

**Western Access - Road to Tanana****FY2013 Request: \$10,000,000**  
**Reference No: 50843****AP/AL:** Allocation**Project Type:** Construction**Category:** Transportation**Location:** Tanana**House District:** Interior Villages (HD 6)**Impact House District:** Interior Villages (HD 6)**Contact:** Pat Kemp**Estimated Project Dates:** 07/01/2012 - 06/30/2017**Contact Phone:** (907)465-3900**Appropriation:** Roads to Resources**Brief Summary and Statement of Need:**

Extend a road from the existing Elliott Highway, near Manley Hot Springs, then following along the existing Tofty Road to the Yukon River near the village of Tanana. This project will fund and initial construction phase to connect Tanana and other river communities to the contiguous highway system. The Manley Hot Springs to Tanana Road is the first segment identified in the Western Alaska Access Study. The road would improve access between remote villages, larger hub communities and to the road networks near Fairbanks and Nome; also reduce the cost of goods and services in remote villages; thereby supporting their continued sustainability.

| <b>Funding:</b> | <b>FY2013</b>       | <b>FY2014</b> | <b>FY2015</b> | <b>FY2016</b> | <b>FY2017</b> | <b>FY2018</b> | <b>Total</b>        |
|-----------------|---------------------|---------------|---------------|---------------|---------------|---------------|---------------------|
| AIDEA Div       | \$6,400,000         |               |               |               |               |               | \$6,400,000         |
| Gen Fund        | \$3,600,000         |               |               |               |               |               | \$3,600,000         |
| <b>Total:</b>   | <b>\$10,000,000</b> | <b>\$0</b>    | <b>\$0</b>    | <b>\$0</b>    | <b>\$0</b>    | <b>\$0</b>    | <b>\$10,000,000</b> |

|   |   |   |   |                                   |
|---|---|---|---|-----------------------------------|
| <input type="checkbox"/> State Match Required | <input type="checkbox"/> One-Time Project | <input type="checkbox"/> Phased - new       | <input checked="" type="checkbox"/> Phased - underway | <input type="checkbox"/> On-Going |
| 0% = Minimum State Match % Required           | <input type="checkbox"/> Amendment        | <input type="checkbox"/> Mental Health Bill |   |                                   |

**Operating & Maintenance Costs:**

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

**Additional Information / Prior Funding History:**

\$1,250,000 - Ch 5 FSSLA 2011 Pg 101 Ln 30; \$1,000,000 - Ch 43 SLA 2010 Sec 7 Pg 38 Ln 18;  
\$1,000,000 - Ch 82 SLA 2006 Sec 1 Pg 108 Ln 11.

Road access will also allow for development of natural resources and alternative energy and provide business opportunity and jobs for villages along the route. Western Alaska Access Planning Study – Corridor and Alternatives Report completion by September 2011

**Project Description/Justification:**

A recent Western Access Study, completed in January 2010, looked at connecting the existing highway system to the Seward Peninsula highways. The study considered access to communities and minerals, avoiding federally protected lands, minimizing environmentally sensitive areas and extreme terrain. The Study recommended the Manley Hot Springs to Tanana section as the first segment for construction. Public meetings were held from October 2010 to March 2011. There was broad support from both Tanana and Manley for this project, receiving written support from the regional councils, corporations, communities of the area including the Tanana Chiefs Conference.

Approximately 39 miles of unimproved trails and terrain separate the community of Tanana at the

junction of the Tanana and Yukon Rivers from the Alaska Highway System. The communities of Manley and Minto are nearby communities already linked by road via the Elliott Highway to the junction with the Dalton Highway and then south to Fairbanks. This is an area of significant mining, subsistence and recreational use. Tanana is uniquely situated to support and benefit from more affordable and flexible year round passenger travel, potential resource development, extension of the barging season, reduction of costs for providing fuel and supplies and ultimately the development of economic drivers for the benefit of Tanana and other communities along the Yukon River.

**Advantages:**

- Lower cost of living, which could entice some families to move back to rural Alaska
- Lower cost of fuel and freight
- Potentially valuable mineral deposits would become economical
- Increased job opportunities
- Village survival depends on affordable access
- Improved access to village communities
- Increased recreational access providing economic opportunities at Tanana and along the river
- Potential for increased barge operations and port development at Tanana
- No federal lands
- Connects to the statewide transportation system
- Broad support from both Tanana and Manley

This project contributes to the Department's Mission by improving the mobility of people and goods and increasing private investment.

AB# 2785174

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# MEMORANDUM

## State of Alaska

### Department of Transportation & Public Facilities

TO: Colleen K. O'Sullivan  
Division of Budget Review  
Office of Management and Budget

DATE: June 10, 2015

FILE NO:

OFFICE OF  
MANAGEMENT & BUDGET

Thru: Marc Luiken *ML*  
Commissioner

TELEPHONE NO: 451-2211

JUN 15 2015

FROM: David J. Miller *DJM*  
Regional Director  
Northern Region

SUBJECT: Revised Program Type 2  
Chapter 17 SLA 2012  
Roads to Resources  
ADN #25-5-2933

The Department of Transportation and Public Facilities requests your approval to reallocate general fund authorization between two allocations in Chapter 17 SLA 2012.

