



APPENDIX B

Public Involvement Documents

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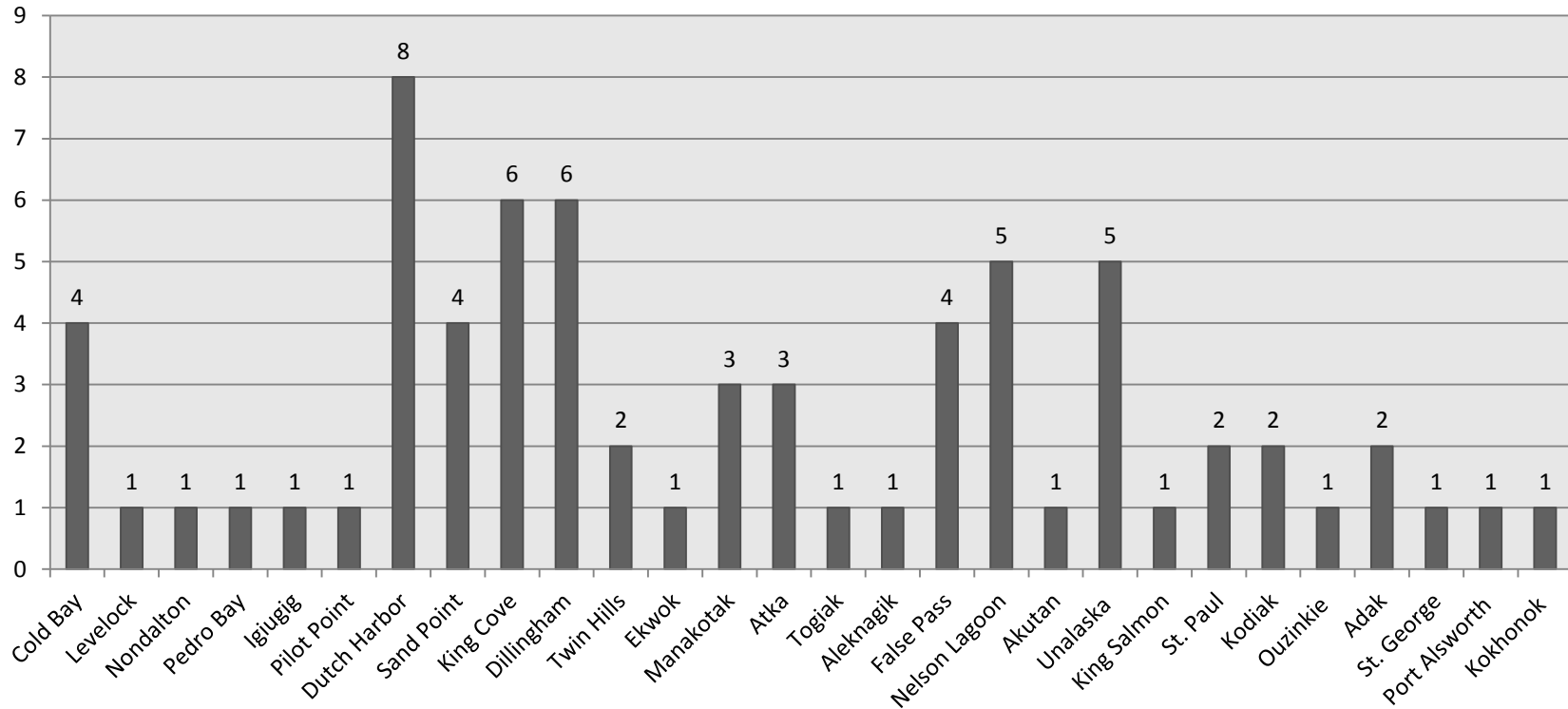
Appendix B: Public Involvement Materials

Note that this appendix is formatted for viewing on a computer. A version formatted for double-sided printing, long edge bind, is also available.

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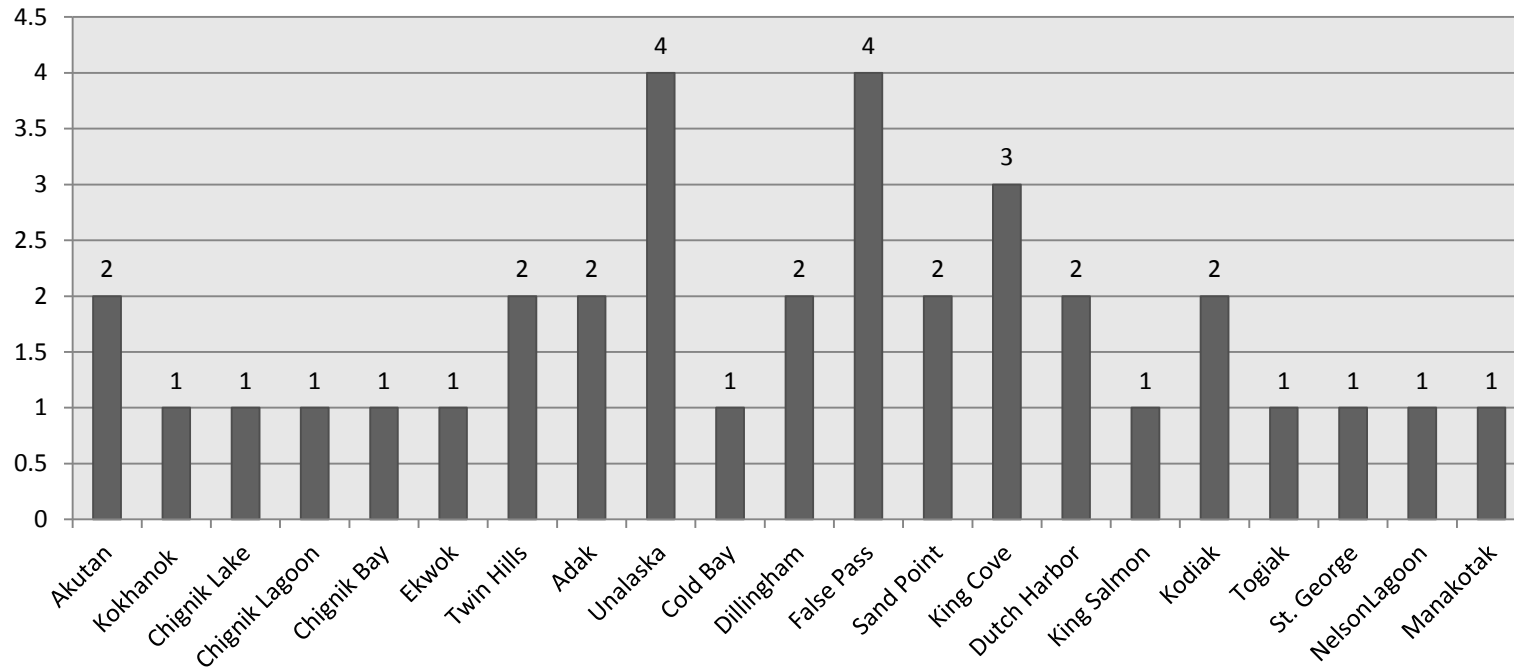
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Top Airports Needing Runway Extensions Survey Responses



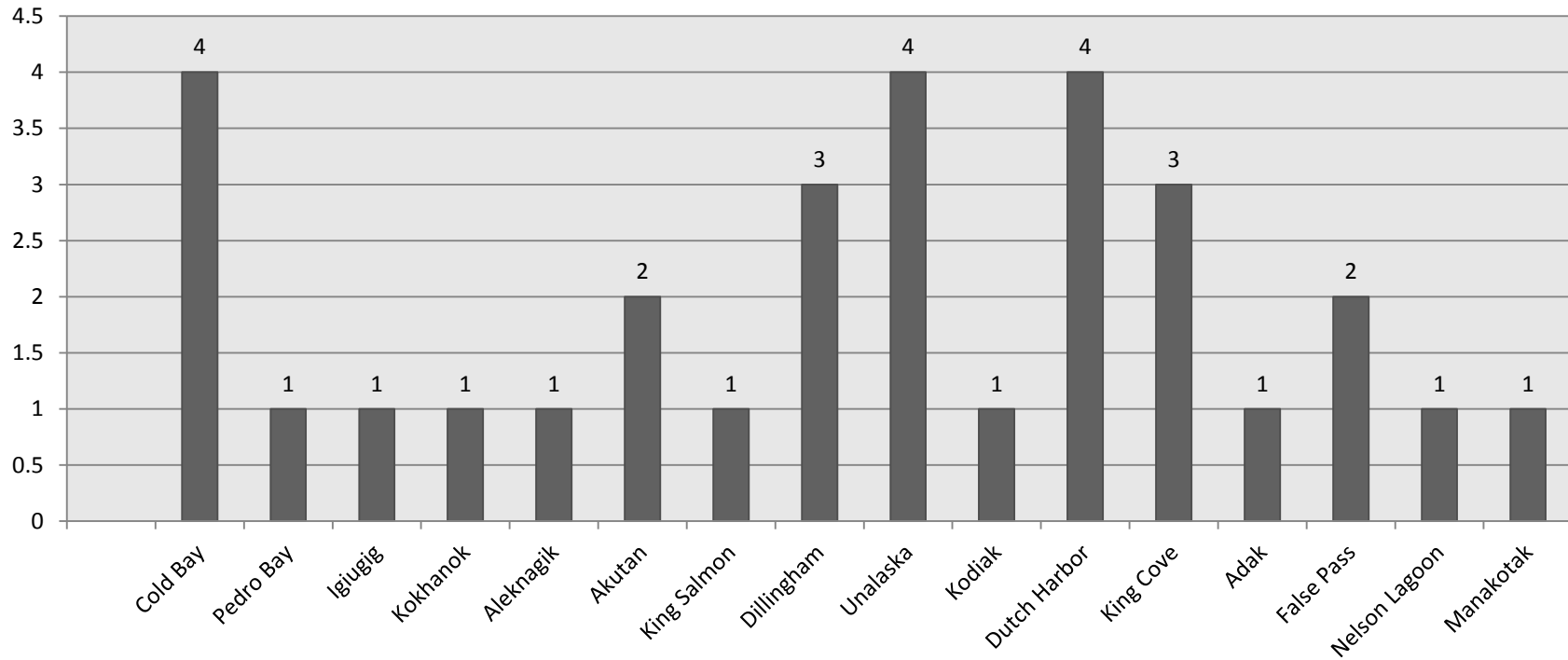
Survey responses were collected at the Southwest Alaska Municipal Conference (SWAMC) and the Tribal Transportation Symposium; and were also collected via hard copy, project website and Facebook.

Top Airports Needing Runway Approaches or Navigation Aids Survey Responses



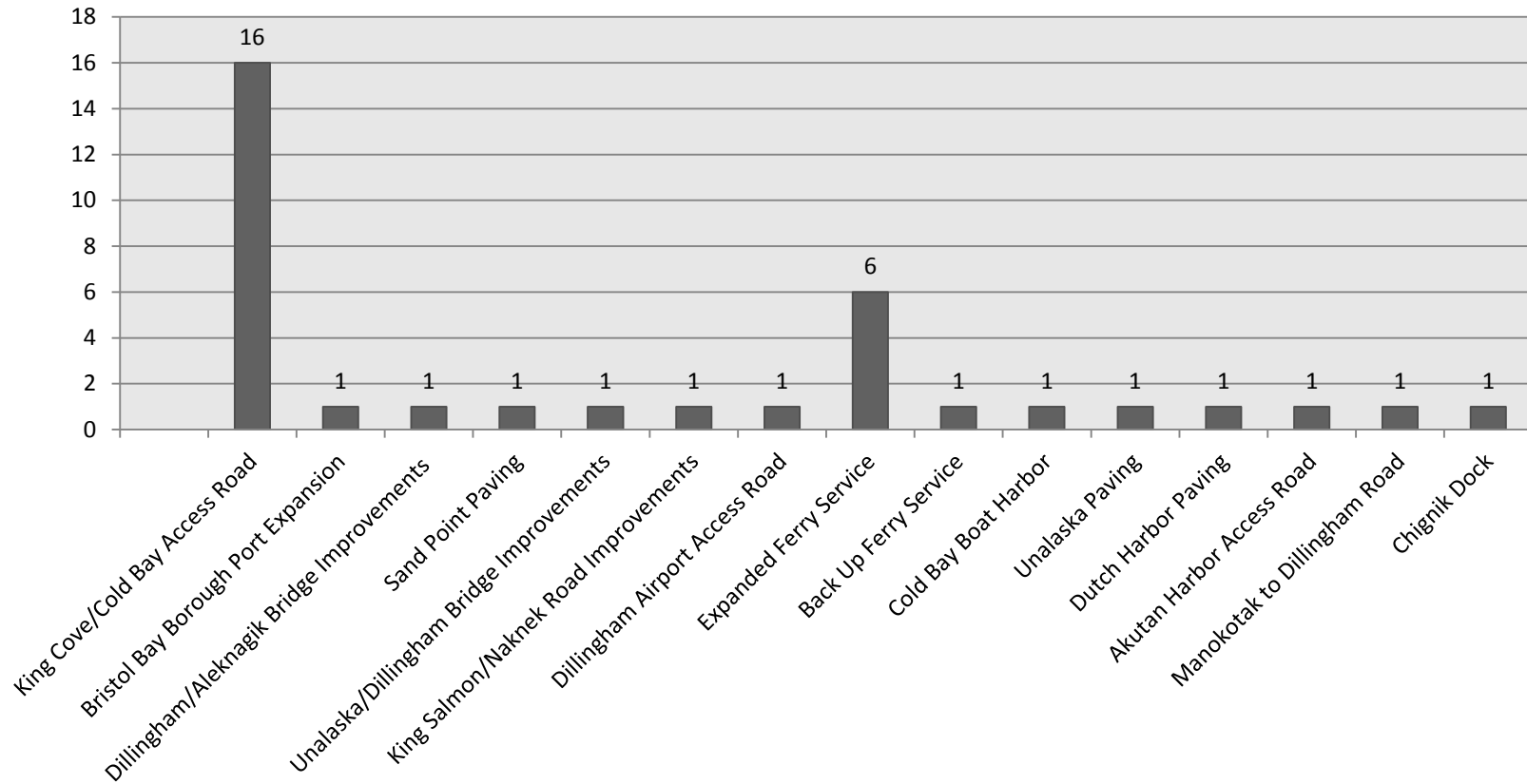
Survey responses were collected at the Southwest Alaska Municipal Conference (SWAMC) and the Tribal Transportation Symposium; and were also collected via hard copy, project website and Facebook.

