

H B

3 4 9

Alaska

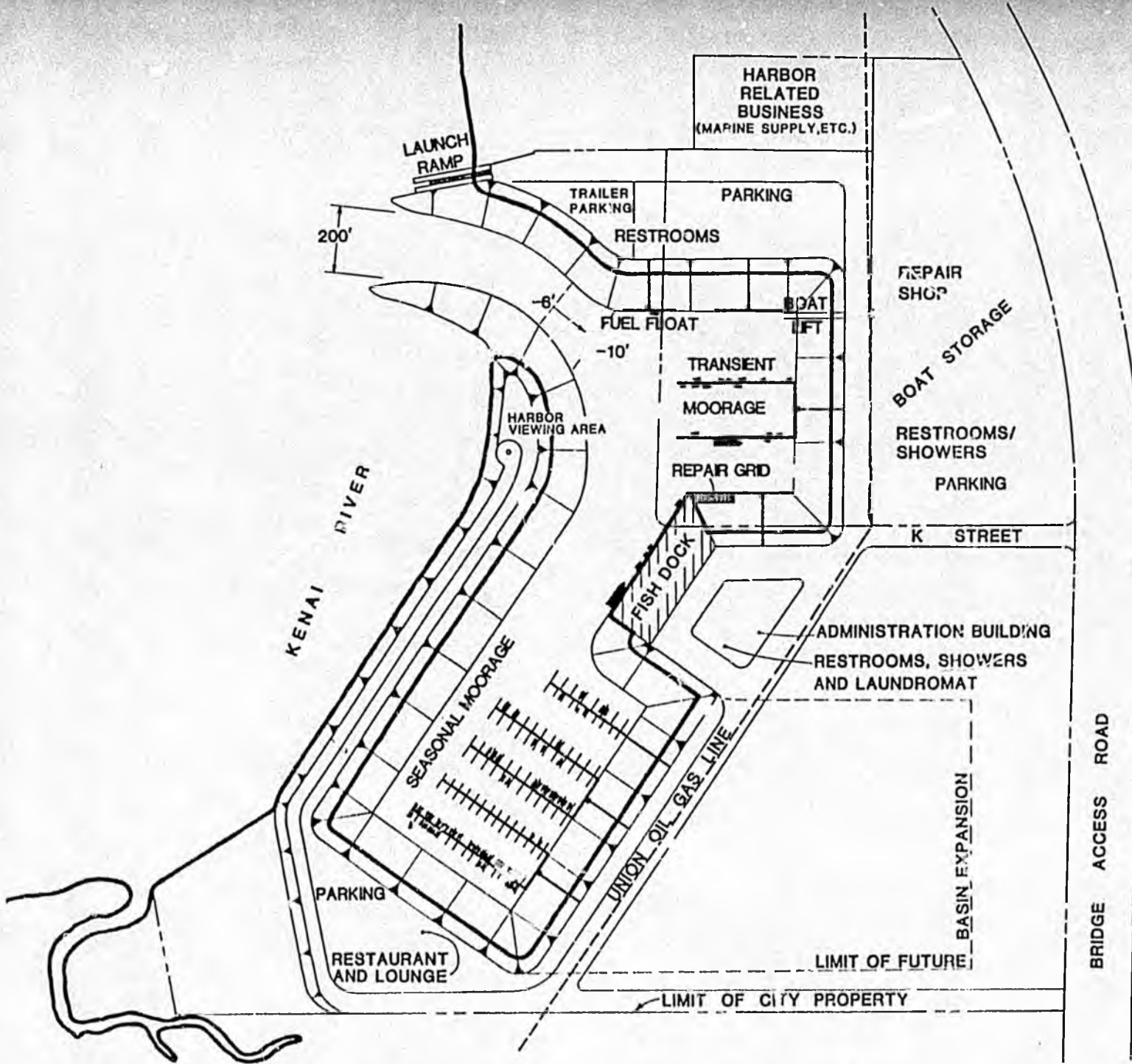
City of Kenai
called - John Williams
will be here tomorrow
to testify on the
Kenai Harbor will
coming in tonight -
staying at the
Baranof

Status of studies, engineering and/or design
initial stages of small boat harbor -
so will fit into design

Funds to accommodate harbor bulkhead, dock &
fueling facilities - under const?
const. begins?

