

ALEUTIANS EAST BOROUGH

Projects

A series of several parallel white lines of varying lengths and thicknesses, slanted diagonally from the bottom-left towards the top-right, located in the lower right quadrant of the image.

A photograph of a field of purple lupine flowers in the foreground, with a chain-link fence visible in the background. The scene is slightly dimly lit, possibly during dusk or dawn. The text "OUTSTANDING PROJECTS" is overlaid in white, bold, sans-serif font across the middle of the image.

OUTSTANDING PROJECTS

AKUN DOCK & BREAKWATER

Akun Bay

Akun Island

Avatanak Island

Akun

Akutan



Project History

The Borough has been operating a marine transportation link between the Akutan Airport, located on Akun Island, and the City of Akutan, since the fall of 2012.

For more than a year, a hovercraft served as the marine link. However, about 33% of the time, the craft was unable to operate due to harsh weather and challenging sea conditions. In addition, the cost of the operation became too expensive and was unsustainable to the tune of more than \$3 million per year.

The Borough substituted the hovercraft with a helicopter service in February 2014. The cost to operate the helicopter was approximately \$2 million per year.

In 2019, the Federal government began subsidizing 50% of the helicopter operation, which reduced the Borough costs to less than \$1 million per year.

The Borough has begun to look at replacing the helicopter with a traditional vessel, which requires infrastructure on Akun and upgrades in Akutan.





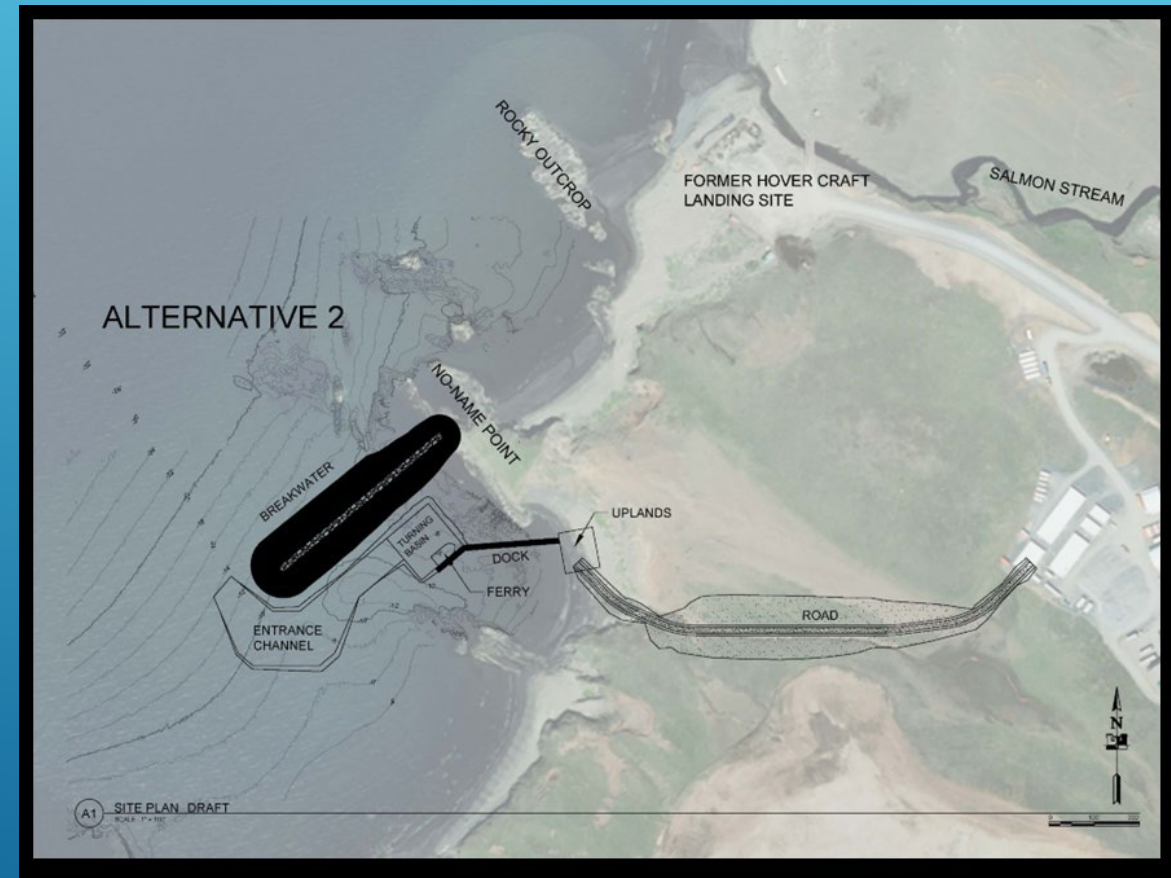
- ▶ In July 2021, the Borough, the Akutan Tribe and the Army Corps of Engineers entered into a Tribal Partnership Project Agreement to conduct an Akutan Harbor Navigational Improvements Study.
- ▶ Per the Agreement, the Borough agreed to pay \$989,000.
- ▶ In June 2023, the draft Feasibility Study was released.
- ▶ The Final Report should be completed and signed by the Corps in July 2024.