Top Three Airport Improvement Projects Needed in SW Alaska Survey Responses



Survey responses were collected at the Southwest Alaska Municipal Conference (SWAMC) and the Tribal Transportation Symposium; and were also collected via hard copy, project website and Facebook.

Top Three Regional Land Transportation Priorities in SW Alaska Survey Responses




Survey responses were collected at the Southwest Alaska Municipal Conference (SWAMC) and the Tribal Transportation Symposium; and were also collected via hard copy, project website and Facebook.



**Alaska Department of
Transportation & Public Facilities**
Southwest Alaska Transportation Plan


Jennifer Witt, AICP, Central Region Planning Chief
Bart Rudolph, Central Region Planning Manager
August 2014



Outline


- What has happened since last meetings for SW Plan Update?
 - Federal Highway Bill Reauthorized in 2012 – impacts to program
 - Statewide Long Range Transportation Plan Update now underway
 - Federal Aviation Administration priorities – impacts to program

2



Moving Ahead for Progress in the 21st Century (MAP-21) Highway Reauthorization

3



MAP-21

- 2-year highway and transit bill for Federal years 2013 & 2014 – now extended through May 2015
- Relies on National General Fund appropriations and other funding transfers; no new taxes or fees to sustain level funding
- Significant new policies, including some streamlining of difficult federal processes
- Numerous other policy changes


4



MAP-21 - National Performance Goals

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement & economic vitality
- Environmental sustainability
- Reduced project delivery delays


5



MAP-21 - National Priorities


- National Highway System (NHS)
- Highway Safety
- Meeting performance standards on NHS
- Urban areas > 200,000 population

6




MAP-21 - Performance Mandate

- FHWA to set National Highway System (NHS) Performance Measures for
 - Safety
 - Pavements and Bridges
 - Freight Mobility
 - Congestion
 - System Performance
- States to set performance targets
- Penalties if NHS targets not met



MAP-21 - Funding

- Highway funding down from \$520 M in 2012 to \$484 M in both 2013 & 2014 (~7% decrease)
 - Similar reduction felt in all other states
- Significant streamlining of funding categories
- Highway Safety Improvement Program (HSIP) doubles for Alaska
- Increased emphasis on NHS means less available for Community Transportation Program (CTP); no new projects being considered

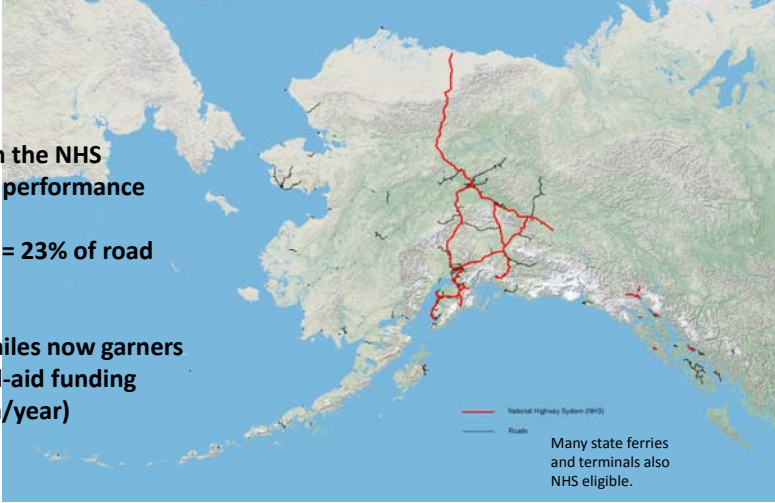


MAP-21

Emphasis is on the NHS condition and performance

NHS in Alaska = 23% of road miles

23% of road miles now garners 57% of federal-aid funding (~\$238 million/year)



Alaska NHS Routes


9



<http://dot.alaska.gov/stwdplng/areaplans/lrtp2014/documents.shtml>

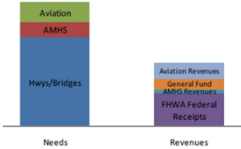


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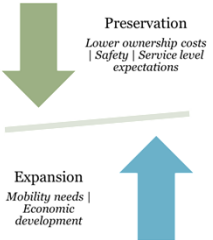


What's Covered in the LRTP?

- Provides future direction
- Identifies:
 - Short-term prioritized projects – 10 years
 - Long-term needs
 - Policies
 - Strategies
 - Funding opportunities
- Aligns with Governor's priorities
 - Live within our means
 - Focus on our priorities
 - Maintain what we have
 - Finish what we have started
 - Keep Alaska Moving to Keep Alaska Strong




Needs Revenues



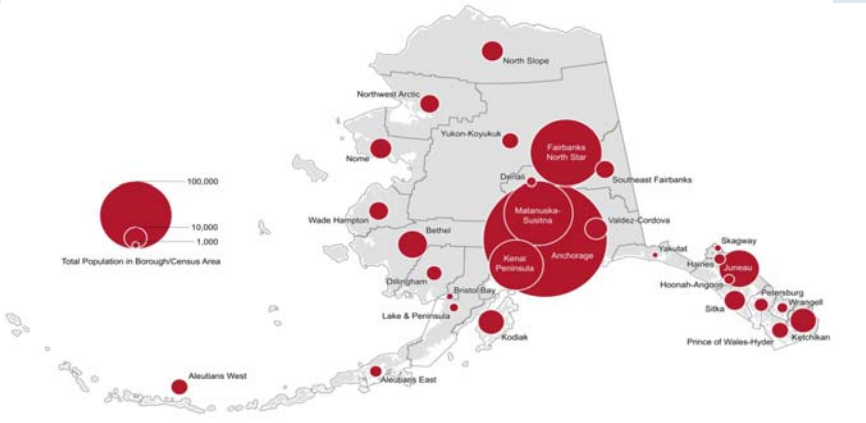
Preservation
Lower ownership costs | Safety | Service level expectations

Expansion
Mobility needs | Economic development

11

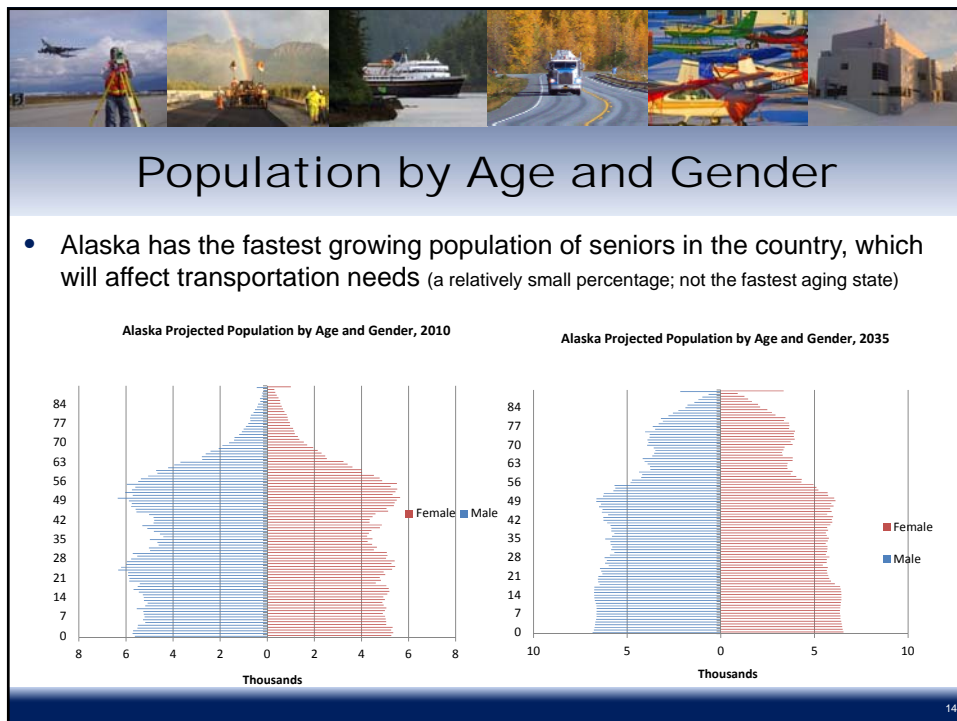
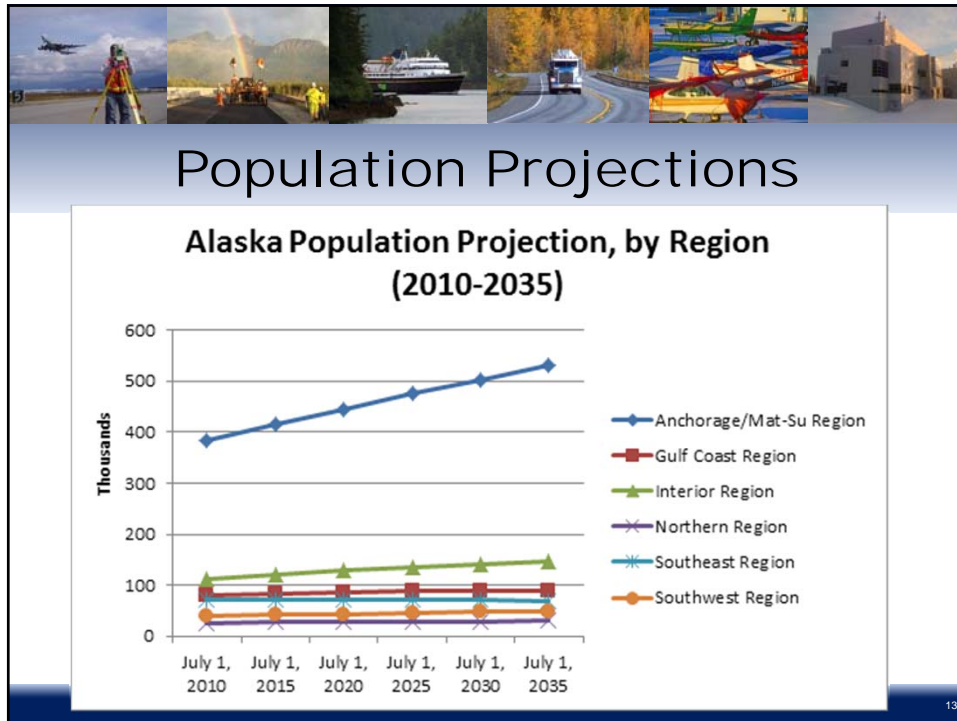



Total Population by Borough/Census Area



Source: Alaska Department of Labor and Workforce Development, Research and Analysis Section; 2010 U.S. Census

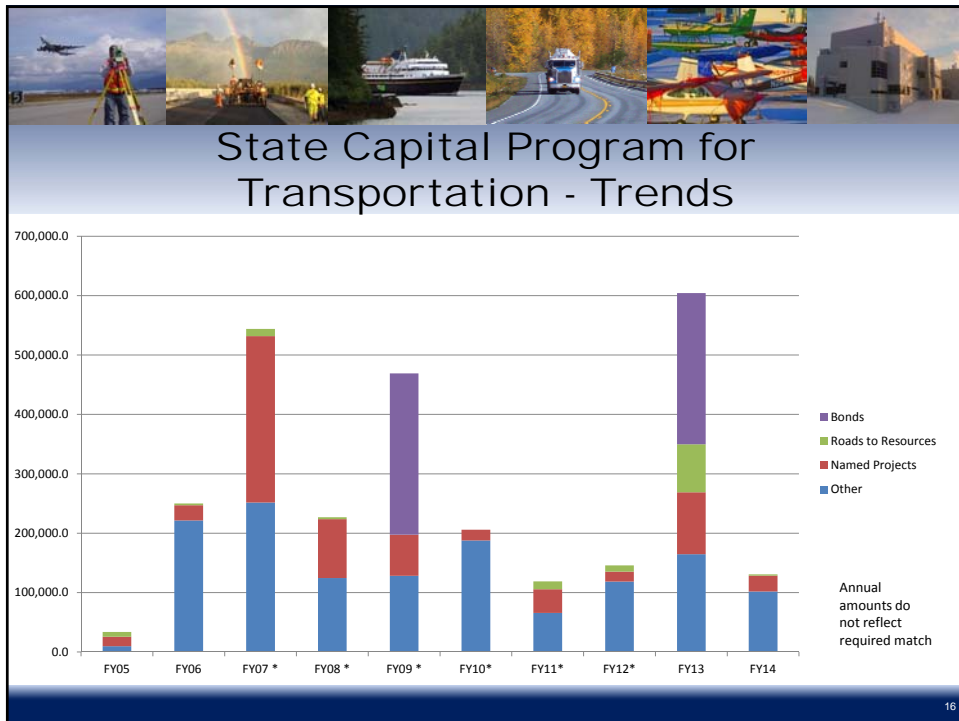
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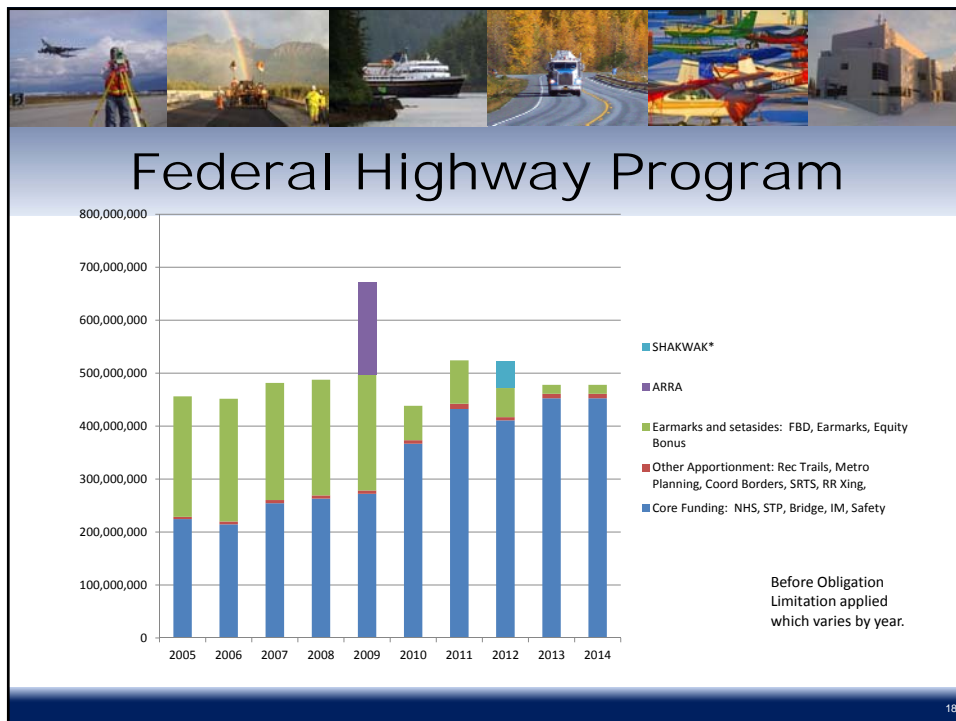
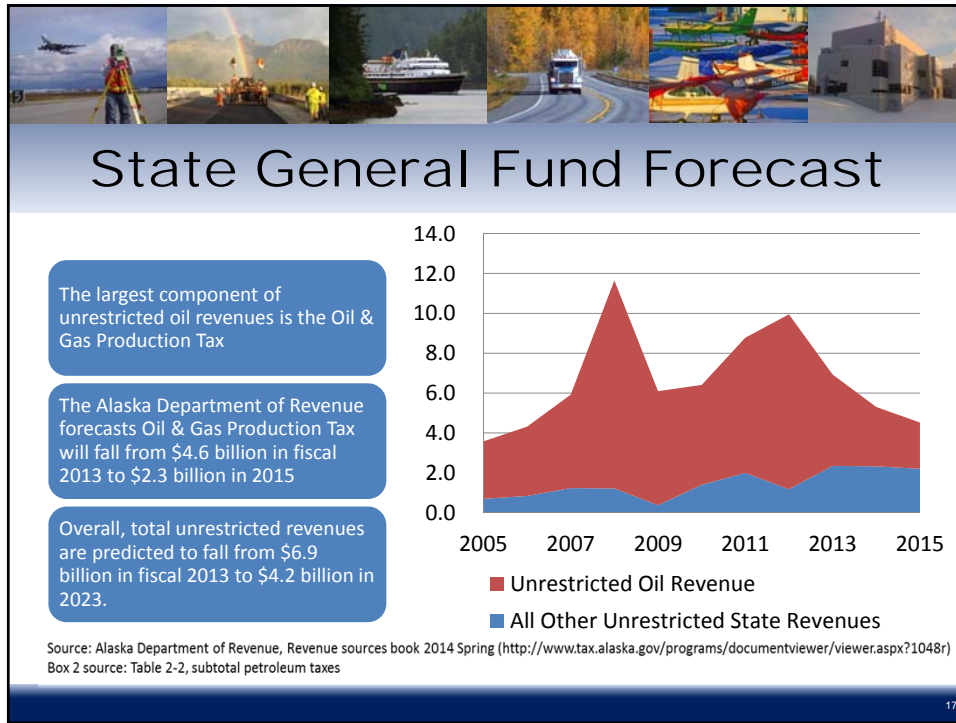