Out-of-town witnesses?

All ready to go?



**CITY OF KENAI
SMALL BOAT HARBOR**

ALTERNATE NO. 2

FIGURE 4-3

TAMS ENGINEERS
A PROFESSIONAL CORPORATION

SMALL BOAT HARBOR CONCEPTUAL ALTERNATIVES

SPEACH BEFORE
THE
HOUSE TRANSPORTATION COMMITTEE
MARCH 14th. 1984

CHAIRMAN CATO AND MEMBERS OF THE HOUSE TRANSPORTATION COMMITTEE. THANK YOU FOR ASKING ME HERE TO DAY TO SPEAK TO YOU ON MATTERS CONCERNING THE FUNDING OF WORK RELATING TO THE CONSTRUCTION OF HARBOR FACILITIES IN THE KENAI RIVER FOR THE CITY OF KENAI.

THE LOWER KENAI RIVER HAS SERVED AS A SHELTERED HARBOR AND PROCESSING BASE FOR ONE OF THE LARGEST COMMERCIAL FISHERIES IN THE STATE OF ALASKA FOR NEARLY 80 YEARS. CURRENTLY NEARLY 700 LICENSED BOATS LIST KENAI AS THEIR HOME PORT, AND AT THE PEAK OF THE SALMON SEASON SEVERAL HUNDRED LOCAL AND NON-RESIDENT VESSELS ARE MOORED IN THE MAIN CHANNEL OF THE LOWER RIVER WAITING FOR FISHERIES OPENINGS.

IN SPITE OF THE INTENSE BOATING ACTIVITY THERE ARE CURRENTLY NO HARBOR FACILITIES IN THE LOWER RIVER AVAILABLE FOR USE BY THE BOATING PUBLIC. ALTHOUGH SOME OF THE MAJOR PROCESSORS PROVIDE SERVICES FOR THE FISHERMAN SELLING THEIR CATCHES TO THEM, THERE ARE NO PUBLICLY ACCESSIBLE FACILITIES FOR MOORAGE, FUELING, REPAIRS OR OTHER SERVICES THAT ONE WOULD EXPECT IN A COMMUNITY WHERE THE COMERCIAL FISHERY IS A MAJOR SOURCE OF JOBS AND INCOMES.

A NUMBER OF STUDIES BY THE CORP OF ENGINEERS, THE STATE OF ALASKA, AND OTHERS HAVE BEEN UNDERTAKEN IN THE PAST SEVERAL YEARS TO REVIEW THE FEASIBILITY OF PROVIDING A SMALL BOAT HARBOR FOR KENAI. A RECURRING THEME RESULTING FROM THESE STUDIES IS THAT A HARBOR IS NEEDED TO SERVE THE COMMERCIAL AND RECREATIONAL BOATERS IN THE UPPER COOK INLET AND KENAI RIVER. MAJOR REASONS ADVANCED FOR DEVELOPING THE HARBOR INCLUDED; EXCESSIVE CONGESTION AND NAVIGATIONAL DELAYS AND HAZZARDS IN THE RIVER, LIMITED ACESS TO PRIVATE DOCKS RESULTING IN LONG DELAYS PREVENTING RAPID OFF-LOADING OF FISH, DAMAGE TO VESSELS NESTED IN THE RIVER DUE TO STRONG TIDAL AND WIND INFLUNCE, DANGER IN LITERING SUPPLIES AND PERSONEL BACK AND FORTH BETWEEN BOATS AND SHORE, THE LACK OF A PROTECTED AND COAST GUARD APPROVED MARINE FUELING TERMINAL, AND THE POTENTIAL FOR GROWTH OF A LOCAL MARINE SERVICE AND SUPPLY INDUSTRY RESULTING IN A POSITIVE ECONOMIC STIMULUS TO THE REAGON.

