Change Record Detail with Description (1716)
Debt Service

Scenario: FY2017 Supplemental Amends Feb14 (14219)
Component: General Obligation (792)
RDU: Debt Service (251)
Title: Expenses Incidental to the Sale and Issuance of General Obligation Bonds (HB286) (Sec26a Ch17 SLA2012 P179) (FY13-FY19)

Language	Trans Type	Totals	Personal Services	Travel	Services	Commodities	Capital Outlay	Grants, Benefits	Miscellaneous	Positions PFT	PPT	NP
Y	CarryFwd	-3,015.8	0.0	0.0	-3,015.8	0.0	0.0	0.0	0.0	0	0	0
1008 G/O Bonds		-3,015.8										

The FY2018 Governor's operating budget includes supplemental language to extend the lapse date of the original appropriation for costs of issuance related to the 2012 general obligation bond authorization. As the appropriation terminated in FY2016 it cannot be extended. This language is being replaced with a new multi-year appropriation.

HB 57/ SB 22: Amend * Sec. 19. DEBT AND OTHER OBLIGATIONS. as follows:
[(M) SECTION 26(A), CH. 17, SLA 2012, IS AMENDED TO READ:
(A) THE AMOUNT NECESSARY TO PAY EXPENSES INCIDENT TO THE SALE AND ISSUANCE OF GENERAL OBLIGATION BONDS FOR TRANSPORTATION PROJECTS, ESTIMATED TO BE $3,559,200, IS APPROPRIATED FROM THE 2012 STATE TRANSPORTATION PROJECT FUND TO THE DEPARTMENT OF REVENUE, STATE BOND COMMITTEE, FOR THE FISCAL YEARS ENDING JUNE 30, 2013, JUNE 30, 2014, JUNE 30, 2015, [AND] JUNE 30, 2016, JUNE 30, 2017, JUNE 30, 2018, AND JUNE 30, 2019.]
(m) The amount necessary to pay expenses incident to the sale and issuance of general obligation bonds for transportation projects, estimated to be $745,000, is appropriated from the 2012 state transportation project fund to the Department of Revenue, state bond committee, for the fiscal years ending June 30, 2017, June 30, 2018, and June 30, 2019.

Sec26a Ch17 SLA2012 P179 L1 (SB160) includes an appropriation for expenses related to the sale and issuance of general obligation bonds. This multi-year appropriation expired June 30, 2016. Due to Internal Revenue Service rules related to the timing of expending bonds; and with the Governor's directive to slow down some of these projects in June 2016; $110 million of the $449.9 million 2012 general bond authorization remains to be issued. The original amount appropriated for this purpose was $3,599,200. Expenditures through FY2016 totaled $583,400. The supplemental transaction in the Governor's budget included the unexpended amount of $3,015,800 as the carryforward amount.

FY2017 Management Plan: $82,644.6
FY2017 Total Supplementals: $745.0
FY2017 Total: $83,389.6

Change Record Detail with Description (1716)
Debt Service

Scenario: FY2017 Supplemental Amends Feb14 (14219)
Component: General Obligation (792)
RDU: Debt Service (251)
Title: Expenses for Sale and Issuance of 2012 Transportation Bonds (FY17-FY19)

Language	Trans Type	Totals	Personal Services	Travel	Services	Commodities	Capital Outlay	Grants, Benefits	Miscellaneous	Positions PFT	PPT	NP
Y	MultiYr	745.0	0.0	0.0	745.0	0.0	0.0	0.0	0.0	0	0	0
1008 G/O Bonds		745.0										

The FY2018 Governor's operating budget includes supplemental language to extend the lapse date of the original appropriation for costs of issuance related to the 2012 general obligation bond authorization. As the appropriation terminated in FY2016 it cannot be extended. This supplemental replaces the language in the Governor's budget to allow for an appropriation for the cost of issuance past FY2016.