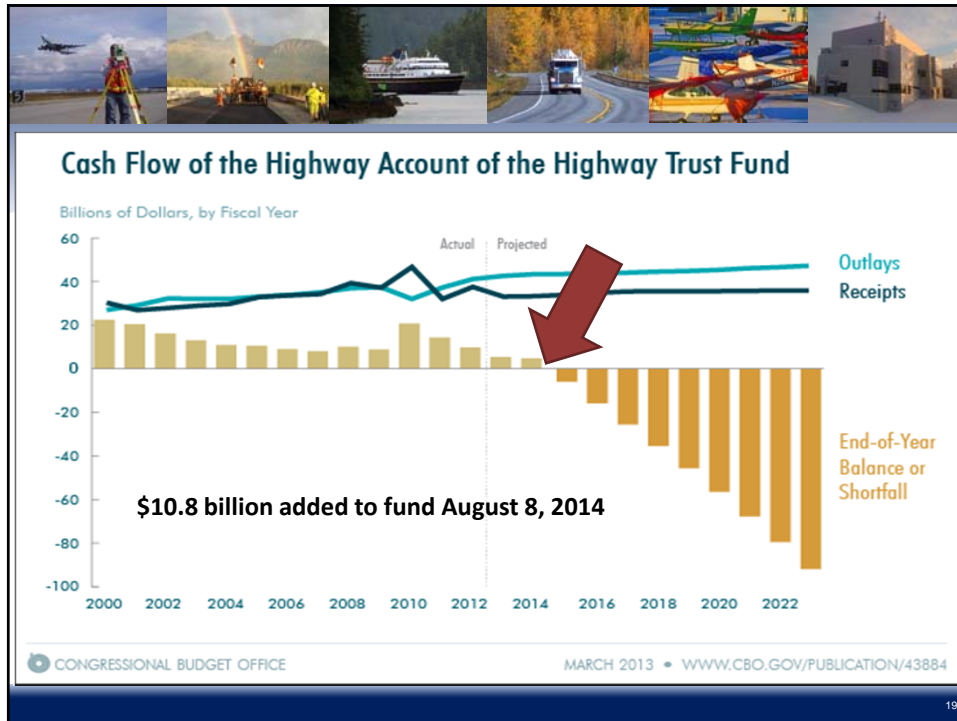


Historical Highway Funding and Forecast


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Changes in Aviation funding, priorities



Impacts to Aviation

- National focus on Runway Safety Areas (RSAs), pavement condition – impacts funding for Alaska’s airports
- Addition of cost effectiveness criterion to Alaska’s project selection impacts ability to address airport needs in small population communities

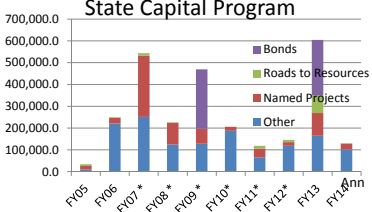
21



We live & work in interesting times

Planning for the future is a challenge when funding is so uncertain

State Capital Program



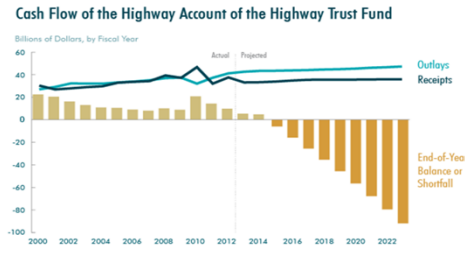
Fiscal Year	Total
FY05	~50,000
FY06	~250,000
FY07*	~550,000
FY08*	~250,000
FY09*	~450,000
FY10*	~200,000
FY11*	~150,000
FY12*	~100,000
FY13	~150,000
FY13ann	~100,000

Federal Capital Program



Year	Total
2005	~\$450,000,000
2006	~\$450,000,000
2007	~\$450,000,000
2008	~\$450,000,000
2009	~\$700,000,000
2010	~\$450,000,000
2011	~\$500,000,000
2012	~\$450,000,000
2013	~\$450,000,000

Cash Flow of the Highway Account of the Highway Trust Fund



Billions of Dollars, by Fiscal Year

Legend: Actual (solid line), Projected (dashed line), Outlays (blue line), Receipts (green line), End-of-Year Balance or Shortfall (orange bars).



As we move forward with Plan...

- Federal Highway program unlikely source to implement much of the Plan's recommendations in short term (5-10 years)
- Focus on addressing long term needs that address regional mobility
- Strategies:
 - Prioritize needs over wants
 - Reduce scope and expensive add-ons
 - Focus on active projects; limit new starts

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How to Follow DOT&PF

- Gov.Delivery   **NOTIFICATION**
ALASKA DEPARTMENT OF
TRANSPORTATION & PUBLIC FACILITIES
- www.dot.alaska.gov
- Sign up for free
 - Choose topics to be informed of
 - Choose method to receive: text or email

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Southwest Alaska Transportation Plan Update

Lake and Peninsula Borough Planning Commission/Assembly Workshop

August 18, 2014



Lake and Peninsula Borough Planning Commission/Assembly Workshop, August 18, 2014
consultant presentation
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Outline



- Introduction
- What work was included in Phase 1?
- Where are we now?
- What else will happen in Phase 2?
- What is the relationship between this and other long range transportation plans and spending plans?
- Schedule



SWATP Project Team



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Kenai/Kodiak Area Planner & Project Manager
269-0508
joselyn.biloon@alaska.gov



Melanie Nichols
Southwest Area Planner
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melanie.nichols@alaska.gov



Bart Rudolph
Aviation Planning Manager
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bart.rudolph@alaska.gov



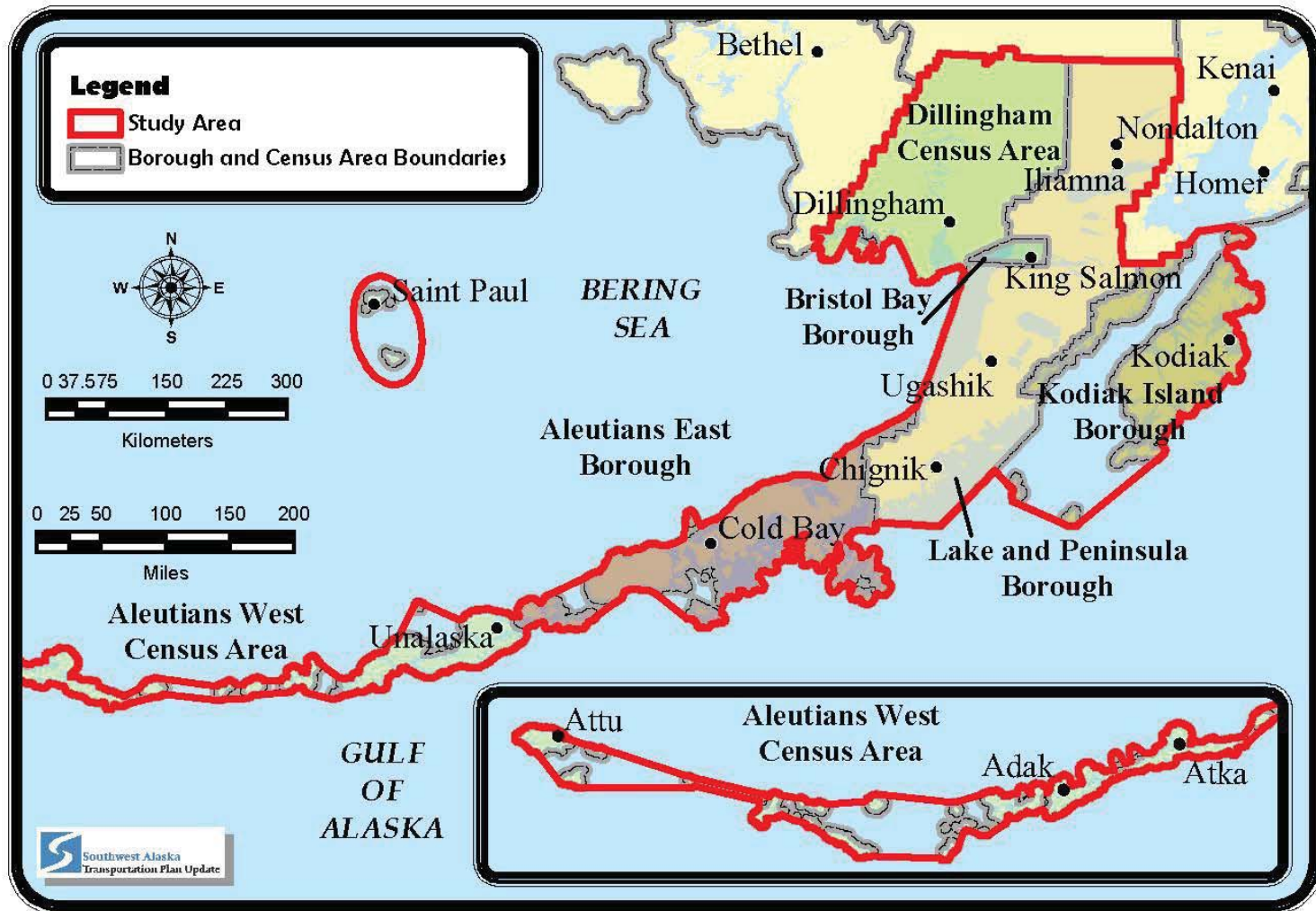
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Transportation Planner
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Rebecca Rauf
Alaska Aviation System Planner
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rebecca.rauf@alaska.gov

Lake and Peninsula Borough Planning Commission/Assembly Workshop, August 18, 2014
consultant presentation
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SWATP Study Area



Lake and Peninsula Borough Planning Commission/Assembly Workshop, August 18, 2014
consultant presentation
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SWATP Purpose



“The purpose of the Southwest Alaska Transportation Plan is to guide transportation development decisions to maximize the public benefits from public transportation investments in Southwest Alaska.”



What's been done since the 2004 SWATP?



Recommendations implemented/underway

- **Williamsport to Pile Bay Road** - improvements to road; new bridge over Iliamna River in design
- **Akhiok, Port Lions Airports** – reconstruction projects in design
- **Chignik Public Dock** – design underway; funded in STIP
- **Akutan** – new airport





What's been done since the 2004 SWATP?