CURRENT STATUS

Alternative 2 was selected as the Tentatively Selected Plan. Alternative 2:

- ▶ Consists of a harbor sized to accommodate a design vessel with a length of 58 feet and a draft of 8 feet.
- ▶ Has a project price tag of \$57,025,600 in 2023 dollars (\$44,075,600 federal share and \$12,950,000 local share).
- ▶ Has an anticipated annual cost of approximately \$2.2 million.
- ▶ Would be constructed in 2032.

FEASIBILITY STUDY HIGHLIGHTS



NEXT STEPS

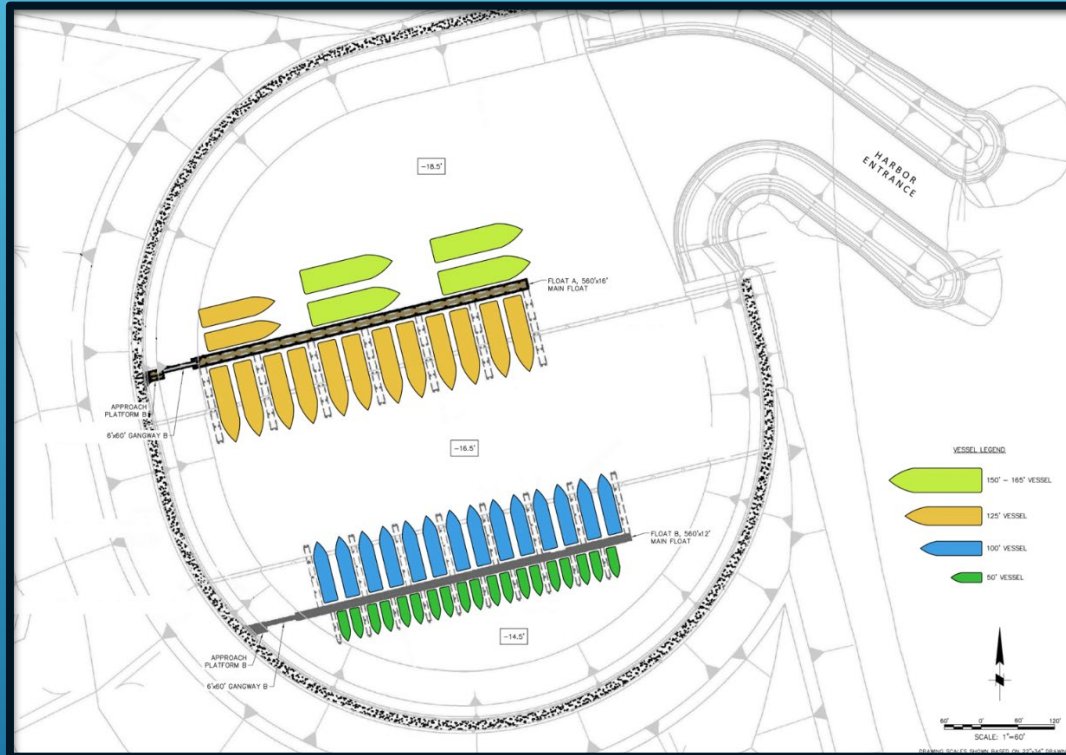
1. Complete work for the current study (i.e. land ownership, programmatic agreements regarding cultural resources, etc...)
2. The Borough Assembly will need to determine how they want to proceed with this project.