HB 57/ SB 22: Amend * Sec. 19. DEBT AND OTHER OBLIGATIONS. as follows:
[(M) SECTION 26(A), CH. 17, SLA 2012, IS AMENDED TO READ:
(A) THE AMOUNT NECESSARY TO PAY EXPENSES INCIDENT TO THE SALE AND ISSUANCE OF GENERAL OBLIGATION BONDS FOR TRANSPORTATION PROJECTS, ESTIMATED TO BE $3,559,200, IS APPROPRIATED FROM THE 2012 STATE TRANSPORTATION PROJECT FUND TO THE DEPARTMENT OF REVENUE, STATE BOND COMMITTEE, FOR THE FISCAL YEARS ENDING JUNE 30, 2013, JUNE 30, 2014, JUNE 30, 2015, [AND] JUNE 30, 2016, JUNE 30, 2017, JUNE 30, 2018, AND JUNE 30, 2019.]
(m) The amount necessary to pay expenses incident to the sale and issuance of general obligation bonds for transportation projects, estimated to be $745,000, is appropriated from the 2012 state transportation project fund to the Department of Revenue, state bond committee, for the fiscal years ending June 30, 2017, June 30, 2018, and June 30, 2019.

Sec26a Ch17 SLA2012 P179 L1 (SB160) includes an appropriation for expenses related to the sale and issuance of general obligation bonds. This supplemental replaces the language in the Governor's budget to allow for an appropriation for the cost of issuance past FY2016. Due to Internal Revenue Service rules related to the timing of expending bonds; and with the Governor's directive to slow down some of these projects in June 2016; $110 million of the $449.9 million 2012 general bond authorization remains to be issued. The original amount appropriated for this purpose was $3,599,200. Expenditures through FY2016 totaled $583,400. The supplemental transaction in the Governor's budget included the unexpended amount of $3,015,800 as the carryforward amount. As the issuance costs have been significantly lower than originally anticipated, it is estimated that the future cost of issuance need will be $745,000.

Original language:
Sec. 26. DEPARTMENT OF REVENUE. (a) The amount necessary to pay expenses incident to the sale and issuance of general obligation bonds for transportation projects, estimated to be $3,559,200, is appropriated from the 2012 state transportation project fund to the Department of Revenue, state bond committee, for the fiscal years ending June 30, 2013, June 30, 2014, June 30, 2015, and June 30, 2016.

Sec5 Ch18 SLA2012 P4 L9 (HB286)
STATE BOND COMMITTEE. If the issuance of the bonds is ratified by a majority of the qualified voters of the state who vote on the question, the amount of $3,599,200 or as much of that amount as is found necessary is appropriated from the 2012 state transportation project fund of the state to the state bond committee to carry out the provisions of this Act and to pay expenses incident to the sale and issuance of the bonds authorized in this Act.

FY2017 Management Plan: $82,644.6
FY2017 Total Supplementals: $745.0
FY2017 Total: $83,389.6

Change Record Detail with Description (1716)
Department of Administration

Scenario: FY2017 Supplemental Amends Feb14 (14219)
Component: Office of Public Advocacy (43)
RDU: Legal and Advocacy Services (11)
Title: Increased Caseload and Litigation Costs for Extraordinary Murder Cases

Language	Trans Type	Totals	Personal Services	Travel	Services	Commodities	Capital Outlay	Grants, Benefits	Miscellaneous	Positions PFT	Positions PPT	Positions NP
N	Suppl	120.0	0.0	20.0	100.0	0.0	0.0	0.0	0.0	0	0	0
1004 Gen Fund		120.0										

The recent death of a Palmer teen has resulted in the arrest of five young individuals. Four individuals are charged with murder in the first degree and one with lower-level felony charges such as tampering with evidence. Further charges have been added since the original indictments and more charges may arise as the cases proceed. The Office of Public Advocacy (OPA) has been assigned to all five defendants as well as several other young people who have been charged in unrelated crimes discovered as a result of the extensive murder investigation by law enforcement. The impact of this supplemental item is being considered for an FY2018 budget amendment.