Recommendations implemented/underway

- **Naknek/South Naknek/King Salmon Road Link/Area Aviation Needs** – Alaska Peninsula Highway improvements underway; bridge improvements being designed
- **Kodiak Road to Launch Complex** – road improved, paved
- **Dillingham-Aleknagik Road/Wood River Bridge** – under construction
- **King Cove-Cold Bay Connection** – partial completion





Outline



- Introduction
- **What work was included in Phase 1?**
- Where are we now?
- What else will happen in Phase 2?
- What is the relationship between this and other long range transportation plans and spending plans?
- Schedule



Elements of Phase 1



- Introduction to the plan and the region
- Inventory by mode
 - Aviation
 - Marine
 - Land
- Forecasts
- Identification of concerns and issues



General Concerns and Issues



- Economic opportunities
- Cost of living
- Hazard mitigation
- Intermodal transportation
- Transportation funding





Aviation Concerns and Issues



- Federal programs
- Costs
- Capacity and reliability
- Economic impacts
- Technology
- Hubs
- Runway length/approaches
- Other infrastructure
- Maintenance





Marine Concerns and Issues



- Bristol Bay ferry service
- M/V Tustumena maintenance or replacement
- AMHS congestion points
- Emergency response
- Technology
- Capacity and reliability
- Economy
- Hubs
- Infrastructure
- Maintenance and improvements





Land Trans. Concerns and Issues



- Road maintenance
- Intermodal and community access
- Bridges
- Trails
- Transit

Lake and Peninsula Borough Planning Commission/Assembly Workshop, August 18, 2014
Consultant presentation



Lake and Peninsula Borough Planning Commission/Assembly Workshop, August 18, 2014
consultant presentation
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Outline



- Introduction
- What work was included in Phase 1?
- **Where are we now?**
- What else will happen in Phase 2?
- What is the relationship between this and other long range transportation plans and spending plans?
- Schedule



Phase 2 So Far



- Solicited public input on regional transportation priorities
- Begun drafting goals and objectives
- Begun compiling previously employed criteria for project evaluation
- Begun developing a list of regionally significant transportation projects





Outline



- Introduction
- What work was included in Phase 1?
- Where are we now?
- **What else will happen in Phase 2?**
- What is the relationship between this and other long range transportation plans and spending plans?
- Schedule



Phase 2 Through Completion



- Continue public input on regional transportation priorities
- Solidify goals and objectives
- Create a matrices for project prioritization by mode
- Finalize project lists by mode
- Evaluate and prioritize projects
- Draft SWATP document
- Finalize SWATP document





Outline



- Introduction
- What work was included in Phase 1?
- Where are we now?
- What else will happen in Phase 2?
- **What is the relationship between this and other long range transportation plans and spending plans?**
- Schedule



Let's Get Moving 2030*



Key Policies Identified in the Statewide Long Range Transportation Plan:

- System development
- System preservation
- System management and operations
- Economic development
- Safety
- Security
- Environment and quality of life
- Good government



Lake and Peninsula Borough Planning Commission/Assembly Workshop, August 18, 2014
consultant presentation

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* *Statewide Long Range Transportation Plan update is underway*





Relationship to Other LRTPs



- Statewide Long Range Transportation Plan
- Statewide Modal/System Transportation Plans
- Area/Regional Transportation Plans
- Statewide Transportation Improvement Program
- Airport Improvement Program



Lake and Peninsula Borough Planning Commission/Assembly Workshop, August 18, 2014, consultant presentation

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Outline



- Introduction
- What work was included in Phase 1?
- Where are we now?
- What else will happen in Phase 2?
- What is the relationship between this and other long range transportation plans and spending plans?
- **Schedule**



Schedule



- Safety and Aleutians Emergency Response Capabilities Summer 2014
- Public Meetings Fall/Winter 2014
- Aviation Analysis Winter 2014
- Land Transportation Analysis Winter 2014
- Ferry Service Analysis TBD
- Draft Report Spring 2015
- Final Report Spring 2015



Comments Welcome



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What is the Southwest Transportation Plan?

The Southwest Areas Transportation Plan (SWATP) is a 20-year regional transportation plan that guides future public investments in transportation infrastructure in Southwest Alaska. The study area consists of the Lake and Peninsula Borough, Kodiak Island Borough, Aleutians East Borough, (AEB), and some areas outside organized boroughs (Dillingham Census Area, Aleutians West Census Area). As a regional area plan, the focus of the SWATP will be on regional transportation needs, such as movements between communities and in and out of the region.

We need your feedback!

Please review the attached land and surface identified needs list and respond to the following questions

1. Do the projects currently identified for inclusion in the plan represent the regional transportation needs in the Southwest area?

NO. A lot of runways are too short.

2. Are there projects that should be added or removed from the list due to changes in project development or funding circumstances, such as a permit obtained or funding secured?

Add Runway extension for Pilot Point, AS we will need a longer runway to transport product from the future Fish Processing plant.

3. The planning team is beginning to analyze the barge fuel and freight delivery system in the Southwest area. Please provide input on barge landing improvement issues and needs that you are aware of.

To receive project information, please provide your name and an e-mail or postal address:

Name: Victor A. Seybert, President Pilot Point tribal Council



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We need your feedback!

Please review the attached land and surface identified needs list and respond to the following questions

1. Do the projects currently identified for inclusion in the plan represent the regional transportation needs in the Southwest area?

2. Are there projects that should be added or removed from the list due to changes in project development or funding circumstances, such as a permit obtained or funding secured?

yes our run way during breakup or very wet days gets so soft the the Airport is closed to any aircraft

3. The planning team is beginning to analyze the barge fuel and freight delivery system in the Southwest area. Please provide input on barge landing improvement issues and needs that you are aware of.

To receive project information, please provide your name and an e-mail or postal address:

Name: Elijah Ekmaty (Kokhanok Village Council)



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3. The planning team is beginning to analyze the barge fuel and freight delivery system in the Southwest area. Please provide input on barge landing improvement issues and needs that you are aware of.

To receive project information, please provide your name and an e-mail or postal address:

Name: Judy Jo Matson



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We need your feedback!

Please review the attached land and surface identified needs list and respond to the following questions

1. Do the projects currently identified for inclusion in the plan represent the regional transportation needs in the Southwest area?

No Barge access in Port Heiden is exceedingly difficult the Bay is becoming more shallow, we need to open another DOT gravel pit; we experience erosion to our Meshik village & existing roads, our airfield needs safer access for freight and passengers, we do not have a harbor or port but we maintain a barge landing area, safe roads for all types of ground transportation walk run, All terrain & motor vehicles, or al.

2. Are there projects that should be added or removed from the list due to changes in project development or types funding circumstances, such as a permit obtained or funding secured?

PCB removal on airfield/pavement Terminal operated by PTH for safety of passengers and freight to keep off apron & active runway; we wish to also contact ARCHRGD expert in the future for our business ventures; we would like to expand erosion prevention efforts; create a dock or

3. The planning team is beginning to analyze the barge fuel and freight delivery system in the Southwest area. Please provide input on barge landing improvement issues and needs that you are aware of.

Bulk fuel is delivered by barge but we are receiving a new tank farm Air freighted fuel is our last resort unless its cheaper for our local companies; Please contact James Christensen 837 2226 or John Christensen 444 5976 also

To receive project information, please provide your name and an e-mail or postal address:

Name: Jaclyn Christensen The Native Village of Port Heiden

From: Gallion, Mary
To: "Darik Larionoff"
Subject: RE: SWATP and Old Harbor CORRECTION
Date: Friday, April 04, 2014 9:04:00 AM

Mr. Larionoff,

I beg your pardon—I gave you the wrong e-mail to send the LRTP. Please send it to adsmith@dowlhkm.com.

Have a good day,

M. Gallion

From: Gallion, Mary
Sent: Friday, April 04, 2014 9:02 AM
To: 'Darik Larionoff'
Subject: RE: SWATP and Old Harbor

Dear Mr. Larionoff,

Thank you for your valuable feedback. Your comments have been forwarded to the project team and added to the project file.

And yes, we would like to see the LRTP. I will be out of the office from April 5th through April 13th. Please send it to Adison Smith, asmith@dowlhkm.com.

We also urge you and the people in your network to take our survey at <https://www.surveymonkey.com/s/QYXPV96>. This will help us identify community needs for the transportation plan. As you know, this is a large project area with many communities, so feedback such as yours is very important to us.

You can also find us on Facebook, and find project information on our website at www.swaktransplan.com.

Thank you,
Mary Gallion

From: Darik Larionoff [<mailto:darik.larionoff@ohtcmail.org>]
Sent: Thursday, April 03, 2014 2:52 PM
To: ENT-SWAKTransPlan
Subject: SWATP and Old Harbor

Good Afternoon,

I have just finished reviewing the SWATP, and was rather concerned with the lack of mention for the community of Old Harbor. In the last 8 years the amount of State, Federal, and local dollars that were/are being invested into the community is rather substantial. With the finishing of our new marina and larger docking facility our economic recovery plan is well underway. Step 2 of this project is also well underway with the airstrip expansion project being continued for another year. Also moving along in the permitting process is a new hydro-electric plant that is set to be built in collaboration with the Alaska Village Electric Cooperate. Once all of these factors were taken into consideration 2 separate cannery operators have shown an expressed interest in developing a frozen fish processing plant in

our community. So as you can see in a time where most rural communities are trending towards economic hardships Old Harbor is striving to be one of the few that will survive and prosper. I have just recently submitted our local Long Range Transportation Planning Document to the Bureau of Indian Affairs, and would be delighted if you would review our LRTP in your considerations of the Regional Transportation Planning. If you interested please contact me at the provided info.

Sincerely,

Darik Larionoff

Tribal Transportation Project Manager

Alutiiq Tribe of Old Harbor

PO Box 62 Old Harbor, AK 99643

Phone (907)286-2215

Fax (907)286-2277

Darik.larionoff@ohtcmail.org

8/29/2014

Melvin Andrew
City of Manokotak
PO Box 170
Manokotak, AK 99628

State of Alaska
Department of Transportation & Public Facilities, Melanie Nichols, Southwest Regional Planner
PO Box 112500
3132 Channel Drive
Juneau, Alaska 99811-2500
Phone: 907-465-3900 || 907-586-8365 (FAX)

Dear Ms. Nichols,

During their regular meeting on 8/21/14, Manokotak City Council sought to seek airport improvements at Manokotak Airport.

Currently, we understand DOT/PF is holding Southwest Alaska Transportation Plan Update, Phase II. We also understand that Manokotak Airport was relocated in 2008 and currently using the 3,300 ft. x 75 ft. gravel airstrip.

We are requesting to add at least 1,000 feet to the current airstrip and widening by 25 feet. This will make the current airstrip 4,300 feet by 100 feet. This will accommodate large cargo planes that we need in the very near future. This will also ensure that larger passenger planes will be able to utilize the airstrip.

Thank you and thanks for your support.

Sincerely,



Melvin Andrew
Mayor
City of Manokotak

RECEIVED
DOT & P/F PLANNING
SEP 08 2014
ANCHORAGE, ALASKA

9/19/2014

Melvin Andrew
City of Manokotak
PO Box 170
Manokotak, AK 99628

State of Alaska
Department of Transportation & Public Facilities, Melanie Nichols, Southwest Regional Planner
PO Box 112500
3132 Channel Drive
Juneau, Alaska 99811-2500
Phone: 907-465-3900 || 907-586-8365 (FAX)

Dear Ms. Nichols,

Thank you for a quick response on our request for extending our airport and placing it in your plans. We will place this in our Community Comprehensive Plan that we will begin this winter.

Currently, we understand DOT/PF is holding Southwest Alaska Transportation Plan Update, Phase II. We also understand that Manokotak Airport was relocated in 2008 and currently using the 3,300 ft. x 75 ft. gravel airstrip. The new airport is less than 2 miles away from the mouth of Snake River. We currently have road access to Weary River with a ramp. Weary River is a tributary of Snake River and is connected by 1.5 miles of gravel road. This ramp is damaged already by current and ice. It was damaged by barges landing on it to unload/load. This ramp was not created for a barge landing.

We requested extending the new Airport to accommodate larger airplanes. This accommodation only creates a possibility to utilize a future dock. We have placed in our plans to create an access road to the mouth of Snake River for a future dock and other essential services for Bristol Bay fisheries and other developments.

On that note, may we again request that you place an access road and dock in your transportation plan along with the extension of the airport?

Thank you and thanks for your support.

Sincerely,



Melvin Andrew
Mayor
City of Manokotak

RECEIVED
DOT & P/F PLANNING

OCT 14 2014

ANCHORAGE, ALASKA



Southwest Alaska Transportation Plan Update

September 2015



SWATP Planning Team

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Adison Smith, Assistant Project Manager, DOWL – adsmith@dowl.com,
562-2000



DOT&PF Statewide/LRTP Update

- Long Range Transportation Plan (LRTP)
 - Draft status
 - Additional public involvement
- Federal legislation
 - MAP-21 extension
 - DRIVE ACT development
- State budgets
 - Capital budget
 - Operating budget



The SWATP is.....