The Borough currently has \$4,620,000 available for this project.



AKUTAN HARBOR FLOAT PROJECT





The Akutan Harbor Float System Project consists of installing a new timber main float (Float B) with a pile-supported access trestle and aluminum gangway; and installing new timber finger floats on the existing Float A in Akutan Harbor.

2021 Cost Estimate

| Item No. | Description | Cost with Contingency |
|----------|--|-----------------------|
| 1 | Mobilization and Demobilization | \$1,760,000 |
| 2 | Furnish and Install B Float - 560' x 12' | \$1,520,000 |
| 3 | Furnish and Install A Float Fingers - 10' x 125' | \$1,980,000 |
| 4 | Furnish and Install B Float Fingers - 8' x 100' | \$1,450,000 |
| 5 | Furnish and Install B Float Fingers - 6' x 50' | \$680,000 |
| 6 | Furnish and Install B Float Trestle - 16' x 22' | \$180,000 |
| 7 | Furnish and Install B Float Aluminum Gangway - 6' x 80' | \$160,000 |
| 8 | Furnish and Install B Float Trestle Piles - 16" | \$50,000 |
| 9 | Furnish and Install B Float Piles - 24" | \$930,000 |
| 10 | Furnish and Install B Float Finger Piles - 20" | \$1,110,000 |
| 11 | Furnish and Install A Float Finger Piles - 20" | \$1,290,000 |
| 12 | Furnish and Install Potable Water System - A Float | \$260,000 |
| 13 | Furnish and Install Dry Standpipe Fire Protection System - A Float | \$440,000 |
| 14 | Furnish and Install Potable Water System - B Float | \$260,000 |
| | Furnish and Install Dry Standpipe Fire Protection System - B Float | \$440,000 |
| 15 | Furnish and Install Electrical and Lighting - B Float | \$470,000 |
| 16 | Furnish and Install Life Rings Ladders and Extinguishers - B Float | \$50,000 |
| | SUBTOTAL | \$13,500,000 |
| | Design and Permitting | \$810,000 |
| | Construction Phase Services | \$540,000 |
| | Contract Administration and Other Indirect Costs | \$270,000 |
| | TOTAL | \$15,120,000 |



- ▶ The Borough has ~\$306,000 available to use as a match for this project.
- ▶ The Borough has applied for two RAISE Grants for this project but did not receive the funds.
- ▶ The Borough will continue to research funding opportunities for this project.

FALSE PASS AIRPORT

One of the greatest needs in False Pass is to have a reconstructed airport with a longer runway that meets Federal Aviation Administration (FAA) standards, medevac requirements and the needs of the existing and projected airport operations.





False Pass Airport Deficiencies

The False Pass Airport has many deficiencies that include but are not limited to

- an inadequate length runway and safety area
- poor runway surface conditions
- the airport access road, bridge and north end of the runway threatened by erosion from Round Top Creek
- inadequate lighting or more visible marking of runway and taxiway edge
- the need to replace the segmented circle and wind cones and a rotating beacon
- flooding during high tides

WHAT HAS BEEN COMPLETED OR IS CURRENTLY OCCURRING?

- ▶ **The Borough has identified the False Pass Airport as a need and included the False Pass Airport project in the Borough's Strategic Plan.**
- ▶ **In February 2022, the Borough and City sent a joint letter to the State of Alaska Department of Transportation & Public Facilities requesting them to develop an acceptable project scope to provide an improved facility addressing the identified problem areas and agree to its inclusion in the latest Airport Improvement Program Spending Plan.**
- ▶ **In July 2022, the Borough received a written response and the City and Borough spoke to DOT to discuss the proposed scope of work.**
- ▶ **In October 2022, the False Pass Airport project went before the APEB Board and funding was approved.**
- ▶ **In May 2023, the State issued a Request for Proposal for False Pass AP Rehab & King Cove Runway Resurfacing- Design Services.**
- ▶ **The State has reviewed the proposals and selected DOWL for the work and will begin negotiating on the price soon. The State would like to have DOWL conduct a site visit False Pass and King Cove in October 2023.**

State of Alaska's False Pass Airport Scope of Work. Resurface runway 14/32, taxiway, and apron. Add and replace the unlit airport signage in accordance with AC 150/5340-18, add retro-reflective markers to the movement area and apron edges, replace the primary and supplemental wind cone units, replace the segmented circle, and create erosion control for Round Top Valley Creek.