As a cost saving measure, OPA is keeping these cases in-house. The high-level charges, substantial publicity and the fact that most of the defendants are juveniles will cause separate investigators and experts to be retained by each defense attorney. Voluminous litigation and a lengthy trial are anticipated. If there are convictions, the individual sentencing will also be lengthy and involve expert witnesses regarding rehabilitation prospects for the young individuals.

OPA is responsible for all costs associated with the defense of these individuals. For FY2017, OPA projects this cost to be approximately $120.0. The amount may increase if any staff attorneys have a conflict, causing OPA to contract with private attorneys. Should this occur, the cost to the agency may reach or exceed $200.0.

FY2017 Management Plan: $25,390.4
FY2017 Total Supplementals: $209.0
FY2017 Total: $25,599.4

Change Record Detail with Description (1716)
Department of Natural Resources

Scenario: FY2017 Supplemental Amends Feb14 (14219)
Component: Fire Suppression Activity (2706)
RDU: Fire Suppression, Land & Water Resources (602)
Title: Estimate for Fire Suppression Activities for the Fiscal Year Ending June 30, 2017

Language	Trans Type	Totals	Personal Services	Travel	Services	Commodities	Capital Outlay	Grants, Benefits	Miscellaneous	Positions PFT	Positions PPT	Positions NP
N	Suppl	15,000.0	5,100.0	600.0	8,100.0	1,200.0	0.0	0.0	0.0	0	0	0
1004 Gen Fund		15,000.0										

The initial FY2017 unrestricted general fund appropriation for the Fire Suppression Activity component was $5,973.0 and totaled $19,433.4 with federal and statutory designated program receipt authority. Additional federal authority needed in fiscal year 2017 is authorized in sec. 19(d), Ch3, 4SSSLA2016. The total budget needed to meet the state’s statutory obligation to provide wildland fire protection on state, municipal, and private lands is estimated to be $48,633.4, of which $20,973.0 is unrestricted general funds, $26,160.4 is federal, and $1,500.0 is statutory designated program receipts. This request is for the additional $15 million unrestricted general funds needed for fall 2016 and spring 2017 fires.

2016 Fire Season Summary
During the fire season of 2016 there were a total of 552 fire responses for 499,560 acres burned on both federal and state land. The Division of Forestry protects 90.2 million acres of federal land within state jurisdiction through cooperative agreement that is reimbursed based on acreage. The federal government protects 52.8 million acres of state land within federal jurisdiction through cooperative agreement that is reimbursed based on acreage. During the 2016 fire season the warmer, dry winter and early summer of 2016 then gave way to lightning storms in state protection areas. The season was tempered by rain in the interior but still several wildfires ignited that required significant amounts of state and federal resources in early part of FY2017. Major fires included Tetlin River, Tok River, and McHugh, all large, highly visible fires in the state protection area.

The Division of Forestry continues to be committed to using Alaskan resources to the fullest extent possible. While 2016 was a relatively quiet fire season, even then, resources from the Lower 48 were brought up to assist with the overall effort in FY2017. The utmost concern was the critical McHugh fire just outside of Anchorage which was threatening subdivisions and transportation corridors. Due to the extreme topography and fire/weather conditions, five Interagency Hot Shot Crews, 40 additional personnel, and numerous aircraft from the Lower 48 were utilized to successfully manage this incident.

Once fire activity subsided in Alaska, the Division of Forestry supported Lower 48 firefighting efforts with air tankers, lead planes, a Type I Incident Management Team, one Type 1 crew, five Type 2 Initial Attack crews, seven Type 2 crews, and 393 individuals called out to assist with fires (known as single resource overhead); all on a reimbursable basis from federal sources.

The trend of an extended fire season nationwide has continued. Recently the southeastern United States saw an extended fire season, extreme drought, and multiple ignitions. As a result, a very unusual and extensive late season wildland fires has led to requests of assistance from the states of Kentucky, Tennessee, Virginia, North and South Carolina, Mississippi, Alabama, and Georgia. The Division of Forestry supplied over 80 personnel to assist in firefighting efforts. Staff remained on duty well into December in support of this federal firefighting effort.