**Western Access – Road to Tanana:** Increase allocation in Chapter 17 SLA 2012 page 134 line 9 by \$2,700,000.

The Road to Tanana is a Road to Resources project that upgrades 16.5 miles of existing roads and trails, 19 miles of new road, and a new bridge at Boulder Creek. The road is being constructed as a "pioneer road" to accommodate the limited funding that was allocated for the project. The project is in its second year of construction and scheduled to be complete by December 15, 2015. During the design phase the engineer's relied on terrain and vegetation data, as well as site visits to determine the appropriate road design criteria for the new road segments. Centerline drilling was not performed due to inadequate funding availability. During construction, additional borrow quantities were required to account for areas with increased settlement due to poor drainage conditions. An additional \$1,500,000 is required for the increase in borrow quantities.

Additional funding is requested for the Manley Airport Snow Removal Equipment Building and Highway shop project. The project is 95% designed and is currently being updated for advertising. The new shop/snow removal equipment building will support both the airport at Manley and the increased highway maintenance needs required by the new Tanana Road. The project currently has Federal Aviation Administration approval and we are seeking funding in the Airport Improvement Program for the airport dedicated portion of the building. We do not have the needed funds to construct the highway portion of the building. The project requires an additional \$1,200,000 to fully fund the building construction.

**Road to Umiat – Foothills West Continued Environmental Impact Study Development:** Decrease allocation in Chapter 17 SLA 2012 page 134 line 5 by \$2,700,000.

The project performed preliminary engineering and environmental work in support of an environmental document for a multi-modal study to evaluate transportation options in the Foothills West Study Area. The Foothills West Road is an approximately 100 mile westerly route from the Dalton Highway across the foothills of the Brooks Range, accessing existing oil and gas leases on state lands.

DOT&PF completed the Environmental Impact Statement (EIS) scoping process, and draft chapters 1-4 of the EIS before we put the project on hold. The U.S. Army Corps of Engineers was the lead Federal agency on the EIS, and we hired a third party contractor to perform the work (AECOM). The project was put on hold to allow time for Linc Energy, the current oil exploration/development company, to evaluate possibilities of developing a private road to the Umiat oil resource. The remaining task of finalizing the EIS is anticipated to be within the funding remaining in this allocation.

25

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2933

This revised program will not adversely impact the Northern Region Capital Improvement Program. Your approval of this revision is requested.

Thank you.

SP

Attachments: Revised Program Summary  
Authorized Budget screen print from AKSAS  
Copy of Capital Allocation and Appropriations

cc: Judy Chapman, Chief, Planning and Administration, Northern Region  
Shelley Dykema, Chief, Project Control, Northern Region  
Paul Wehe, Transportation Planner, Program Development, Headquarters

Agency Document No. 25-5-2933

Approved this 19<sup>th</sup> day of June, 2015

A handwritten signature in blue ink, appearing to read 'Colleen K. O'Sullivan', written over a horizontal line.

Colleen K. O'Sullivan, Chief Budget Analyst  
Office of Management and Budget

11:07:42 Wednesday, June 10, 2015

FDE 520-50: APPROPRIATION BUDGET

B 2785174 S 0001

TRANS CODE MINOR 50

ADDITIONAL AUTH RD 24014

DOCUMENT NUMBER AA27851740001

SOURCE RD CODE 25070

BATCH EFF DATE 06/10/2015

TOTAL AMOUNT

SPREAD AMT (Y/N) N

DESCRIPTION LONG ADN 2552933 ROADS TO RESOURCES

TRANSFER AUTHORITY BETWEEN ALLOCATIONS

12/17/134/05 AND 12/17/134/09

FISCAL PERIOD CODE C BUDGET TYPE RPG DENOMINATOR POSTING MONTH

| FIN   | AMOUNT                                       | SY | CC       | PGM | LC       | ACCT  | FY | NMR | MORE | FINS | N |
|---|--|----|----------|-----|----------|-------|----|-----|------|------|---|
| 1   | 2700000.00                                   | 15 | 24130025 |     | 37000020 | 75000 | 15 |     |      |      |   |
|   | LINE DESC AR 58635 RP 2552933 WESTERN ACCESS |    |          |     |          |       |    |     |      |      |   |
| 2   | -2700000.00                                  | 15 | 24130025 |     | 37000020 | 68515 | 15 |     |      |      |   |
|   | LINE DESC AR 58635 RP 2552933 WESTERN ACCESS |    |          |     |          |       |    |     |      |      |   |
| 3   | -2700000.00                                  | 15 | 24130023 |     | 37000020 | 75000 | 15 |     |      |      |   |
|   | LINE DESC AR 58633 RP 2552933 ROAD TO UMIAT  |    |          |     |          |       |    |     |      |      |   |
| 4   | 2700000.00                                   | 15 | 24130023 |     | 37000020 | 68515 | 15 |     |      |      |   |
|   | LINE DESC AR 58633 RP 2552933 ROAD TO UMIAT  |    |          |     |          |       |    |     |      |      |   |
| Enter-PF1---PF2---PF3---PF4---PF5---PF6---PF7---PF8---PF9---PF10---PF11---PF12--- |  |    |          |     |          |       |    |     |      |      |   |
| UPDAT QUIT SUBMT ERRS BASE FINS PFKYS HELP  |  |    |          |     |          |       |    |     |      |      |   |

ONE APPROVED