The design will need to focus on significant hydrologic/hydraulic issues prevalent at the site, i.e., flooding and its effect on the airfield, so as to produce a design for a landing area that is not susceptible to these effects.

The total estimated cost of this project is \$35,231,819 with a completion date of the Federal Fiscal Year 2028.

The Aleutians East Borough and City of False Pass will continue to request and advocate to have:

- ▶ **the existing scope of work occur before Federal Fiscal Year 2028.**
- ▶ **the State continue to look at engineering options to lengthen the runway; and if a feasible option is identified, the Aleutians East Borough and City of False Pass would like DOT/PF to consider incorporating that solution into the project scope of work.**

NEXT STEPS





KING COVE ACCESS ROAD

THE KING COVE GROUP HAS BEEN FIGHTING FOR A ROAD BETWEEN KING COVE AND COLD BAY FOR 35+ YEARS.



- In March 2021, the Ninth Circuit, in its ruling affirmed then-Interior Secretary Bernhardt's decision and legal authority to approve the proposed land exchange.
- The *en banc* oral argument was held in December 2022.
- In March 2023, the Department of Justice filed a Motion to Dismiss the pending *en banc* case as moot.
- In May 2023, the KC Group has filed multiple pleadings opposing the Motion to Dismiss and the Purported withdrawal from the 2019 Land Exchange Agreement.
- During this time, DOI proposed study of the issue by developing a supplemental Environmental Impact Study under NEPA to be completed by the end of 2024.
- The Borough has expended ~\$1.4 million for reimbursement of expenses associated with the King Cove Access Project and ~\$500,000 in litigation fees.

Need to determine next steps following the recent 9th Circuit decisions, which seems to return the case to the Alaska Federal District Court. Here are a few options for consideration:

1. New Complaint

The State of Alaska has urged the King Cove Corporation and Tribes to file a new Complaint in Federal District Court to begin another multi-year legal process to determine the legality of the 2019 Land Exchange Agreement between the Secretary of Interior Bernard and the King Cove Corporation.

Because the earlier Judge Sedwick decision has now been vacated by the 9th Circuit *en banc* panel, the case can begin again but the DOI will likely attempt to deny the legality of the 2019 Agreement.

2. The State of Alaska

State Attorney Lynch says he is reluctant to recommend the State file its Appeal of the DOI decision that the State lacked legal authority on 1110(b) and to overturn that DOI decision in Federal Court unless the KCC and Tribes file the case as described above.

NEXT STEPS...





~\$139,000 in KCAP – Hovercraft Sales Proceed Funds

In FY25, \$139,000 will be available. These funds have been used to pay for the KCAP Reimbursement Requests.

~\$919,030 in KCAP DCCED Grant Funds

This is grant funding is for:

- Permitting, environmental assessments, and environmental impact surveys;
- Engineering, design and surveys;
- Construction costs, installation of drainage and water erosion systems, and protective barriers;
- Litigation, research and attorney fees; and
- Project management.

FUNDING AVAILABLE

- ▶ The School District received a grant from the State of Alaska, Department of Education & Early Development to conduct major maintenance at the Sand Point School. The project provides for renovations at the Sand Point K-12 School and pool, including:
 - ▶ Improve HVAC: replace ventilation equipment, provide exhaust ventilation system, replace kitchen ventilation equipment.
 - ▶ Improve security: replace door hardware to provide access control and lockdown function.
 - ▶ Replace fire alarm.
 - ▶ Replace intercom system.
 - ▶ Renovate pool facility addition: upgrade restrooms and locker; replace metal roof and repair structure as required; reconstruct or repair exterior walls replace supply ventilation, ductwork, and controls; and improve drainage. Foundation work may occur if supported within the budget and after value analysis.

SAND POINT SCHOOL DEED REHABILITATION PROJECT





The Grant is in the amount of \$2,968,577. The Grant amount is \$1,929,575 and the Borough is responsible for paying the State of Alaska Recipients' Participating Share for this Project in the amount of \$1,039,002.00.



The Borough has appropriated \$1,239,002 for this project and appropriated an additional \$2,001,581.66 has been appropriated in the AMLIP portfolio, totaling \$3,240,583.66.