2017 Spring Fire Season
Typically, the fire season will begin in April, build rapidly with fires in May, and continue with large, project size fire potential continuing through June, July, and August. The state's ten year averages are trending upward with an average of 350 fires a year and often times over one million acres burned in state protection areas. It is reasonable to anticipate an average or above average fire season and this would include utilizing all available state resources as well as sending personnel, aircraft, and supplies to assist the federal government. That spending authorization is anticipated to be $5,000,000 based on historical averages.

Long range weather outlook for 2017 is located at http://fire.ak.blm.gov/content/weather/outlooks/monthly.pdf, these long range predictions do not go beyond April/May 2017. February and March are forecasted to be normal. By April the outlook is for above normal activity with the current low snow pack foreshadowing that there may be a busy and early start to fire season, particularly along human populated corridors, otherwise known as the wildland urban

Scenario: FY2017 Supplemental Amends Feb14 (14219)
Component: Fire Suppression Activity (2706)
RDU: Fire Suppression, Land & Water Resources (602)
Title: Estimate for Fire Suppression Activities for the Fiscal Year Ending June 30, 2017

Language	Trans Type	Totals	Personal Services	Travel	Services	Commodities	Capital Outlay	Grants, Benefits	Miscellaneous	Positions PFT	PPT	NP

interface (WUI). The state protection areas have a high percentage of person caused fires and cover a large geographic area. Fires can easily start in the dry, flashy fuels such as grasses. Also, the likelihood for the exchange of resources with federal cooperators has a high probability for FY2017.

It is difficult to predict the amount necessary for 2017 fire suppression activity. Supplemental requests are submitted to the legislature annually and costs that exceed the legislative authority amount are submitted as ratifications in future fiscal years.

FY2017 Management Plan: $19,433.4
FY2017 Federal: $14,200.0
FY2017 Total Supplementals: $15,000.0
FY2017 Total: $48,633.4

Change Record Detail with Description (1716)
Department of Law

Scenario: FY2017 Supplemental Amends Feb14 (14219)
Component: Natural Resources (2212)
RDU: Civil Division (35)
Title: Extend Outside Counsel and North Pole Remedial Action Appropriation Sec17c Ch18 SLA2014 P104 L23 (SB 119) (FY13-FY19)

										Positions		
Language	Trans Type	Totals	Personal Services	Travel	Services	Commodities	Capital Outlay	Grants, Benefits	Miscellaneous	PFT	PPT	NP
Y	MultiYr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0

Extend end date for multi-year appropriation for pending litigation to June 30, 2019. This case is expected to go to trial in June 2017.

Multi-year funding for Oil, Gas & Mining Outside Counsel and experts and the state's share of interim remedial actions in the North Pole area.

The Department of Law is set to participate in a trial that is currently scheduled for June 2017. This trial date was set recently and is subject to change as the trial date approaches. As a result, the Department of Law requests that the current multi-year appropriation for this litigation be extended from June 30, 2017 to June 30, 2019 and that the remaining funds available be carried forward for the duration. This will allow the department to defend the health, safety and welfare of the people in the North Pole area throughout the trial period and any potential appeals.

Anticipated available balance is $695,604.

Section 17(c), ch. 18, SLA 2014, is amended to read:

(c) The unexpended and unobligated balance, not to exceed $2,000,000, of the appropriation made in sec. 30(a), ch. 5, FSSLA 2011, as amended by sec. 24(a), ch. 17, SLA 2012 (Department of Law, BP corrosion, outside counsel, document management, experts, and litigation in the British Petroleum Exploration (Alaska) Inc., corrosion case - $13,550,000) is reappropriated to the Department of Law, civil division, oil, gas, and mining, for outside counsel and experts and for the state's share of interim remedial actions to protect the health, safety, and welfare of the people in the North Pole area for the fiscal years ending June 30, 2014, June 30, 2015, June 30, 2016, [AND] June 30, 2017, June 30, 2018 and June 30, 2019.