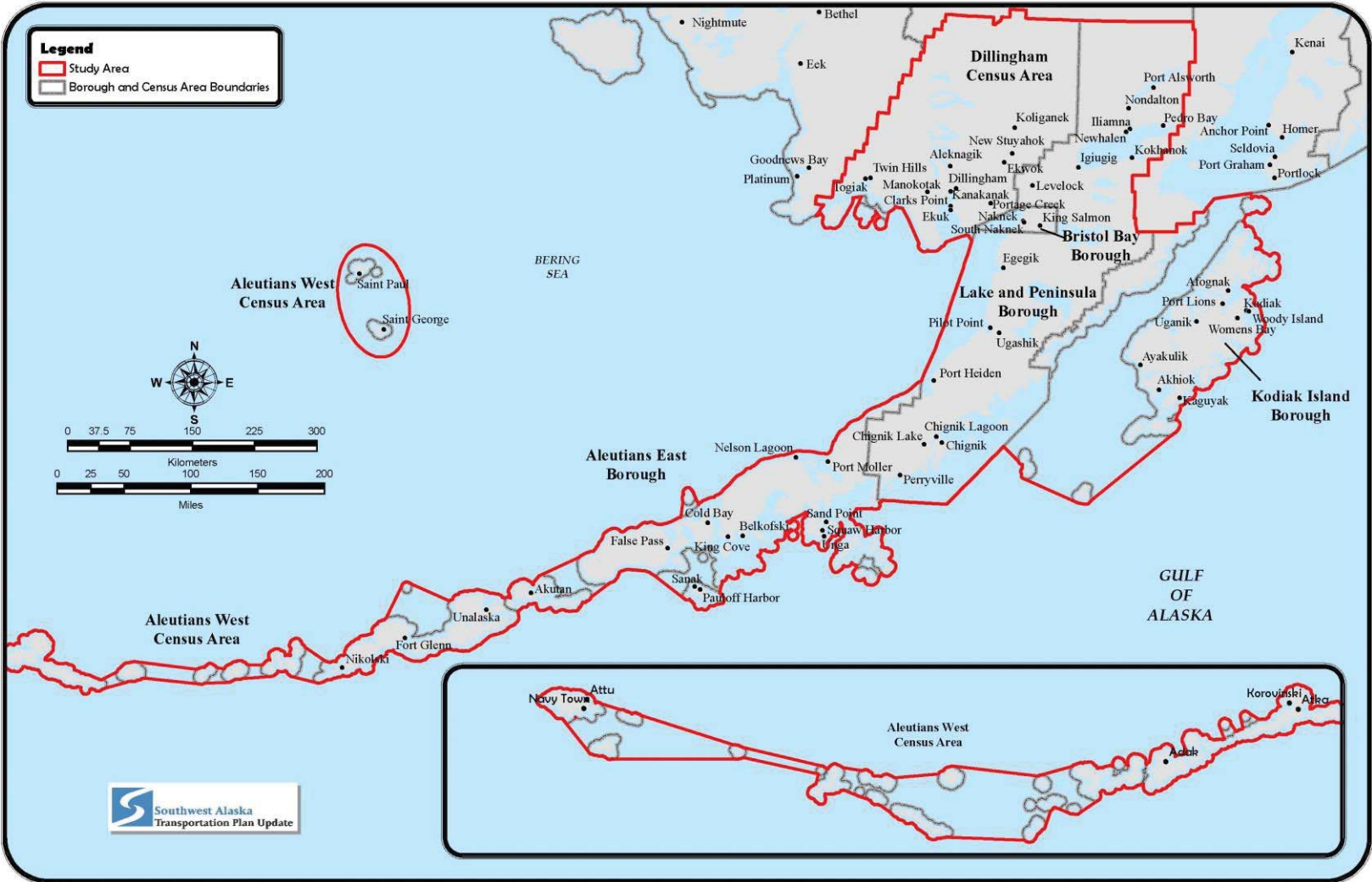
- *One of six area transportation plans adopted as components of the LRTP.*
- *A regional planning document.*
- *A planning document for various modes of transportation and stakeholders.*
- *Guidance for responsible investment in the SW area.*



The SWATP is not.....

- *A programming document.*
- *A document only for DOT&PF.*

Study Area



G:\2361501-0180615\Transportation\Study Area Map 11x17.mxd Dec 19, 2014 4:40:10 PM User: clesker



Status of 2004 SWATP Recommendations

Runway Extension Recommendations

- Akhiok
- Karluk
- Larsen Bay
- Old Harbor
- Atka
- Ouzinkie
- Port Lions
- False Pass
- Akutan



Status of 2004 SWATP Recommendations

Alaska Marine Highway System

- Increase service to Southwest Alaska
- Relocate Municipal Dock in Kodiak
- Construct Municipal Dock in Chignik



Status of 2004 SWATP Recommendations

Port and Harbor Improvements

- Williamsport Navigation Improvements/Dock
- Unalaska Dock Improvements
- Chignik Public Dock/Fuel Tank Farm
- Pile Bay Dock/Fuel Tank Farm
- Kodiak Dock Improvements



Status of 2004 SWATP Recommendations

Land Transportation Recommendations

- Williamsport to Pile Bay Road
- Kodiak Road to Launch Complex
- Chignik Intervillage Road
- King Cove-Cold Bay Connection
- Alaska Peninsula Bridges
- Iliamna Nondalton Road
- Dillingham-Aleknagik Road/Wood River Bridge



Status of 2004 SWATP Recommendations

Intermodal Development

- Williamsport - Pile Bay
 - Williamsport Navigation Improvements/Transfer Facility
 - Williamsport-Pile Bay Road Improvements
 - Pile Bay Public Dock/Transfer Facility
- Chignik
 - Chignik Dock/Fuel Tank Farm
 - Chignik Intervillage Road
 - Chignik Airport Master Plan



Transportation Funding

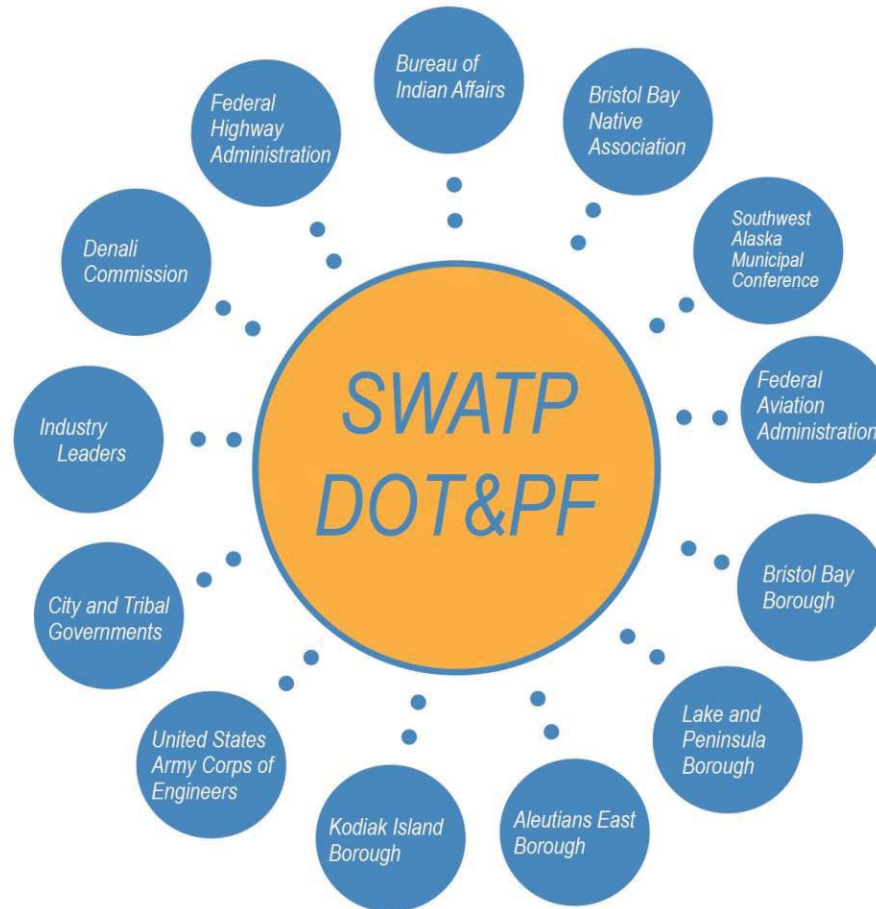
Funding Sources

- FAA
- FHWA
- State
- BIA

Funding Challenges

- FAA national priorities
- FHWA national priorities
- Decline in oil revenue

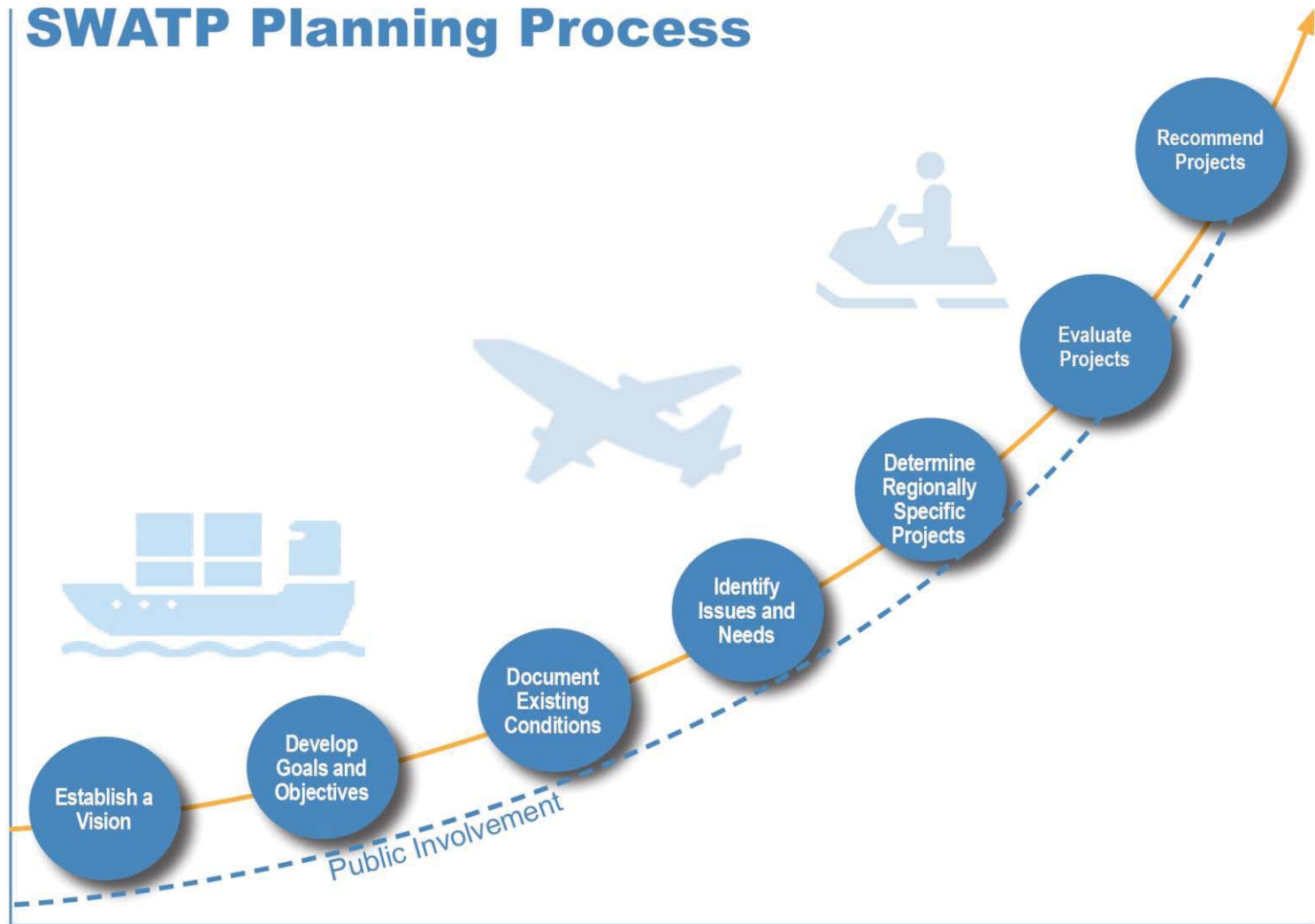
The SWATP is for.....