The Borough hired DOWL to completed a site visit and condition assessment. DOWL is in the process of completing the 35% design.



The cost of the project is anticipated to be \$6,811,429, which is significantly more than what was awarded; therefore, Borough/School District have submitted a Supplemental Application to ask for additional funds for this project.

Additional funds may be needed to complete this project.

The Borough is constantly working on other maintenance projects.

The projects and amount needed changes annually; however, currently we are working on:

- ▶ **Creating an 80/20 plan (80% planned maintenance and 20% reactive maintenance)**
- ▶ **Consolidating maintenance (such as boiler and air handling unit inspections and when possible combining projects).**
- ▶ **Will establish major building maintenance needs in February/March 2023.**

The Borough currently has the following funds available for maintenance:

- ▶ **~\$544,000 in deferred maintenance funds (Fund 20).**
- ▶ **~\$90,000 in the maintenance reserve fund (Fund 41).**
- ▶ **LATCF funds and project contingency funds can also be used to meet maintenance needs.**

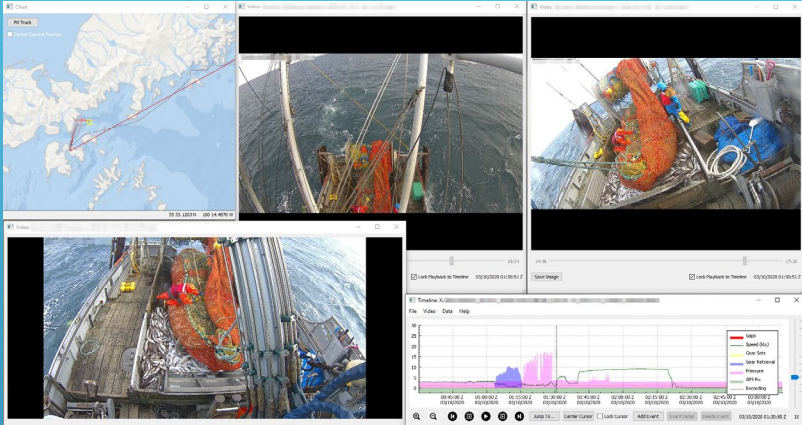
If funding is available in the upcoming budgets, would recommend appropriating funds to maintenance.

OTHER MAINTENANCE PROJECTS

FISHERY RELATED PROJECTS



WGOA TRAWL ELECTRONIC MONITORING



AREA M SALMON FLEET MANAGEMENT PORTAL

AFSC PACIFIC COD TAGGING STUDY



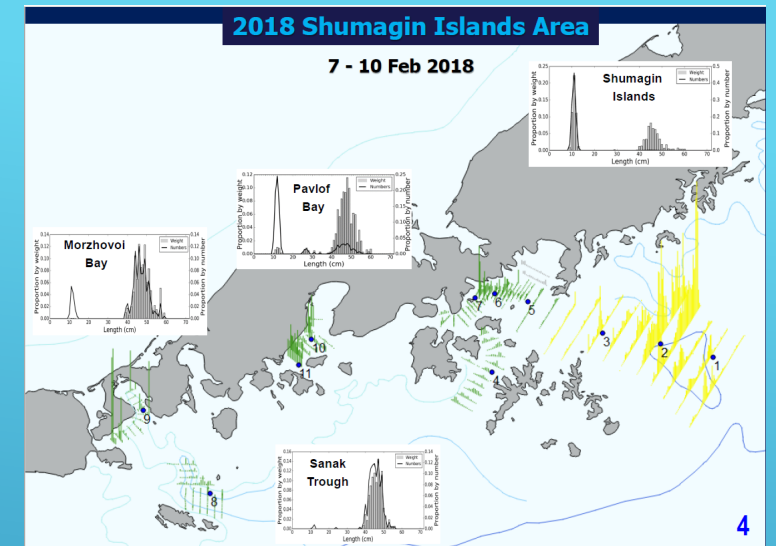
Sign Out < Calendar Chum Trends Buy Reporting Buy Reporting Summary South Peninsula > + Closure + Standdown