FY2017 Management Plan: $10,294.2
FY2017 Total Supplementals: $12.7
FY2017 Total: $10,306.9

Change Record Detail with Description (1716)
Debt Service

Scenario: FY2017 Supplemental Amends Feb14 (14219)
Component: International Airport Revenue Bonds (2284)
RDU: Debt Service (251)
Title: Early Redemption, Debt Service and Trustee Fees Sec24i Ch3 4SSLA2016 P84 L25 (HB256)

Language	Trans Type	Totals	Personal Services	Travel	Services	Commodities	Capital Outlay	Grants, Benefits	Miscellaneous	Positions PFT	Positions PPT	Positions NP
Y	Suppl	-21,045.0	0.0	0.0	0.0	0.0	0.0	0.0	-21,045.0	0	0	0
1027 Int Airprt		-21,045.0										

The full amount appropriated from the International Airports Revenue Fund for early redemption of international airports revenue bonds is unavailable in FY2017. The FY2017 amount is therefore, being reduced. Early redemption language will be added to the FY2018 Governor's amended budget.

Amend: FY2017 Payments Sec24i Ch3 4SSLA2016 P84 L25 (HB256)
The following amounts are appropriated to the state bond committee from the specified sources, and for the stated purposes, for the fiscal year ending June 30, 2017:
(1) The sum of $10,955,000 [$32,000,000], from the International Airports Revenue Fund (AS 37.15.430(a)), for the payment of principal and interest, redemption premium, and trustee fees, if any, associated with the early redemption of international airports revenue bonds authorized by AS 37.15.410 – 37.15.550;
(2) the amount necessary for debt service on outstanding international airports revenue bonds, estimated to be $5,200,000, from the collection of passenger facility charges approved by the Federal Aviation Administration at the Alaska international airports system;
(3) the amount necessary for debt service and trustee fees on outstanding international airports revenue bonds, estimated to be $398,820, from the amount received from the United States Treasury as a result of the American Recovery and Reinvestment Act of 2009, Build America Bonds federal interest subsidy payments due on the series 2010D general airport revenue bonds;
(4) the amount necessary for payment of debt service and trustee fees on outstanding international airports revenue bonds, after payments made in (2) and (3) of this subsection, estimated to be $38,801,173, from the International Airports Revenue Fund (AS 37.15.430(a)) for that purpose.

Several years ago, the Alaska International Airports System (AIAS), comprised of the Ted Stevens Anchorage and Fairbanks International Airports, developed a plan to reduce and modify elements of its General Airport Revenue Bonds long-term debt program. These modifications were deemed to better position the system to continue its significant contribution to the State's economy by retaining and gaining airline market share, especially trans-Pacific Cargo Airline Freighter business, in the face of historic and potential future unfavorable market conditions.

In addition to having executed several refunding transactions to take advantage of favorable changes in long-term debt interest rates, a series of potential optional bond redemptions were identified which provide significant average annual debt service requirement reductions and lower average annual airline rates and fees. These optional bond redemptions have been and will continue to be funded from projected International Airport Revenue Fund surplus (i.e. generated from airline rates and fees charges developed in consultation with airline customers, not from the general fund).

FY2017 Management Plan: $76,400.0
FY2017 Total Supplementals: ($21,045.0)
FY2017 Total: $55,355.0

Change Record Detail with Description (1716)
Debt Service

Scenario: FY2017 Supplemental Amends Feb14 (14219)
Component: International Airport Revenue Bonds (2284)
RDU: Debt Service (251)
Title: International Airport General Fund Borrowing Appropriation

Language	Trans Type	Totals	Personal Services	Travel	Services	Commodities	Capital Outlay	Grants, Benefits	Miscellaneous	Positions PFT	Positions PPT	Positions NP
Y	Language	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0

This language addresses a cash-flow deficiency related to federal international airport projects. Similar language will be added to the FY2018 Governor's amended budget.

