

**SCOPE CHANGE: Title Change for Architecture and Engineering for a New Geologic Material Center in Eagle River - Phase 1**

**FY2010 Request: \$0**  
**Reference No: 45255**

**AP/AL:** Appropriation **Project Type:** Renewal and Replacement  
**Category:** Natural Resources  
**Location:** Anchorage Areawide **Contact:** Leta Simons  
**House District:** Anchorage Areawide (HD 17-32) **Contact Phone:** (907)465-3379  
**Estimated Project Dates:** 01/19/2010 - 06/30/2011

**Brief Summary and Statement of Need:**

This request is for a change in project location language only, removing the words "in Eagle River" from the title and removing the reference to an Eagle River site.

<b>Funding:</b>	<u>FY2010</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>Total</u>
Total:	\$0	\$0	\$0	\$0	\$0	\$0	\$0

<input 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
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
One-Time Startup:	0	
<b>Totals:</b>	<b>0</b>	<b>0</b>

**Additional Information / Prior Funding History:**

**Project Description/Justification:**

SCOPE CHANGE to Chapter 29, SLA 2008 Section 10, page 70, lines 28-32  
 from: Architecture and Engineering for a New Geologic Material Center in Eagle River – Phase 1  
 to: Architecture and Engineering for a New Geologic Material Center – Phase 1

At the time this capital project request was written in 2006, the only site under consideration for a new Geologic Material Center (GMC), to replace the existing outdated facility in Eagle River, was on a vacant parcel occupied by the DNR Division of Forestry (DOF) at another location in Eagle River. A federally funded design concept study was conducted with this DOF site in mind. However, since that time, we have become aware of other potentially available and suitable sites on private or municipal land closer to downtown Anchorage that would better serve state needs of providing ready access to archived geologic materials by exploration industry and state resource-management personnel. In addition, the Alaska Oil and Gas Conservation Commission (AOGCC), which also maintains a large volume of public data on exploratory wells in the state, has expressed interest in leasing office space at the new GMC if it is located close to downtown Anchorage. Preliminary analysis by the Division of Mining, Land and Water's Realty Services Division indicates that the lease cost of private office space currently being paid by AOGCC, if paid instead to the state for equivalent space at the GMC, could offset the land lease cost on a parcel of non-state land, rendering the total lease costs budget neutral, or nearly so, while substantially increasing the benefit of the facility to the state. An additional benefit of parcels being considered in Anchorage is that utilities are already adjacent, whereas they would have to be extended to the Eagle River site at a likely expense of several million dollars.

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The architecture and engineering design work to be accomplished under the revised scope of this capital project will be unchanged; only the location will change. The Department of Transportation and Public Facilities estimates that completion of this Phase 1 project will result in approximately 35-40 percent design, which will be sufficient to accurately estimate the cost of construction for future budgeting purposes.

**Sale and Replacement of PC7 Aircraft for Wildland Firefighting**

**FY2010 Request: \$2,000,000**  
**Reference No: 49617**

**AP/AL:** Appropriation  
**Category:** Public Protection  
**Location:** Statewide  
**House District:** Statewide (HD 1-40)  
**Estimated Project Dates:** 04/18/2010 - 01/01/2012

**Project Type:** Life / Health / Safety  
**Contact:** Leta Simons  
**Contact Phone:** (907)465-3379

**Brief Summary and Statement of Need:**

The department of Natural Resources will use the proceeds from the sale of current aircraft, surplus aircraft parts, and engine escrows for the purchase of replacement aircraft. The Division of Forestry will replace its current lead planes which are unable to keep up with retardant air tankers. Aviation resources are used to protect the natural resources and values at risk from threats of wildland fire. A \$600,000 GF request in the FY11 Governor's capital budget will provide the additional funds necessary to purchase replacement aircraft.

<b>Funding:</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>	<b>FY2014</b>	<b>FY2015</b>	<b>Total</b>
GF/Prgm	\$2,000,000						\$2,000,000
<b>Total:</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000,000</b>

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

**Additional Information / Prior Funding History:**

This is a new project request.

**Project Description/Justification:**

The proposed budget language will allow the Department of Natural Resources to use proceeds from the sale of the Division of Forestry's current lead planes to acquire replacement aircraft. DNR will broker the sale of two lead planes (Pilatus PC7s) in FY11 and FY12, each followed by purchase of a replacement.

Lead planes direct the movement of retardant air tankers, smokejumper aircraft and helicopters; "clear the line" of firefighters before retardant drops; coordinate communication between air and ground forces; provide aerial oversight for Incident Command; serve as first responder to fires; control air space and aircraft around a fire; and establish fire traffic areas and temporary flight restrictions. Lead planes prevent mid-air crashes by controlling all aerial activity in wildland fire situations.

This appropriation allows the funds from the sale of the lead planes to be used to purchase replacements.

**Why is this Project Needed Now:**

**Sale and Replacement of PC7 Aircraft for Wildland Firefighting**

**FY2010 Request: \$2,000,000**  
**Reference No: 49617**

There are operational and costly limitations to the current lead planes. Their aircraft speed is 70 knots slower than the retardant air tankers they lead, causing delay in responding to fires and costly waits by the air tanker (\$66 per minute) arriving in advance at the fire. The current Swiss-made PC7s are expensive to maintain. There is a limited supply of parts for these planes which are no longer in production, with some parts no longer available at all and other parts available only on a “made to order” basis with lengthy lead times. The current planes cannot always reach their destination when weather requires instrument flight capability, de-icing, and pressurization.

The current lead planes need to be replaced. Requirements of a lead plane include that it be financially sustainable, be quick enough to match or exceed air tanker speed, provide a multi-purpose platform, have product support from the private sector, and be able to fly in Alaska weather conditions.

Replacement of the aircraft will offer an increase of safety, and operational capabilities (flying in weather, speed, multi-purpose role and training) in conjunction with more reliable operation (maintenance and parts availability) and dispatch with financial sustainability.

This appropriation supports the wildfire suppression mission to protect resources and values at risk and will provide better dispatch reliability in all conditions. Replacement will also ensure a suitable training platform, serve in a multi-purpose role and be fast enough to arrive at the fire scene ahead of the large retardant air tankers. Being fully supported by the manufacturer, parts and costs will be affordable within current budget allocations.

**Specific Spending Detail:**

LINE ITEM	DOLLAR AMOUNT	DESCRIPTION
Capital Outlay	\$ 2,000,000	Acquisition of 2 lead plane aircraft, using the proceeds from the sale of the current aircraft.

**Project Support:**

Department of Interior agencies, cooperating agencies in the Northwest Compact Agreement, U.S. Forest Service.

**Project Opposition:**

None known.