Season (Sockeye / Chum)

| Shumigen | | Unimak | | Seine | | S. Pen. | |
|----------------|-------------|----------------|--------------|--------------|-------|----------|-------------|
| 236,993 90,248 | | 260,243 65,075 | | 155,323 | | 199,888 | |
| June 22 | | June 23 | | June 24 | | June 25 | |
| Shumigen | 0 0 | Shumigen | 0 0 | Shumigen | 0 0 | Shumigen | 379 101 |
| Unimak | 3,935 1,657 | Unimak | 13,039 7,196 | Unimak | 0 0 | Unimak | 727 259 |
| S. Pen. | 45,230 69 | S. Pen. | 2,693 300 | S. Pen. | 8,361 | S. Pen. | 1,551 23 |
| CPUE | 60% 25% | CPUE | 42% 23% | CPUE | | CPUE | 49% 16% |
| Ratio | | Ratio | | Ratio | | Ratio | |
| 05:45 | | 21:21 05:30 | | | | | 21:00 21:00 |
| | | | | REG. CLOSURE | | | |
| ← | | Period 3 Days | Current Date | | → | | |

POTENTIAL PROJECT: COOPERATIVE ACOUSTIC POLLOCK SURVEY

From 2007-2011 AEB and Alaska Fisheries Science Center partnered to evaluate the feasibility of using local vessels to conduct acoustic pollock surveys.



Project impetus: concerns from locals 1) about the effectiveness of NMFS acoustic surveys due to a mismatch in timing/area when the pollock are present in WGOA, and 2) that decreased/stagnant federal funding would lead to loss of surveys in the WGOA.



Small trawlers can collect acoustic data and skippers can be trained to collect data without direct assistance. Concerns were validated as pollock were generally not present at the time the NMFS survey is carried out, and higher biomass was recorded by the project vessel in April than by the Oscar Dyson in March.



Since the project ended, the NMFS survey has been inconsistent in surveying all planned WGOA areas (Sanak, Morzhovoi, Pavlof, Shumagins) due to funding, weather, logistic issues, etc. The last time all survey areas were completed was 2018.



A continuation of this work would emphasize using established small-vessel survey protocols to develop a long-term survey plan and incorporating into stock assessment. Based on previous projects, a rough cost estimate of \$130K-200K per year depending on specific objectives.

POTENTIAL PROJECT: RUSSELL CREEK CROSSING

The Russell Creek crossing is the primary access to Mortenson's Lagoon, which is heavily used year-round by Cold Bay residents and visitors for subsistence and sport fishing.



- Russell Creek is salmon bearing stream and requires a permit for crossing
- The crossing is located at the river bend with major erosion at the bank upstream of crossing due to flooding
- Growing concern over crossing becoming impassable with continued erosion
- Possible funding opportunity: **“NOAA's Transformational Habitat Restoration and Coastal Resilience Grants Under the Bipartisan Infrastructure Law and Inflation Reduction Act”** >\$1M with no non-federal match requirement



FUNDED PROJECTS

COLD BAY DOCK

The Cold Bay Dock services the Alaska Marine Highway System, is the only fuel source for the community and Cold Bay Airport and is an important means of transporting freight to Cold Bay.



The Dock was originally constructed in 1978 and the new dock section was constructed in 1993.



The Borough owns the dock, and the City of Cold Bay is responsible for maintenance and operations.



The State of Alaska Department of Transportation and Public Facilities (DOT&PF) and various consultants have performed numerous inspections and condition assessments of the dock and significant ongoing deterioration, and damage has been documented.