An amount sufficient to temporarily pay International Airports System project expenditures that are Federal Aviation Administration Airport Improvement Program approved grant reimbursable, contingent on repayment to the general fund as soon as the Federal Aviation Administration Airport Improvement Program grant proceeds have been received by the state, plus interest calculated for each month's average monthly balance from International Airport System funds. Monthly interest calculation shall be the greater of the amount calculated in AS 09.30.070(a) or the prior fiscal year average monthly earnings rate for the general fund and other non-segregated funds pool of investments as reported by treasury division for each month balances are owed to the general fund for the payment of the project costs for the fiscal year ending June 30, 2017.

Over $40 million of Alaska International Airport System (AIAS) projects are annually funded by Federal Aviation Administration reimbursement grants. This means that although the projects are ultimately paid by the federal government, they require cash flow to accomplish. This cash flow has historically been provided by the State's general fund without any appropriation or any cost to the AIAS. With implementation of the State's new accounting system the past practice was determined to lack transparency and structure. Options reviewed to solve this issue were to increase landing fees at the airports, obtain a commercial line of credit from the capital markets, or formalize the relationship with, and use of the general fund. The first option of increasing fees potentially impairs the AIAS's competitiveness for international air cargo traffic. The second option is cumbersome, more expensive due to the size of the need, and requires an increase in the statutory borrowing limit of the AIAS. The formalization of the use of the general fund is easiest to implement, provides the AIAS seamless liquidity, and benefits the general fund through incremental revenue generation. The proposed formal use of the general fund will involve obtaining an appropriation to fund grant projects in advance of federal reimbursement, and to pay an interest rate on the funds used. The current rate of interest AIAS would pay is approximately 3%, which exceeds the current earnings rate of the general fund by over 2%. As the general fund liquidity and investment will not be impacted by the size of the AIAS grant program this represents incremental beneficial revenue for Alaska's general fund. An additional benefit of AIAS paying an interest rate is that AIAS staff will be motivated to ensure FAA grants are reimbursed and closed out in as timely a fashion as possible.

FY2017 Management Plan: $76,400.0
FY2017 Total Supplementals: ($21,045.0)
FY2017 Total: $55,355.0

Change Record Detail with Description (1716)

Fund Transfers

Scenario: FY2017 Supplemental Amends Feb14 (14219)
Component: Oil and Hazardous Substance Release Prevention Account (2499)
RDU: OpSys DGF Transfers (non-add) (606)
Title: FY2017 Estimated Collections Sec27d Ch3 4SSLA2016 P89 L23 (HB256)

Language	Trans Type	Totals	Personal Services	Travel	Services	Commodities	Capital Outlay	Grants, Benefits	Miscellaneous	Positions PFT	Positions PPT	Positions NP
Y	Suppl	-656.4	0.0	0.0	0.0	0.0	0.0	0.0	-656.4	0	0	0
1004 Gen Fund		-656.4										

This change makes the timing of the transfer from the refined fuel surcharge consistent with the timing of the transfers of other sources that fund the prevention account. A similar request is in the FY2018 Governor's amended budget.

Section 27(d), ch 3, 4SSLA 2016, is amended to read:

(d) The following amounts are appropriated to the oil and hazardous substance release prevention account (AS 46.08.010(a)(1)) in the oil and hazardous substance release prevention and response fund (AS 46.08.010(a)) from the sources indicated:
(1) the balance of the oil and hazardous substance release prevention mitigation account (AS 46.08.020(b)) in the general fund on July 1, 2016, estimated to be $6,500,000, not otherwise appropriated by this Act;
(2) the amount collected for the fiscal year ending June 30, 2016, estimated to be $ 6,670,000, from the fuel surcharge levied under AS 43.55.300;
(3) the amount collected for the fiscal year ending June 30, 2016 [2017], estimated to be $6,543,600, [7,200,000], from the surcharge levied under AS 43.40.005.