SWATP Stakeholders



SWATP Planning Process



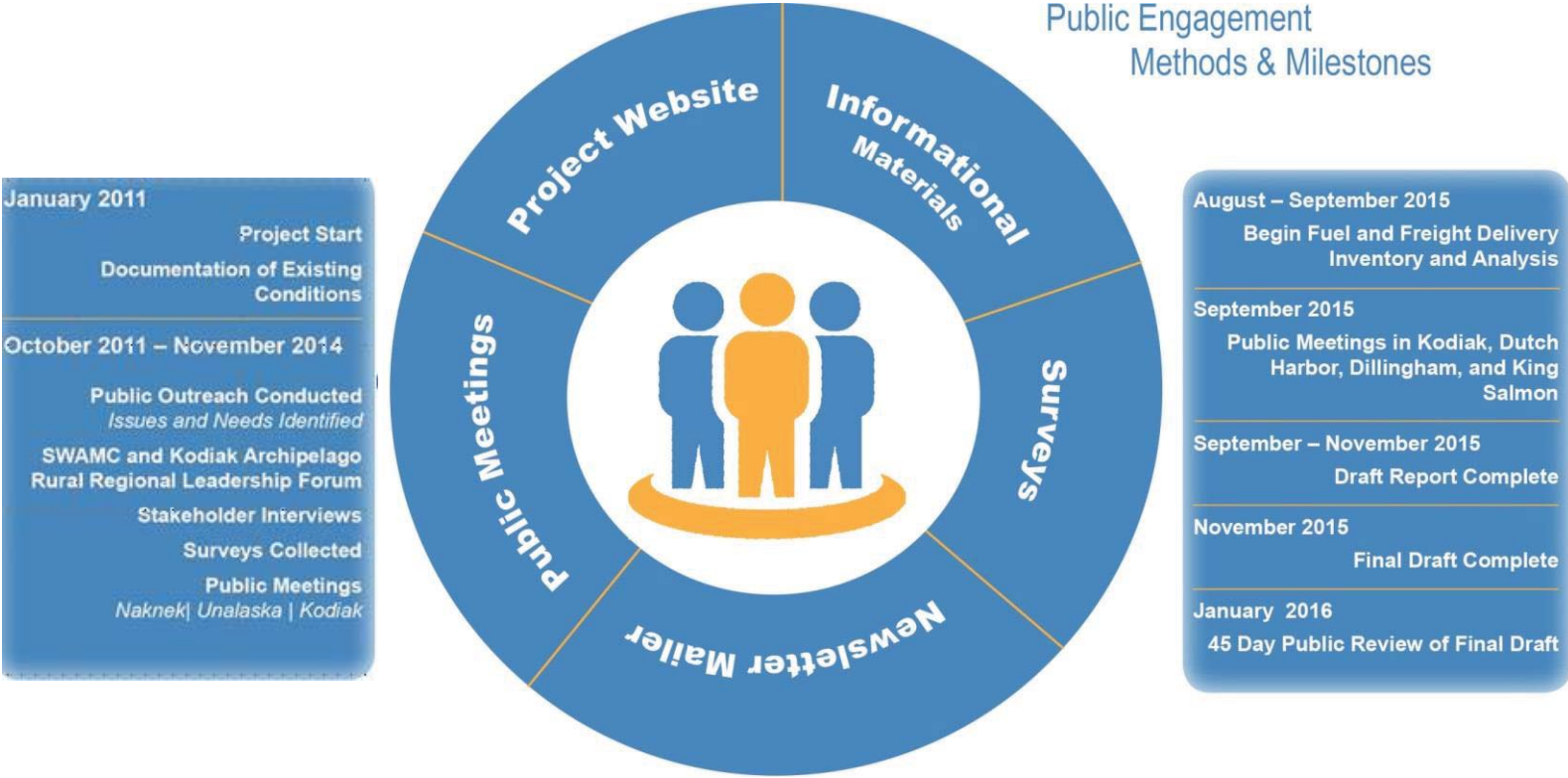
www.swaktransplan.com

Public meeting consultant presentation, September and October 2014

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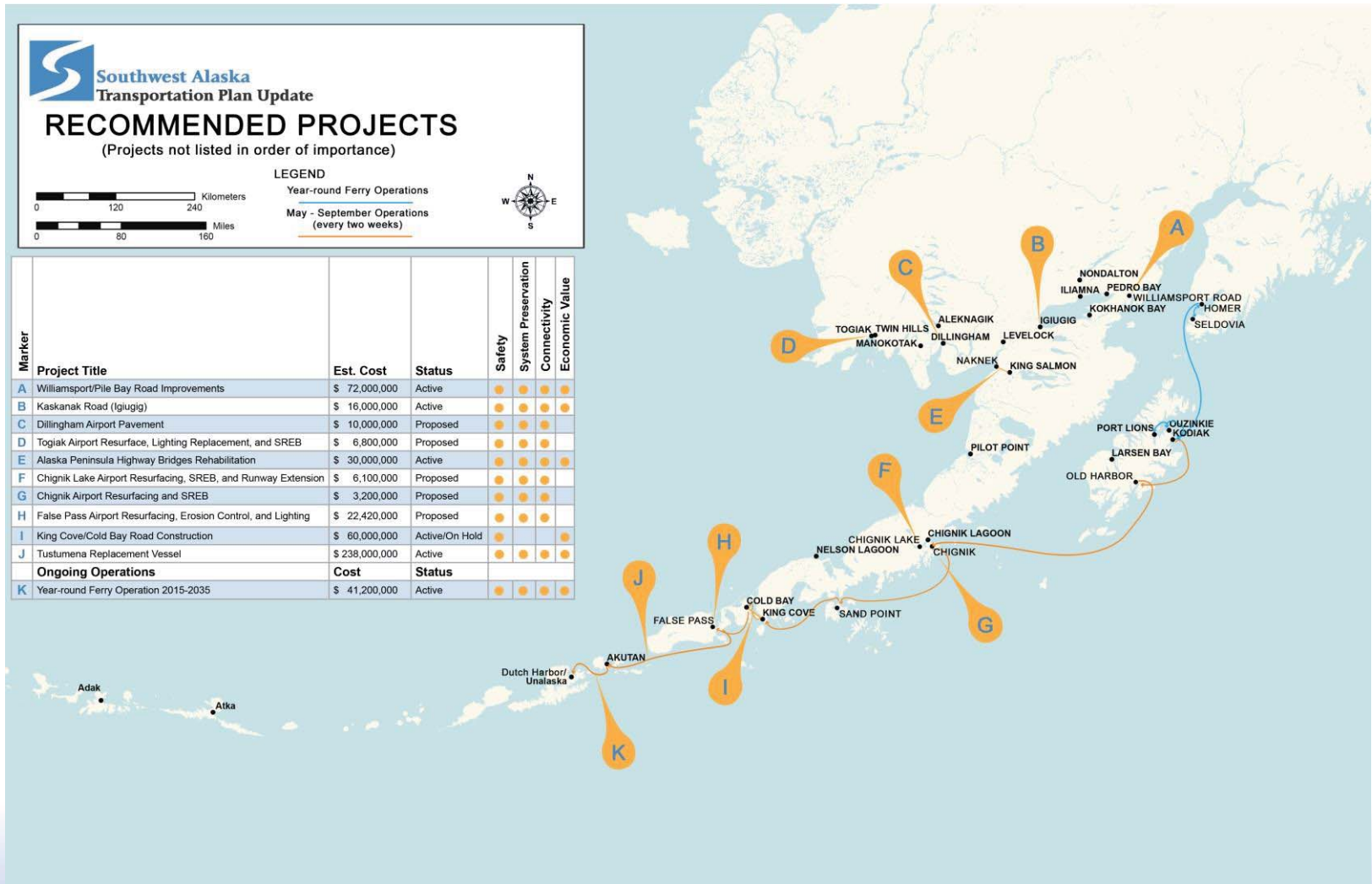
Public Involvement

Public Engagement Methods & Milestones



2015 SWATP Update

Recommended Projects





Next Steps:

- **Complete barge landing analysis**
 - Inventory of existing conditions
 - Barge operator interviews
 - Coordination with USACE and Denali Commission's work
 - Prioritize and recommend projects



Next Steps:

- Prepare draft plan
- Solicit public comment (January 2016)
 - There will be a 45 day period open for public comment once the draft is complete. DOT&PF will host an open house via website.
- Document and analyze comments
- Finalize plan (Spring 2016)



Questions?

Visit our website: www.swaktransplan.com

Email us: swaktransplan@dowl.com



Southwest Alaska Transportation Plan Update

AKSAS 80409, FHWA ACSPR-2000(38), FAA 3-02-000-014-2010, DOWL 60628

Bristol Bay Borough Native Association (BBNA) Board Meeting

Post Meeting Notes: September 22, 2015 1 P.M. – 3 P.M., Dillingham Alaska.

The purpose of this meeting was to brief the Bristol Bay Native Association on Southwest Alaska Transportation Plan (SWATP) progress, and to vet the initial project recommendations.

A presentation was given by Adison Smith, Sara Mason, Don Fancher, and James Boyle with DOT&PF. Comments received from the public are grouped by topic.

Issue/Concern	Discussion	DOWL Response Recommendations
<i>Resource Development</i>	<ul style="list-style-type: none"> ▪ Port Heiden - Needs to open up a DOT&PF gravel pit. 	<ul style="list-style-type: none"> ▪ Document the idea.
<i>Barge Access</i>	<ul style="list-style-type: none"> ▪ Port Heiden - Barge access is extremely difficult. Sometimes fuel has to be flown in. 	<ul style="list-style-type: none"> ▪ Document the issue.
<i>Transit</i>	<ul style="list-style-type: none"> ▪ Communities in the region would like more transit projects, especially transit between Aleknagik and Dillingham with the opening of the new bridge. 	<ul style="list-style-type: none"> ▪ Document the interest and correlate it with existing transit funding opportunities. ▪ Conduct a study on transit needs and opportunities in the region.
<i>Aviation</i>	<ul style="list-style-type: none"> ▪ BBNA members suggested that it would help if air carriers could make their airplanes ADA compliant so that people in need of emergency services or disabled/elderly can fly. 	<ul style="list-style-type: none"> ▪ Document the need. ▪ Add Kokhanok, and Pilot Point Projects to the project list. ▪ Conduct a study that focuses on direct



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	<ul style="list-style-type: none"> ▪ 3200 feet is not long enough for our runways. Accidents are happening all the time and this runway length is preventing competition in our communities to help bring down the cost of travel. ▪ Twin Hills – Needs help with brush cutting. ▪ Kokhanok – Runway has to close during breakup or when it is very wet because it gets too soft for an airplane to land. Are there any improvements that would help prevent airport closures? ▪ Pilot Point – Runway extension. They need a longer runway to haul fish from their future fish processing plan (not sure what the status of the future fish processing plant is). 	benefits/impacts of improvements to transportation infrastructure for fish delivery.
<i>Bypass Mail Program</i>	<ul style="list-style-type: none"> ▪ In some of the Bristol Bay communities, it takes more than a month to received mail. Why is this? What is going on? 	<ul style="list-style-type: none"> ▪ Document the issue. Include a bypass mail section in the draft report. Bypass mail was not included in the original scope of work.
<i>Barge Access</i>	<ul style="list-style-type: none"> ▪ Need to mark hazard areas along the rivers so that barge operators and other maritime users don't run into these hazards and cause spills that can damage the environment, especially subsistence, our way of life. 	<ul style="list-style-type: none"> ▪ Document this issue and work with BBNA to identify the hazard areas that need to be mapped out. ▪ Conduct a separate study that identifies hazards along the rivers in the southwest area.
<i>Marine</i>	<ul style="list-style-type: none"> ▪ Dillingham is experiencing severe erosion at the harbor due to wind and climate change. The City is working on developing a levy and dredging the channel (project cost is \$2.5 million). 	<ul style="list-style-type: none"> ▪ Dillingham Waterfront Project is on the list.



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Action Items/Follow Up: Julie Baltar (BBNA) and Rose Loera (City Manager) are going to provide DOT&PF with written comments by November 10th.



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AKSAS 80409, FHWA ACSPR-2000(38), FAA 3-02-000-014-2010, DOWL 60628

Lake and Peninsula Borough Planning Commission Meeting

Post Meeting Notes: September 21, 2015 12 P.M. – 1:30 P.M., King Salmon Alaska. No public was present, just the Planning Commission

The purpose of this meeting was to brief the Lake and Peninsula Borough Planning Commission on progress with the Southwest Alaska Transportation Plan (SWAKTP), and to gather feedback on proposed projects and actions.

A presentation was given by Tom Middendorf, DOWL, and Dave Post, with DOT&PF. Comments received from the public are grouped by topic.

Issue/Concern	Discussion	DOWL Recommendation
<i>Project Completion</i>	<ul style="list-style-type: none"> ▪ Concerns about the amount of time it takes to get through the funding, environmental and design process for projects. When a project gets stalled, it seems like developers have to start over from the beginning again. In particular the environmental permitting process seems to take too long and the same issues, such as Stellar Eider, keep getting studied repeatedly over a long time and at great expense. By the time a project gets built, project costs have escalated considerably. 	<ul style="list-style-type: none"> ▪ Document the issue.
<i>Ferry Service</i>	<ul style="list-style-type: none"> ▪ Ferry dock construction delays at Chignik were 	<ul style="list-style-type: none"> ▪ Document the success in Chignik.



Southwest Alaska Transportation Plan Update

AKSAS 80409, FHWA ACSPR-2000(38), FAA 3-02-000-014-2010, DOWL 60628

	<p>were a concern. Note that the Chignik dock project is expected to be constructed in 2016.</p> <ul style="list-style-type: none"> ▪ The study should also look at ferry dock needs. We will discuss this with the Alaska Marine Highway staff. ▪ How much money does the ferry lose per year? We do not have that information with us. 	<ul style="list-style-type: none"> ▪ Document ferry dock needs and the annual ferry budget/deficit in the update. ▪ Include this in the plan (pulled from AMHS report) \$92M or 62% in FY16 was covered by GF.
<i>Fuel Costs</i>	<ul style="list-style-type: none"> ▪ If the Nondalton Bridge project was restarted, would it have to start over from the beginning? This is a regionally significant project, as other Iliamna Lake communities like Port Alsworth would also benefit. Fuel costs by air are very expensive. This would make fuel delivery to communities like Nondalton available from barge/truck deliveries. Kokhanok also has high fuel delivery costs. If the Nondalton Bridge project were restarted, some of the engineering and environmental work could be reused, but some would likely have to be updated. 	<ul style="list-style-type: none"> ▪ The SW Plan has noted the need to extend the Nondalton runway to improve fuel delivery by air, but there is a stream at the end of the runway that would be affected. ▪ Nondalton Bridge was cancelled due to lack of funding. The Chignik public dock was funded in place of the Nondalton Bridge.



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	<ul style="list-style-type: none"> Has a fuel pipeline been considered as a lower cost and safer option to deliver fuel along the Williamsport Pile Bay Road? We do not know, but it's an interesting idea that might be worth considering. 	<ul style="list-style-type: none"> Document the idea.
<i>Goals</i>	<ul style="list-style-type: none"> How is the Economic Value goal considered for most of these projects? Many of the projects are more about basic transportation access and maintaining community viability than for economic development. However some projects do have clear economic benefits by supporting fishing, tourism, and resource development. Others indirectly facilitate regional economics by serving hubs. 	<ul style="list-style-type: none"> Conduct a study that focuses on direct benefits/impacts of improvements to transportation infrastructure for fish delivery.

Action Items/Follow Up: Tom call Addrienne Christiansen – she and another council member thought the Dillingham runway had recently been paved, so why pave it again. I will check date of last paving. They may have been confusing it with the apron paving 4 years ago. They feel that Port Heiden runway could be extended and serve as a subregional hub.



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Kodiak Public Meeting: October 27, 2015 5:30 P.M. – 7:00 P.M., Kodiak Borough Assembly Chambers

The purpose of this meeting was to inform the public of progress made on the Southwest Alaska Transportation Plan (SWATP) and to collect feedback on proposed projects and methodologies.

A presentation was given by Adison Smith, DOWL, and Sara Mason, DOT&PF. Comments received from the public are grouped by topic.

Issues/Concerns	Discussion	DOWL Recommendations
<i>Kodiak Barge System and AMHS</i>	<ul style="list-style-type: none"> ▪ Ferry service carrying freight <ul style="list-style-type: none"> – AMHS competes with local barge system and charges way below the market rate. ▪ Barge system around the island is lacking. <ul style="list-style-type: none"> – Western Pioneer quit barge service straight to the villages which caused store closings in 3 communities. There has been no replacement for this service. – A landing craft around the island would help create economic development, cost of living, etc. There is concern about putting some local owners of land crafts out of business. 	<ul style="list-style-type: none"> – Document the issue. Include this in the freight and ferry analysis. Provide concerns to Southcoast and AMHS (if not documented already).
<i>Outdated Plan/Public Comment Period</i>	<ul style="list-style-type: none"> ▪ Plan is outdated and needs to be rewritten. Kodiak just got involved and now we are expected to provide DOT&PF with our priorities by November 1st? All attendees voiced concern about the public comment period. They felt that they just got involved and haven't 	<ul style="list-style-type: none"> ▪ Extend the deadline for public comment for Kodiak, Dillingham and, Unalaska to November 10th so we can reflect the changes in the update. The Borough and the City



Southwest Alaska Transportation Plan Update

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	<p>been consulted with since some of the changes with funding have taken place in Alaska.</p>	<p>are both working to complete their CIP lists. They are interested in providing 2-3 top priority projects for Kodiak Island.</p>
<p><i>Land Transportation Projects with a Regional Benefit</i></p>	<ul style="list-style-type: none"> ▪ Mill Bay Road Intersection Improvements. This intersection is very dangerous for vehicles, bicyclist, and pedestrians. The road is owned by the city, but is a regional project and should be considered a priority. ▪ Rezenof Drive Lighting and Striping Improvements – Need lighting and striping. The road is very dark and hard to see during the winter months due to darkens and extreme weather conditions. ▪ Anton Larson Bay Road Extension – All attendees agreed that this is a priority for the Island and suggested that this be reconsidered for recommendation. 	<ul style="list-style-type: none"> ▪ Add Mill Bay Road and Rezenof Drive Lighting and Striping Improvements to the project list. ▪ Re-evaluate projects and see if the Anton Larson Bay Road Extension project scores high enough to be recommended.
<p><i>Tourism/Cruise Ships/Dock Availability</i></p>	<ul style="list-style-type: none"> ▪ Kodiak facilities are in need of improvement. <ul style="list-style-type: none"> – Considering that Shelikof Street is a processing road and so much of the economy and the region’s economy are based on fisheries, the improvements would be an investment that makes sense for the entire region. The City, Borough and the Tribe were in support of this project. ▪ The Breakwater Project is an important need to keep in mind as it will reduce the swells into Kodiak which will aid in protecting the container dock. The Kodiak container dock is the most exposed in the world. 	<ul style="list-style-type: none"> ▪ Consider the Shelikof Street Improvements as a priority project.