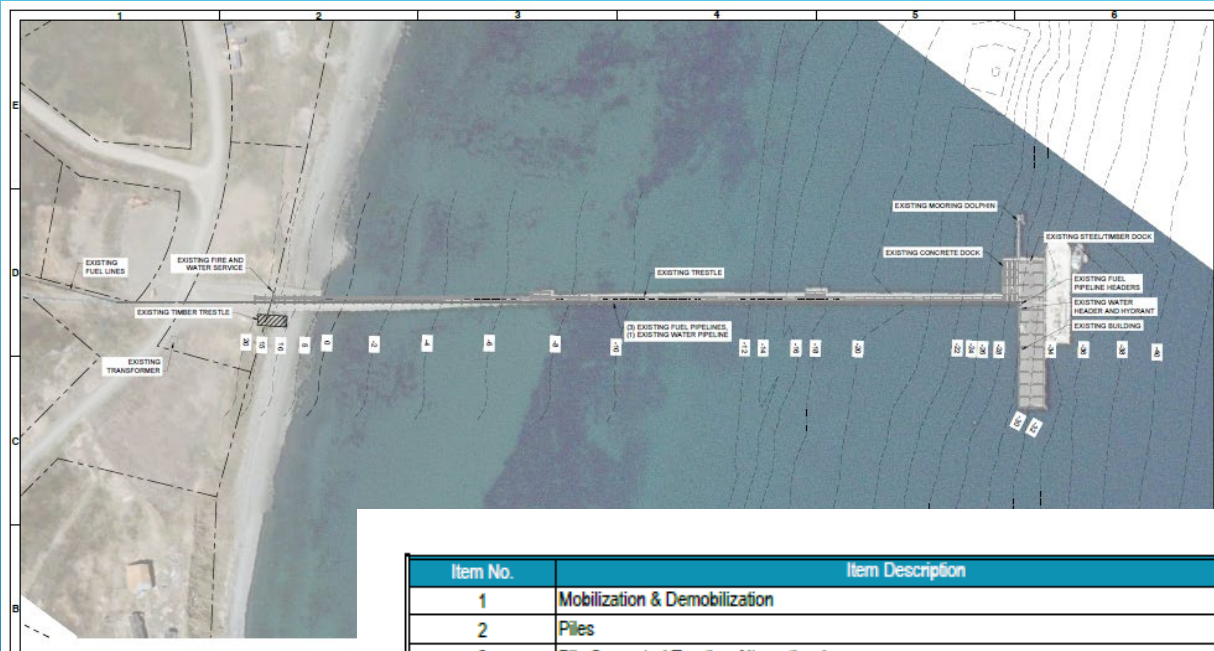


What has been completed?

Feasibility Study

- In April 2023, Moffat & Nichol completed a Cold Bay Dock Replacement Feasibility Study.
- The study outlines a conceptual plan for replacement of the dock.
- Based on condition, age, and functional limitations of the structure, M&N recommends replacing the existing structure with a new dock that will better serve the community of Cold Bay.
- M&N recommends advancing Alternative 1 towards 35% design and completing recommended geotechnical exploration, sub-bottom profiling, bathymetric surveying and any supplemental environmental surveys that are found to be necessary.
- **Replacement of the dock should be considered a high priority.** As the existing structure continues to age and deteriorate, it becomes more likely that damage will occur that will interrupt critical services to the community of Cold Bay and the region.

Dock Alternative 1 and Opinion of Probable Cost



| Item No. | Item Description | Quantity | Unit | Unit Cost | Total Cost |
|---|--|----------|------|---|---------------------|
| 1 | Mobilization & Demobilization | 1 | LS | \$3,163,000 | \$3,163,000 |
| 2 | Piles | 1 | LS | \$9,146,000 | \$9,146,000 |
| 3 | Pile Supported Trestle - Alternative 1 | 1 | EA | \$6,773,000 | \$6,773,000 |
| 4 | Dock | 1 | EA | \$3,793,000 | \$3,793,000 |
| 5 | Small Craft Float/Breakwater | 1 | EA | \$3,311,000 | \$3,311,000 |
| 6 | Utilities | 1 | EA | \$2,046,000 | \$2,046,000 |
| 7 | Supervision | 1 | EA | \$884,000 | \$884,000 |
| Notes: | | | | | |
| 1. This cost estimate represents 2023 costs. | | | | | |
| 2. This cost estimate is an opinion of construction cost made by a Consultant. In providing opinions of construction cost, it is recognized that neither the Client nor the Consultant has control over the costs of labor, equipment, materials or over the Contractors' methods of determining prices and bids. This opinion of construction cost is based on the Consultant's reasonable professional judgment and experience. This estimate does not constitute a warranty, expressed or implied, that the Contractors' bids or negotiated prices of work will correspond with the Owner's budget or the opinion of construction cost prepared by the Consultant. | | | | | |
| 3. Construction costs are currently more volatile than usual and may fluctuate unpredictably. | | | | | |
| | | | | Construction Cost | \$29,116,000 |
| | | | | Engineering, Permitting, Geotech | 8% |
| | | | | Contingency | 25% |
| | | | | Escalation | 15% |
| | | | | Opinion of Probable Cost (Rounded) | \$43,091,700 |
| | | | | Accuracy Range | -15% |
| | | | | Accuracy Range | 30% |

Accuracy Range -15% \$36,627,945
Accuracy Range 30% \$56,019,210

- ▶ In May 2023, the Alaska Municipal League wrote and submitted a Port Infrastructure Development Program (PIDP) Grant Application for the Cold Bay Dock on behalf of the State of Alaska Department of Transportation and Public Facilities.
- ▶ In October 2023, the State successfully received the \$43.3 million in funding for the project!

