, evaluations and Wildlife Hazard Management Plans at selected airports.
13. Develop aviation related information in electronic, digital, internet accessible and/or Geographic Information System (GIS) format and convert existing older paper based information to these formats.
14. Evaluate technical issues.
15. Update signage, land use and runway safety area management plans.
16. Undertake noise analysis at selected airports.
17. Continue to support availability and disparity studies as required to comply with Disadvantaged Business Enterprises (DBE) requirements.
18. Develop an analysis of airport improvement accomplishments and remaining needs to meet current standards and evaluate potential changes to standards.
19. Fund other aviation planning work as needed.
20. Coordinate and fund legal research and determinations for Statewide Aviation issues.
21. Fund training as required at certificated airports.

The State owns or operates approximately 256 Rural System airports. Some of these airports are highly regulated Part 139 certificated airports. Most state-owned airports have federal funding obligations that create additional management and grant compliance issues. Many of these airports are substandard and need improvement. The State seeks federal Airport Improvement Program (AIP) funding for these improvements. There is a need to convert paper based information to digital information for improved and more efficient access by the public and other information users. Recent advances in satellite based technology such as the global positioning system (GPS) and other electronic navigation equipment is creating additional demands for nighttime and Instrument Flight Rule aircraft operations. This creates additional demands and expectations by airport users, the FAA and the general public. These demands create a need for a significant level of continuous aviation system planning work.

Surface Transportation Program

FY2008 Request: \$4,000,000

Reference No: AMD 32610

AP/AL: Appropriation with Allocations

Project Type: Construction

Category: Transportation

Location: Statewide

Contact: Frank Richards

House District: Statewide (HD 1-40)

Contact Phone: (907)465-3900

Estimated Project Dates: 04/13/2008 - 06/30/2012

Brief Summary and Statement of Need:

Federal surface transportation improvements as outlined in the Statewide Transportation Improvement Program (STIP), the Transportation Equity Act for the 21st Century (TEA-21), and annual federal appropriations acts. This project contributes to the Department's Mission by reducing injuries, fatalities and property damage, by improving the mobility of people and goods and by increasing private investment.

Funding:	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013	Total
Fed Rcpts	\$4,000,000						\$4,000,000
Total:	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000

<input checked="" type="checkbox"/> State Match Required	<input type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input checked="" type="checkbox"/> On-Going
9% = 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
<u>One-Time Startup:</u>	0	
Totals:	0	0

Additional Information / Prior Funding History:

The state match (GFM) for these projects is contained in a separate project called Federal-Aid Highway State Match (Ref. No. 32609). The state match rate for these federal projects varies.

**Glenn Highway: Gambell Street to McCarrey Street
Reconstruction**

**FY2008 Request: \$4,000,000
Reference No: AMD 39086**

AP/AL: Allocation

Project Type: Construction

Category: Transportation

Location: Anchorage Area-wide

Contact: Frank Richards

House District: Anchorage Area-wide (HD 17-32)

Contact Phone: (907)465-6973

Estimated Project Dates: 04/13/2008 - 06/30/2013

Appropriation: Surface Transportation Program

Brief Summary and Statement of Need:

This is a new FY2008 Supplemental Capital Budget request. Widen the existing four-lane section of the Glenn Highway / East 5th Avenue to six lanes from Karluk Street to where the Glenn Highway widens to six lanes near McCarrey Street. 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:	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013	Total
Fed Rcpts	\$4,000,000						\$4,000,000
Total:	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000

<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
9% = 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
<u>One-Time Startup:</u>	<u>0</u>	<u>0</u>
Totals:	0	0

Additional Information / Prior Funding History:

FY2008 - \$11,000,000; FY2005 - \$19,820,000.

Project Description/Justification:

The project's purpose is to relieve traffic congestion on the 5th/6th Avenue Couplet and the Glenn Highway by eliminating the existing "bottleneck" that constricts traffic flow to and from downtown Anchorage. This segment of roadway is currently operating near capacity and experiencing numerous accidents. The additional lanes will promote more efficient traffic flow, create safer driving conditions, and improve air quality through more efficient operation.