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BARRIERS

Funding/Coordination

- All attendees realize that they need to focus on the top two-three priorities for this plan. They understood what the purpose of this document is and the value of them coordinated on one formal comment. As stated below they do not feel that they were provided enough time to prepare comments that will be valuable for the plan so they can use it to secure future funding as a group. They request to submit formal comment by November 15th.

OPPORTUNITIES

Coordination

- Possibly create a joint city/borough workgroup where CIP's can be aligned. In the past they had a workgroup called Kodiak Area Transportation System. The group discussed potentially sharing only transportation priorities so they can start coordinating these types of projects and then look at other infrastructure in the near future.



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Unalaska Public Meeting: October 21, 2015 5:30 P.M. – 7:00 P.M., Burma Road Chapel

The purpose of this meeting was to update the public on the Southwest Alaska Transportation Plan (SWAKTP) and get feedback on projects and proposals in the plan.

A presentation was given by Adison Smith, DOWL and Joselyn Biloon, DOT&PF. Comments received from the public are grouped by topic.

Issues/Concerns	Discussion	DOWL Recommendations
<i>Limited Flight Availability</i>	<ul style="list-style-type: none"> ▪ Due to high volumes of cannery employees and fishermen, there is little availability for local residents to book travel in/out of Unalaska. <ul style="list-style-type: none"> – Commercial transportation needs take priority within the community. – Locals are low on the priority list. – Flights are sometime scheduled without a revenue load for both incoming/outgoing directions. – Locals are placed on an excessive waitlist for flights in/out of Unalaska (>100 ppl). – Unalaska doesn't qualify for Essential Air Service. 	<ul style="list-style-type: none"> ▪ Document issues.
<i>Access to Health Care</i>	<ul style="list-style-type: none"> ▪ Local residents are forced to arrange more-costly charter flights to meet transportation needs. 	<ul style="list-style-type: none"> ▪ Document issues. ▪ Develop recommendation such as



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	<ul style="list-style-type: none"> - Local residents with medical issues travel to Anchorage approximately every 6-8 weeks. Limited flight availability (flights offered and available seats) greatly restricts local residents from arranging and keeping medical appointments. - Unalaska residents with medical issues have no flight priority at the height of the busy fishing season. - Many residents with medical issues use Medicaid. As such, travel in/out to hospitals requires Medicaid approval. The approval process requires resident's book travel in advance which is not conducive with limited and costly flight availability. - Local residents frequently get "bumped" from their flights and are left stranded in the Anchorage airport during peak fishery seasons. 	<p>looking at existing health care facilities. Can the community expand its services based on these issues?</p> <ul style="list-style-type: none"> ▪ Recommend a coordinated study between the Indian Health Service, Bureau of Indian Affairs, Medicaid, and Alaska Airlines to develop solutions for providing better access to health care for the residents of Unalaska.
<i>Costly Flights</i>	<ul style="list-style-type: none"> ▪ Due to runway size restrictions Alaska Airlines (operated by Pen Air) are the sole aviation outfit. <ul style="list-style-type: none"> - Local residents are forced to pay uncompetitive prices for roundtrip tickets. - Local use limited Alaska Marine Highway System to meet transportation needs. 	<ul style="list-style-type: none"> ▪ Document issue.
<i>Alaska Marine Highway System</i>	<ul style="list-style-type: none"> ▪ Ferry service is limited <ul style="list-style-type: none"> - Ferry costs are cheaper than airfare, but 	<ul style="list-style-type: none"> ▪ Document issue. ▪ Share concerns with Southcoast and



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<p><i>(Ferry)</i></p>	<p>schedules are still limited and not always practical.</p> <ul style="list-style-type: none"> - Recent budget cuts will further restrict ferry availability. - Ferry service is used not only by Unalaskans, but also from other southwest communities such as Akutan. <ul style="list-style-type: none"> ▪ Ferry service is critical form of transportation. <ul style="list-style-type: none"> - Hauls freight and passengers. 	<p>AMHS.</p> <ul style="list-style-type: none"> ▪ Conduct outreach to the southwest area communities to inform them about fiscal and operation constraints of ferry.
<p><i>Tourism/Cruise Ships/Dock Availability</i></p>	<ul style="list-style-type: none"> ▪ Unalaska dock facilities can't keep up with growing tourism demand. <ul style="list-style-type: none"> - One cruise ships adds approximately 2,500 passengers and 1,000 crew members. - Dock facilities are at limited capacity to handle increased tourism population. - Additional cruise ships are confirmed for 2016-2017. - Unalaska is not set up to receive double its current population ▪ Dock Space is limited. <ul style="list-style-type: none"> - Barges hauling seafood takes priority. ▪ Construction of new dock facilities are progressing slowly and may limit additional cruise ships in 2016-2017. <ul style="list-style-type: none"> - Current dock allows for only one cruise ship to port at any given time. 	<ul style="list-style-type: none"> ▪ Document the issue. ▪ Add dock projects to list. ▪ Re-evaluate project list to determine if any of the dock projects should be considered a priority.



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	<ul style="list-style-type: none"> - It's hard for the City to prioritize dock space for barges carrying groceries with those outgoing carrying seafood. ▪ In 2017, Unalaska has been advertised as a stopping point for approximately 40 sailboats. Unalaska was not involved in the planning or advertising of these services and may not have capacity to dock 40 sailboats. 	
<p><i>Captains Bay Road and Pedestrian/Bike Facilities</i></p>	<ul style="list-style-type: none"> ▪ Captain Bays Road is a new project that is a priority for Unalaska and all industry users. The project is the logical location for future commercial and residential expansion for the community. ▪ Current pedestrian/bike facilities are non-existent. <ul style="list-style-type: none"> - More crosswalks are needed. ▪ Pedestrian/bike facilities are unsafe and/or unreliable. <ul style="list-style-type: none"> - The "S-Curve" is extremely dangerous for pedestrians and bicyclists. - Heavy commercial traffic, in addition to no sidewalks makes the "S-Curve" unusable by locals. - The "S-Curve" is exceptionally narrow and abuts a steep rock face with numerous and daily rock slides. 	<ul style="list-style-type: none"> ▪ Add Captain Bays Road Drainage and Paving and Utilities Expansion to the project list. Re-evaluate the project list to determine if this project should be recommended. ▪ Recommend that Unalaska consider bike and pedestrian facilities into their Captains Bay Road Drainage and Paving Project. ▪ Community members recommended a site-visit to discuss the lack of pedestrian facilities. ▪ Provide the City with a recommendation to partner with industry on any surface or marine project that needs funds and is being heavily used by their vehicle fleet and people.



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	<ul style="list-style-type: none"> - Local feel unsafe traveling on the “S-Curve.” 	
<i>Public Transit System</i>	<ul style="list-style-type: none"> ▪ Public transit system is needed. <ul style="list-style-type: none"> - 15 years ago the City talked about it but funding wasn’t available. - Senior citizens have a shuttle to/from senior housing to the post office and Safeway. No other public transportation is available. - Transit system is needed especially during winter months. - Roads are congested with busy industrial traffic. 	<ul style="list-style-type: none"> ▪ Document the need. ▪ Provide the city with funding opportunity suggestions.
<i>Health Facility Needed</i>	<ul style="list-style-type: none"> ▪ A more-equipped health facility would reduce the need for locals to travel to/from Unalaska for healthcare. <ul style="list-style-type: none"> - The City is trying to work with the Bureau of Indian Affairs to build new hospital. - The current health clinic is not a hospital and is out exceptionally outdated at 25 years old. - Currently there is not partnership with the Tribe for funding. 	<ul style="list-style-type: none"> ▪ Document the need.
<i>Future Growth of Unalaska is limited</i>	<ul style="list-style-type: none"> ▪ If transportation, pedestrian/bicycle facilities, and healthcare amenities are not met, Unalaska can’t grow. <ul style="list-style-type: none"> - Climate change is opening the northwest arctic passage – Unalaska unequipped to handle future growth and development. 	<ul style="list-style-type: none"> ▪ Document Issue.



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	<ul style="list-style-type: none"> - More transportation infrastructure is needed to sustain future growth and development. 	
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BARRIERS

Funding

- Funding is the limiting resource.
- Remoteness
- Lack of transportation options.
- Lack of coordination between industry and local government.

OPPORTUNITIES

Pedestrian/Bike Facilities

- New facilities would add new opportunities for bicycle related tourism activities.
 - Education kiosks and interpretative signage could add revenue on the tourism side.
 - Pedestrian/bicycle master plan could analyze unsafe conditions, and recommend projects to address these issues.

Other

- City/Tribe can work together to get grants for some improvement projects.
- The Mayor of Unalaska is working on a policy for essential air service.
- City is currently addressing port projects.



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- Captain's Road is a good example of recent improvements.
- Ballyhoo Road has been identified for improvements.

CITY OF UNALASKA
UNALASKA, ALASKA
RESOLUTION 2015-64

A RESOLUTION IDENTIFYING THE CITY OF UNALASKA'S PRIORITIES FOR THE SOUTHWEST ALASKA TRANSPORTATION PLAN AS THE UNALASKA MARINE CENTER POSITIONS 3 AND 4 DEMOLITION AND RENOVATION, CAPTAINS BAY ROAD IMPROVEMENTS CONTINUED BIMONTHLY FERRY SERVICE AND SUPPORT OF THE ALASKA MARINE HIGHWAY, AND THE TORPEDO BUILDING DEMOLITION.

WHEREAS, the Southwest Alaska Transportation Plan is a 20 year regional transportation plan that guides future public investment in transport infrastructure in Southwest Alaska; and

WHEREAS, as a regional area plan, the focus of the SWATP is on regional transportation needs, such as movement between communities in and out of the region; and

WHEREAS, City of Unalaska is the number one fishing port in the United States and host to national and international shipping vessels, fuel barges, state ferries, cruise ships and more; and

WHEREAS, comments have been solicited from the City Council regarding what the plan's priorities should be as they relate to Unalaska; and

WHEREAS, the City Council adopts a Capital Improvement and Major Maintenance Plan (CMMP) annually, identifying key projects anticipated in the coming five years; and

WHEREAS, the Unalaska Marine Center Project constructing a sheet pile dock that follows the alignment of the U.S. Coast Guard dock and intersecting the end of Position 4 would create over 400 feet of useable dock and additional uplands is included on the current CMMP; and

WHEREAS, the Captains Bay Road Improvements Project for roadway improvements and utility extensions has been included in previous CMMP's because Captains Bay Road is heavily used by commercial traffic related to existing shipping, fueling, and processing industries and future growth and business activity related to provide dock expansions is expected to occur along Captains Bay Road requiring water, sewer, and electric utilities; and

WHEREAS, the City Council has adopted a Comprehensive Plan that outlines the community's vision, needs, and related objectives giving guidance to the City Council in their decision making; and

WHEREAS, the Comprehensive Plan stresses the need to provide the highest level of service possible to protect health and wellbeing throughout the community and to ensure that all public improvements are well maintained; and

WHEREAS, the City Council has previously requested that the State of Alaska remove the Torpedo Building, thereby mitigating a public danger and allowing for the adjacent uses related to the Tom Madsen Airport, including the runway itself, to be done so in a safe manor; and

WHEREAS, the Comprehensive Plan stresses the need for the Alaska Marine Highway System (AMHS) ferry to come to Unalaska at least twice a month due to the fact that Unalaska can only be reached by air or water, this service is considered critical to Unalaska's residents, businesses, and visitors;

NOW THEREFORE BE IT RESOLVED that the Unalaska City Council, by this resolution, hereby identifies the following as its top priorities for Southwest Alaska Transportation Plan:

- Unalaska Marine Center Project
- Captains Bay Road Improvements Project
- Continued Ferry Service and Support of the Alaska Marine Highway
- Torpedo Building Demolition

PASSED AND ADOPTED BY A DULY CONSTITUTED QUORUM OF THE UNALASKA CITY COUNCIL THIS ____ day of _____ 2015.

MAYOR

ATTEST:

CITY CLERK

MEMORANDUM

TO: MAYOR AND CITY COUNCIL MEMBERS
THRU: DAVID MARTINSON, CITY MANAGER
FROM: ERIN REINDERS, DIRECTOR OF PLANNING
DATE: NOVEMBER 10, 2015
RE: RESOLUTION 2015-64: SWATP Priorities

SUMMARY: A resolution outlining Council's transportation project priorities for the Alaska Department of Transportation and Public Facilities (ADOT&PF) Southwest Area Transportation Plan (SWATP). As reviewed at the last council meeting, the projects are:

- Unalaska Marine Center Project
- Captains Bay Road Improvements Project
- Continued Ferry Service and Support of the Alaska Marine Highway
- Torpedo Building Demolition

PREVIOUS COUNCIL ACTION: Earlier in September, the ADOT&PF and their consultants presented to Council on the Southwest Area Transportation Plan (SWATP) requesting comments. Council then requested a public meeting be held by ADOT&PF and their consultants to gather comments from the community.