STATE OF ALASKA PIDP GRANT APPLICATION

- ▶ **The State will take the lead on the project and be responsible to pay for the match.**
- ▶ **The Borough and City of Cold Bay will play a supportive role in the project and will request to be involved or consulted throughout the life of the project.**

As of December 31, 2023, the Borough has ~\$683,000 available for this project.

NEXT STEPS

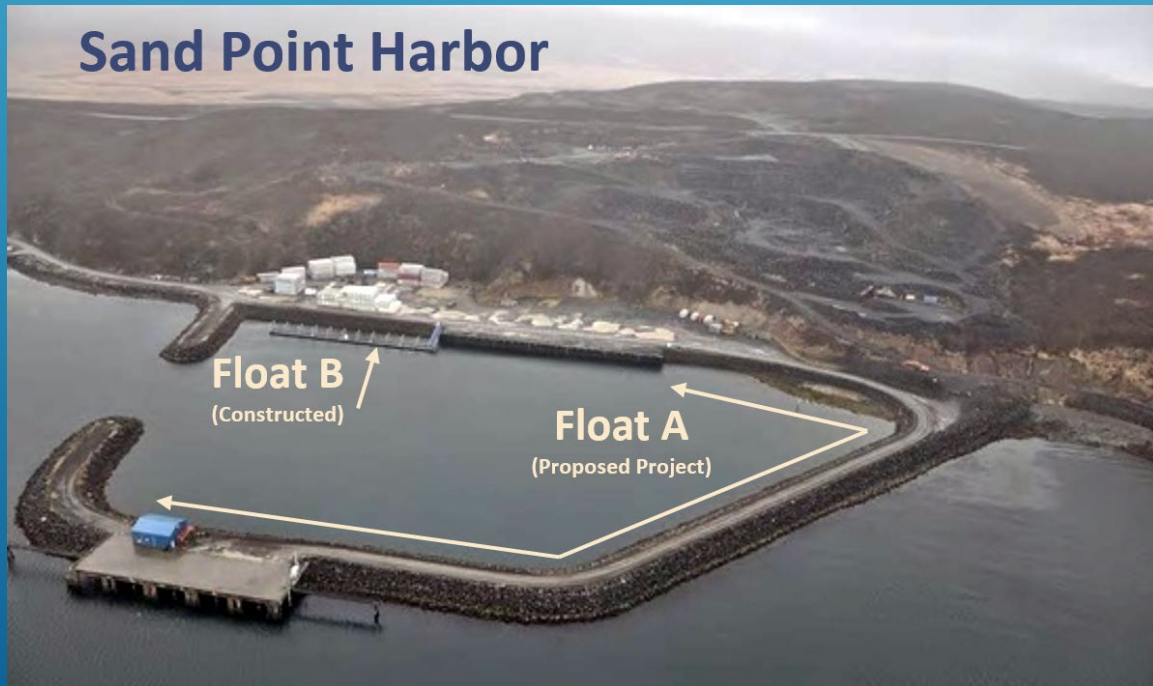


Sand Point Harbor Float A Project

THE SAND POINT HARBOR FLOAT A PROJECT CONSISTS OF EXPANDING HARBOR CAPACITY AT SAND POINT TO PROVIDE MOORAGE FOR 16 ADDITIONAL 80-FOOT VESSELS.

The Aleutians East Borough has received \$9.49 million in State and Federal Funding. The Borough has also appropriated ~\$1.5 million for this project.

- ▶ Administration is working with Moffatt & Nichol to complete the Federal Grant Requirements, which includes NEPA, Section 106, engineering documents, permitting, and public notice requirements.
- ▶ The goal is to go out to bid for the project in February 2024 with a 2025 construction date.
- ▶ It is possible that more funds will be needed due to inflation.



Current Project Status