Construction bids for this project were opened on March 19th, and the low bid was 26% higher than the last engineer's estimate. This increase is due primarily to increased costs on oil dependent items such as asphalt paving and earth moving. The additional authority is needed to award the low bid contract and fully fund the utility relocation agreements.

MEMORANDUM

State of Alaska

Department of Transportation & Public Facilities Division of Administrative Services

TO: Karen Rehfeld, Director
Office of Management and Budget

DATE: January 22, 2008

TELEPHONE NO: 465-3911
TEXT TELEPHONE: 465-3652
FAX NO: 465-3124

FROM: Nancy J. Slagles 
Director

SUBJECT: Scope Change
Requests

The Department of Transportation and Public Facilities requests changes in scope of capital project funding to meet the needs of this administration's priorities. Proposed language for each of these requests is attached.

Stony River

The Department requests that Sec. 100, Chapter 2, FSSLA 99, Page 63, Lines 6-7 be renamed from Stony River Airport Rehabilitation to Stony River: Airport Relocation and Airport Improvements. The initial rehabilitation project scope was to include extension of the runway. The project has been revised to relocate the airport due to the village's encroachment at the existing facility, and the topographical constraints caused by the airport's location between meanders of the Kuskokwim River. The current runway, apron and taxiway do not meet state standards for a community class airport. The airport does not have a runway safety area and does not meet current dimensional standards for length and width. There are buildings in the runway protection zone, no separated apron, and there are trees in the obstacle zone. The Legislature has approved other appropriations for the relocation project.

Haines Highway

The Department requests that Sec. 15(b)(5), Chapter 6, SLA 2005, page 24, lines 13-14 be renamed from Haines: Ferry Terminal through Town to Old Haines Highway to Haines: Ferry Terminal to Union Street. Start of design for this project dates to 1996. At that time, the terminus on the town side was identified as "Mud Bay Road". This term proved confusing to community members. In response, DOT&PF determined that it was best to define the terminus on the town side as "Union Street". This terminus avoids confusion as to the limits of construction work within the city center of Haines.

Pilot Station

The Department requests that Sec. 1, Chapter 3, FSSLA 2005, page 73, lines 11-12 be renamed from Pilot Station: Runway Rehabilitation to Pilot Station: Airport Relocation. The Pilot Station airport rehabilitation project became a relocation project in the Master Plan process.

"Providing for the movement of people and goods and the delivery of state services."

The existing runway is narrow, 2,541 feet long, and has severe crosswinds that both pilots and the community feel strongly is a safety hazard. This concern is supported by numerous stories of landing problems at Pilot Station. The Yukon-Kuskokwim Area Transportation Plan recommended the Pilot Station runway be lengthened to 4000' to accommodate existing and future air traffic. There is no feasible way to lengthen the runway at its current location. Additionally, a new school was recently built adjacent to Runway 25, just off airport property, and is very close to the Pilot Station Airport.

The Master Plan recommended the Airport be relocated to a nearby ridge. This location is aligned favorably with the wind, situated on excellent material, does not have any obstructions, and is more than 10,000 feet from the planned landfill. One of the products from the Master Plan is an FAA approved Airport Layout Plan that supports and depicts the relocation of the airport.

Your approval of these requests would be appreciated.

Following is draft language to facilitate this request:

Section 100, ch. 2, FSSLA 1999, page 63, lines 6-7 is amended to read:

	ALLOCATIONS
Stony River Airport <u>Relocation and Airport Improvements (HD 36)</u> [Rehabilitation (ED 36)]	3,000,000

Section 15(b)(5), ch. 6, SLA 2005, page 24, lines 13-14 is amended to read:

Haines: Ferry Terminal <u>to Union Street (HD 5)</u> [through Town to Old Haines Highway HD 5]	13,000,000
--	------------

Section 1, ch. 3, FSSLA 2005, page 73, lines 11-12 is amended to read:

	ALLOCATIONS
Pilot Station: <u>Airport Relocation (HD 39)</u> [Runway Rehabilitation (HD 39)]	12,300,000

MEMORANDUM

State of Alaska

Department of Transportation & Public Facilities Division of Administrative Services

TO: Karen Rehfeld, Director
Office of Management and Budget

DATE: January 22, 2008

TELEPHONE NO: 465-3911
TEXT TELEPHONE: 465-3652
FAX NO: 465-3124

FROM: Nancy J. Slagles 
Director

SUBJECT: Scope Change
Requests

The Department of Transportation and Public Facilities requests changes in scope of capital project funding to meet the needs of this administration's priorities. Proposed language for each of these requests is attached.

Stony River

The Department requests that Sec. 100, Chapter 2, FSSLA 99, Page 63, Lines 6-7 be renamed from Stony River Airport Rehabilitation to Stony River: Airport Relocation and Airport Improvements. The initial rehabilitation project scope was to include extension of the runway. The project has been revised to relocate the airport due to the village's encroachment at the existing facility, and the topographical constraints caused by the airport's location between meanders of the Kuskokwim River. The current runway, apron and taxiway do not meet state standards for a community class airport. The airport does not have a runway safety area and does not meet current dimensional standards for length and width. There are buildings in the runway protection zone, no separated apron, and there are trees in the obstacle zone. The Legislature has approved other appropriations for the relocation project.

Haines Highway

The Department requests that Sec. 15(b)(5), Chapter 6, SLA 2005, page 24, lines 13-14 be renamed from Haines: Ferry Terminal through Town to Old Haines Highway to Haines: Ferry Terminal to Union Street. Start of design for this project dates to 1996. At that time, the terminus on the town side was identified as "Mud Bay Road". This term proved confusing to community members. In response, DOT&PF determined that it was best to define the terminus on the town side as "Union Street". This terminus avoids confusion as to the limits of construction work within the city center of Haines.

Pilot Station

The Department requests that Sec. 1, Chapter 3, FSSLA 2005, page 73, lines 11-12 be renamed from Pilot Station: Runway Rehabilitation to Pilot Station: Airport Relocation. The Pilot Station airport rehabilitation project became a relocation project in the Master Plan process.

"Providing for the movement of people and goods and the delivery of state services."

The existing runway is narrow, 2,541 feet long, and has severe crosswinds that both pilots and the community feel strongly is a safety hazard. This concern is supported by numerous stories of landing problems at Pilot Station. The Yukon-Kuskokwim Area Transportation Plan recommended the Pilot Station runway be lengthened to 4000' to accommodate existing and future air traffic. There is no feasible way to lengthen the runway at its current location. Additionally, a new school was recently built adjacent to Runway 25, just off airport property, and is very close to the Pilot Station Airport.

The Master Plan recommended the Airport be relocated to a nearby ridge. This location is aligned favorably with the wind, situated on excellent material, does not have any obstructions, and is more than 10,000 feet from the planned landfill. One of the products from the Master Plan is an FAA approved Airport Layout Plan that supports and depicts the relocation of the airport.

Your approval of these requests would be appreciated.

Following is draft language to facilitate this request:

Section 100, ch. 2, FSSLA 1999, page 63, lines 6-7 is amended to read:

	ALLOCATIONS
Stony River Airport <u>Relocation and Airport Improvements (HD 36)</u> [Rehabilitation (ED 36)]	3,000,000

Section 15(b)(5), ch. 6, SLA 2005, page 24, lines 13-14 is amended to read:

Haines: Ferry Terminal <u>to Union Street (HD 5)</u> [through Town to Old Haines Highway HD 5]	13,000,000
---	------------

Section 1, ch. 3, FSSLA 2005, page 73, lines 11-12 is amended to read:

	ALLOCATIONS
Pilot Station: <u>Airport Relocation (HD 39)</u> [Runway Rehabilitation (HD 39)]	12,300,000