BACKGROUND: The SWATP is a 20 year regional transportation plan that guides future public investments in transportation infrastructure in Southwest Alaska. The focus of the SWATP is on regional transportation needs, such as movements between communities and in and out of the region. Since presenting to Council, the ADOT&PF and their Consultant team came out and held a public meeting in October to garner input from community members. A summary of the findings from this meeting has been previously provided to Council. Additionally, City staff has reviewed the Capital and Major Maintenance Plan (CMMP), Comprehensive Plan and previous Council actions as they relate to what could be Council's transportation priorities in the SWATP. The anticipated list of priorities was shared with Council at the October 27 Council Meeting and has now been put in the form of a resolution.

DISCUSSION: Based on a review of previous City Council action, the CMMP and the Comprehensive Plan, as well as community feedback at the public meeting in October with ADOT&PF and their consultants, the following is an overview of the suggested priorities for the Southwest Area Transportation Plan:

Unalaska Marine Center (UMC) Expansion and Replacement Project: The Unalaska Marine Center Project constructing a sheet pile dock that follows the alignment of the U.S. Coast Guard dock and intersecting the end of Position 4 would create additional useable dock and additional uplands is included on the current CMMP. UMC has 7 berthing positions with 2,051 linear feet. Positions 3 and 4 are aging and inadequate to meet the service demands of cargo, fueling, and passenger vessels. Position 3 is a deteriorating wood pile-supported dock with no adjacent uplands and Position 4 is a steel pile-supported dock with severe erosion problems in areas that cannot be accessed for repair. The design for the UMC Expansion and Replacement Project removes these two aging positions and constructs a new dock with open cell sheet-pile, creating 940 feet of working dock face with minimum water depth of 45', and 1.8 acres of uplands with load capacity to handle major cargos, fueling and larger vessels. This design includes extension of the crane rails to meet demands of increased cargo activity, additional utility lines for water, sewer and fuel headers, as well as

additional warehousing and loading bays for catcher processor offloads. The expansion and replacement project also includes heavy-duty fenders and bollards, a concrete-face-beam, and bull-rails along the entire face of the expanded dock. High mast lighting, drainage with oil/water separators, and anodes are all included in the main project. The need for this project was echoed in the ADOT&PF public meeting where participants noted that the current dock facilities were not able to keep up with growing tourism demand.

Captains Bay Road Improvements Project: The Captains Bay Road Improvements Project for roadway improvements and utility extensions has been included in previous CMMP's because Captains Bay Road is heavily used by commercial traffic. Future growth and business activity related to dock expansions is expected to occur along Captains Bay Road requiring water, sewer, and electric utilities. This road serves as a primary transportation route for a great number of commercial enterprises located in Captains Bay. The section of road making up this project is a high traffic area for heavy vehicles that are used by the fishing and transshipment industries, which are vital to the community's economic welfare. During public meetings on the Unalaska Road Plan in 2011, both driver and industry representatives spoke of the hazards of the high road crown that is necessary for adequate drainage. In winter months, this crown creates dangerous driving conditions for the large trucks and school buses traveling the road. The road cannot be paved without first completing drainage improvements. This project includes providing utilities to the end of the road. Currently electric is provided to Westward (of limited capacity) and less than adequate water is provided to the Crowley Dock.

Torpedo Building Demolition: The Comprehensive Plan stresses the need to provide the highest level of service possible to protect health and wellbeing throughout the community and to ensure that all public improvements are well maintained. This is vital for the well-being of all residents of, and visitors to, the community as a whole. The Torpedo Building has degraded beyond repair and has created a threat to public safety. A relatively recent example of the danger this threat poses was on February 7, 2014 when a windstorm threw 16 foot pieces of lumber from the structure, damaging vehicles in the nearby parking lot. This prompted local public outcry and resulted the City Council passing City Council Resolution 2014-26 requesting the that ADOT&PF remove the structure, thereby mitigating a public danger and allowing for the adjacent uses related to the Tom Madsen Airport, including the runway itself, to be done so in a safe manor.

Continued Ferry Service and Support of the Alaska Marine Highway: The Comprehensive Plan highlights the community's desire for the Alaska Marine Highway System (AMHS) ferry to come to Unalaska at least twice a month due to the fact that Unalaska can only be reached by air or water, this service is considered critical to Unalaska's residents, businesses, and visitors. This was echoed in the ADOT&PF public meeting where participants stated the following:

- Ferry costs are cheaper than airfare, but schedules are still limited and not always practical
- Ferry service is used not only by Unalaskans, but also from other southwest communities such as Akutan
- Ferry service is critical form of transportation for both freight and passengers.

ALTERNATIVES: The City Council could revise the list of priorities as they see fit.

FINANCIAL IMPLICATIONS: There are no direct financial implications at this time.

LEGAL: None.

PROPOSED MOTION: I move to approve Resolution 2015-64.

STAFF RECOMMENDATION: Staff recommends maintaining the ruling of the Platting Board.

CITY MANAGER COMMENTS: The City Manager recommends approval of Resolution 2015-64.

Introduced by: Borough Manager
Requested by: Borough Assembly
Drafted by: Special Projects Support
Introduced: 11/05/2015
Amended: 11/05/2015
Adopted: 11/05/2015

**KODIAK ISLAND BOROUGH
RESOLUTION NO. FY2016-09**

**A RESOLUTION OF THE ASSEMBLY OF THE KODIAK ISLAND
BOROUGH ADOPTING A STATE LEGISLATIVE CAPITAL
IMPROVEMENT PROJECTS PRIORITY LIST FOR THE 2016
LEGISLATIVE SESSION**

WHEREAS, the Kodiak Island Borough represents approximately 14,000 residents of the Kodiak Island Archipelago living in six incorporated cities and one community governed by a tribal council government; and

WHEREAS, a Borough-wide capital improvement program has been adopted by the Kodiak Island Borough Planning & Zoning Commission which identifies major needs of the island community for the next five years; and

WHEREAS, the Kodiak Island Borough Assembly has identified major projects to submit to the Alaska Governor and State Legislative Delegation for funding consideration;

NOW, THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE KODIAK ISLAND BOROUGH THAT:

Section 1: The Kodiak Island Borough's State Legislative capital improvement project priorities for the 2016 legislative session are as follows:

1. M/V Tustumena Replacement Vessel Construction

Estimated Project Cost	\$238,000,000
State Funding Request	\$50,000,000

The Alaska Department of Transportation and Public Facilities is currently in the process of designing the M/V Tustumena replacement vessel. The M/V Tustumena was built in 1964 and serves the communities of South Central, Kodiak Island and Southwest Alaska. It is one of two ocean class vessels in the Alaska Marine Highway System (AMHS) fleet. Because of its size and design, it is the only AMHS vessel that is capable of serving all 13 ports of call between Homer and Unalaska. Retiring and replacing the M/V Tustumena with a vessel that is equally, if not more, versatile and seaworthy will provide reliable marine transportation service well into the future for the communities, residents and businesses in South Central, Kodiak Island and Southwest Alaska (from the Alaska Marine Highway System website).

The M/V Tustumena is an essential service to the communities of Kodiak Island. As such, the Kodiak Island Borough is requesting that the Governor plan to include in the capital budget a \$50,000,000 deposit into the Vessel Replacement Fund to provide funding for the construction of the replacement vessel.

51	2. Anton Larsen Bay Road Extension to Ice Free Water	
52	Estimated Project Cost	\$8,450,000
53	KIB Funding Source: Ouzinkie Native Corp, SIDCO	450,000
54	State Funding Request	\$8,000,000

55
56 An extension of the Anton Larsen Bay Road to ice free waters will provide year around
57 access to those communities located in the Kupreanof Strait as well as those who use the
58 island’s west side for commercial and recreational purposes. Many times during the year
59 travel by vessel to/from Kodiak is treacherous. Extending the road to ice free waters
60 makes traveling safer, providing access to critical services located in the City of Kodiak
61 including hospitals and businesses. This route was identified in the Kodiak Transportation
62 Plan as an important upland facility.

63
64 The Ouzinkie Native Corporation subsidiary, Spruce Island Development Corporation
65 (SIDCO) received a \$450,000 legislative grant for planning and design. With that grant
66 funding SIDCO is working with DOT finalizing the route and developing a more formal cost
67 estimate.

68
69 Funding is requested from DOT for construction of this road as it is an extension of an
70 existing state roadway. Additionally, the land owner, Ouzinkie Native Corporation, has
71 agreed to donate ownership of the road right-of-way to the State when construction
72 funding is obtained; and another local organization, Sun’aq Tribe of Kodiak, is working to
73 obtain BIA or other road grant funding to support the project.

74		
75		
76	3. East Elementary Traffic Flow Improvements	
77	Estimated Project Cost	\$2,000,000
78	State Funding Request	\$2,000,000

79
80 There is a safety issue in the East Elementary School parking lot. The school was
81 constructed in 1966 with a substantial addition in 1988. The facility now totals 39,842
82 square feet with twenty-five teaching stations. Since the expansion, increased traffic flows
83 due to business development in the area have created dangerous vehicle/student hazards
84 when students are entering and leaving school. Reconfiguration of the parking area will
85 reduce risks by providing for a safer separation of pedestrians, small vehicle traffic and
86 bus loading/unloading. The project will require an increase in the total area of the parking
87 lot to allow adequate parking to support increased building usage and occupant load.

88		
89	4. Drainage Improvements to the Chiniak Highway at Sargent Creek	
90	Estimated Project Cost	\$54,000
91	State Funding Request	\$54,000

92
93 Heavy rains along with high tides consistently cause Sargent Creek to flood and diverge
94 from its channel. This causes flooding at the intersection of the Chiniak Highway and
95 Sargent Creek Road. This intersection is the only roadway in and out of Bells Flats
96 subdivision. The flooding occurring here impedes safe travel and often leaves motorists
97 stranded and unable to reach homes or critical services located in town.

98
99 This request is to provide the DOT in Kodiak funding to construct spot improvements for
100 bank stabilization, armoring, and rechanneling as needed to keep the Sargent Creek in its
101 channel and stop the flooding of the roadway.

102	5. Service Area Road Improvements and Paving	
103	Estimated Project Cost	\$5,000,000
104	State Funding Request	\$5,000,000

105

106 This project addresses the on-going need to improve portions of Borough Service Area
 107 roads. There are approximately 26 miles of road among four Road Service Areas that
 108 connect residential neighborhoods with the greater Kodiak community. Paving projects will
 109 address main thoroughfares or busy neighborhood roads. Improvements to major
 110 drainage courses, installation of guard rails, and other identified road improvement needs
 111 may also be addressed with this funding. Priorities will be given to collector roadways
 112 with relatively higher volume use and further based on recommendations made by the
 113 elected service area boards.

114

115

116	6. Fire Protection Area No. 1 Fire Tanker/Tender Vehicle	
117	Estimated Project Cost	\$420,000
118	KIB Funding Sources: Service Area Funds	\$320,000
119	State Funding Request	\$100,000

120

121 The Bayside Fire Station provides fire protection to the residents and visitors of Fire
 122 Protection Area No. 1. Bayside Fire Station's existing fire tanker/tender vehicle that
 123 serves the area is 32 years old and in need of replacement. The estimated cost of a new
 124 fully equipped 3,000 gallon fire tank/tender vehicle delivered to Kodiak is \$420,000. Fire
 125 Protection Area No. 1 has \$320,000 to fund the purchase of the vehicle. The remaining
 126 \$100,000 required to complete the purchase is requested.

127

128

129	7. Mill Bay Beach Access Upgrade	
130	Estimated Project Cost	\$200,000
131	State Funding Request	\$200,000

132

133 Mill Bay Beach is a recreational area heavily used by residents, sport fishermen and
 134 community groups who come to access this beach site close to town. Time, tide and use
 135 have eroded safe access to the two stretches of beach at this site. The project has been
 136 through the design and engineering process. New construction items proposed for this
 137 project include new stairs, walkways, and trail enhancements between the two beaches
 138 as well as a small raft/kayak launch.

139

140

141	8. Monashka Bay Water and Sewer Project: Feasibility, Planning and Design	
142	Estimated Project Cost	\$500,000
143	State Funding Request	\$500,000

144

145 There are 256 residential parcels that lie outside the reach of the existing sanitary sewer
 146 and public water utilities in the Monashka Bay area. The soil and topography in this area
 147 are not ideal for septic systems and many are failing. The construction of a wastewater
 148 treatment facility at the Kodiak landfill provides an option for future expansion that could
 149 include sanitary sewer treatment for the residents of this area. Water in this neighborhood
 150 is provided by wells, cisterns and more frequently by tank from a distant public source.
 151 Water quality and quantity are questionable in the Monashka Bay Neighborhood.
 152 Extension of water service from the City of Kodiak will be needed. A feasibility study,

153 planning and design is the first step in providing water and sewer services to the residents
154 of the Monashka Bay area.

155

156

157 **Section 2:** The Kodiak Island Borough administration is hereby instructed to advise
158 our State of Alaska Governor and Legislative Delegation of the Capital Improvement
159 Projects Priority List adopted by the Kodiak Island Borough Assembly.

160

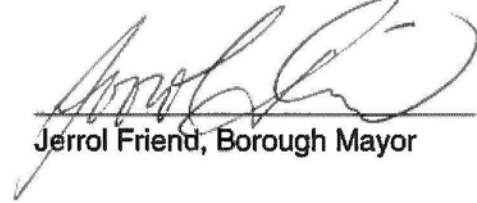
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**ADOPTED BY THE ASSEMBLY OF THE KODIAK ISLAND BOROUGH
THIS FIFTH DAY OF NOVEMBER, 2015**

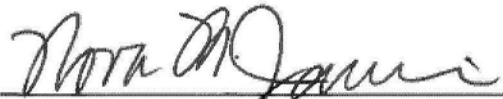
KODIAK ISLAND BOROUGH



Handwritten signature of Jerrol Friend, Borough Mayor, written over a horizontal line.

Jerrol Friend, Borough Mayor

ATTEST:



Handwritten signature of Nova M. Javier, Borough Clerk, written over a horizontal line.

164

Nova M. Javier, MMC, Borough Clerk