In an effort to generate enough income to sustain the oil and hazardous substance release prevention account, a new tax structure and rate was established with chapter 37, SLA2015 (HB158). The fiscal note for HB158 included an initial general fund deposit of $7,450.0 to the prevention account in FY2016. This amount was based on estimated receipts of the refined fuel surcharge for the fiscal year ending June 30, 2016. Actual receipts from the surcharge in FY2016 totaled 6,543,600. No FY2017 refined fuel surcharge receipts have been transferred to the prevention account to date. With this change, the actual amount collected in FY2016 would be transferred to the prevention account in FY2017, and the actual amount collected in FY2017 would be transferred to the prevention account in FY2018.

This is a technical adjustment, and does not change the amount authorized for expenditure by the Department. This change makes the timing of the transfer from the refined fuel surcharge consistent with the timing of the transfers of other sources that fund the prevention account. Transferring the actual amount of receipts collected in the prior year reduces cash flow uncertainty, and allows the Department greater certainty of the fund balance for budgeting purposes. Transferring surcharge receipts to the prevention account and spending those receipts in the same year as they are collected introduces the potential of overspending actual receipts.

The prevention account funds 67% of the Division of Spill Prevention and Response operations, some Division of Administration operations, and a few small capital projects.

FY2017 Management Plan: $20,370.0
FY2017 Total Supplementals: ($656.4)
FY2017 Total: $19,713.6

Reappropriation for the Izembek Road Project

FY2017 Request: $0
Reference No: AMD 40532

AP/AL: Appropriation
Category: Transportation
Location: King Cove
Impact House District: Bristol Bay/Aleutians/Upper Kuskokwim (HD 37)
Estimated Project Dates: 06/30/2017 - 06/30/2021

Project Type: Construction
House District: Bristol Bay/Aleutians/Upper Kuskokwim (HD 37)
Contact: Mike Vigue
Contact Phone: (907)465-6971

Brief Summary and Statement of Need:
The unexpended and unobligated balance, not to exceed $10,000,000, of the appropriation made in sec. 19, ch. 29, SLA2008, page 186, line 8 as amended by sec. 35(b)-(e), ch. 5, FSSLA2011, page 165, lines 13-29 is reappropriated to the Department of Transportation and Public Facilities for the Izembek Road Project.

Funding:	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	Total
1004 Gen Fund							$0
Total:	$0	$0	$0	$0	$0	$0	$0

☐ State Match Required ☑ One-Time Project ☐ Phased - new ☐ Phased - underway ☐ On-Going
0% = Minimum State Match % Required ☑ Amendment ☐ Mental Health Bill

Operating & Maintenance Costs:

	Amount	Staff
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	
Totals:	0	0

Prior Funding History / Additional Information:
Sec1 Ch18 SLA2014 P58 L12 SB119 $100,000
Sec1 Ch18 SLA2014 P62 L30 SB119 $21,000,000

Funding is available for reappropriation because the project listed in sec. 19, ch. 29, SLA2008 will be federalized and added to the Statewide Transportation Improvement Program. This project will be fully funded with federal highway funds rather than unrestricted general funds.

Project Description/Justification:
A proposed road corridor from King Cove to the Cold Bay Airport has been a priority for King Cove residents for decades. For tribal and community members, getting an access road would provide a critical link to the outside world. Many people have lost their lives while others have had their health negatively impacted while trying to get to the airport in Cold Bay during poor weather.

Flights from King Cove’s unpaved airstrip are often delayed or canceled, usually due to thick fog or stormy weather. There are no roads connecting King Cove to the City of Cold Bay, where an all-weather airport is located. King Cove is often plagued by gale-force winds and dense fog.

This project constructs the third and final phase of the road connecting the City of King Cove with the

City of Cold Bay and its all-weather airport. The project will construct a single lane gravel road with turnouts. This project contributes to the Department's Mission by reducing injuries, fatalities and property damage and by improving the mobility of citizens. The Aleutians East Borough owns and maintains the road up to the National Park boundary. The state will own the road within the National Park boundaries, but the Aleutians East Borough agrees to maintain the road within the National Park boundaries.