EACH OF THE PREVIOUS STUDIES HAS CONCLUDED THAT THERE IA A NEED FOR A PROTECTED HARBOR, AND HAS INDICATED THAT A HARBOR COULD BE DESIGNED AND BUILT USEING EXISTING TECHNOLOGY. THE MAJOR OBSTACLE TO CONSTRUCTION AND OPERATION OF A FACILITY HAS BEEN THE CONCLUSION THAT HEAVY SILT LOAD IN THE ESTUARY WOULD NECESSITATE AN EXCESSIVELY BURDENSOME MAINTENANCE DREDGING PROGRAM. AS A RESULT VERY LITTLE HAS BEEN ACCOMPLISHED IN THE PAST TO OBTAIN FUNDING AND CONSTRUCT A HARBOR.

THERE HAVE BEEN MANY OPINIONS VOICED AS TO THE CORRECTNESS OF PAST STUDIES AND MANY ASPECTS OF THE STUDIES HAVE BEEN QUESTIONED BECAUSE OF THE NON SIENTIFIC APPROACH THAT HAD BEEN

USED. FOR EXAMPLE THE UNITED STATES CORP OF ENGINEERS ONCE PRODUCED A STUDY INDICATING TWICE AS MUCH SILTING IN THE RIVER AS WE HAVE RECENTLY CONCLUDED ACTUALLY TAKES PLACE. OUR CONCLUSION IS BASED UPON LENGTHLY PHYSICAL SAMPLING AND PROFESSIONAL COMPUTER MODELING BY A LEADING COMPUTER MODELING LABRATORY. BEACUSE OF THESE MANY DESCREPENCYS IN REPORTING AND THE VARIY OF DIFFERENT OPINIONS AS TO THE POSSIBILITIES, FORMER MAYOR VINCENT O'RILEY, WHO HAS BEEN APPOINTED S MOST OF YOU KNOW, TO A POSITION IN JUNEAU BY GOVERNOR SHEFFIELD, APPOINTE? THE PRESENT HARBOR COMMISSION TO FULLY INVESTIGATE THE ENTIRE MATTER OF A HARBOR FACILITY FOR THE CITY OF KENAI.

THE HARBOR COMMISSION FIRST CONVEINED UNDER CHAIRMAN ROBERT PETERKIN ON MARCH 21ST. 1979. I WAS ELECTED VICE CHAIRMAN OF THE COMMISSION AND SERVED UNDER CHAIRMAN PETERKIN UNTILL FEBRUARY 1982 WHEN MR PETERKIN RESIGNED BECAUSE OF PERSONEL REASONS AND AT THAT TIME I ASSUMED THE CHAIRMANSHIP AND HAVE

SERVED EVERY SINCE.

DURING A RECENT SENATE SUB COMMITTEE HEARING ON SB417, A BILL TO CREATE A CONSERVATION CORRIDOR 1/4 MILE WIDE ON EACH SIDE OF THE KENAI RIVER ALL THE WAY TO THE MOUTH OF THE RIVER, IT WAS STATED THAT ONE REALLY KNEW MUCH ABOUT THE KENAI RIVER. MEMBERS OF THE COMMITTEE, I CAN ASSURE YOU THAT THE CITY OF KENAI KNOWS MORE ABOUT OUR PORTION OF THE KENAI RIVER THAN ANY OTHER AGENCY OR GOVERNMENT GROUP IN THE ENTIRE UNITED STATES OF AMERICA. IN ORDER TO INSURE THAT ANY HARBOR BUILT WOULD MEET ALL REQUIREMENTS OF GOOD ENGINEERING, SOUND FISCAL MANAGEMENT AND LONG RANGE PLANNING THE CITY OF KENAI UNDERTOOK A LONG SERIES OF STUDIES THAT WERE FUNDED BY THE STATE OF ALASKA. WE HAVE WORKED FOR FIVE YEARS TO PRODUCE THE MOST COMPREHENSIVE STUDIES EVER COMPLETED ON OUR PORTION OF THE KENAI RIVER.

IT IS OUR BELIEF THAT THE CONSTRUCTION OF A HARBOR FACILITY WILL RELIEVE THE CONGISTION WITHIN THE RIVER THAT IS CREATED EACH SEASON WITH HUNDREDS OF BOATS MOORED EVERY WAY POSSIBLE IN THE MAIN CHANNEL. IN ADDITION THE CONSTRUCTION OF A COAST GUARD APPROVED FUELING FACILITY WILL PREVENT COSTLY DAMAGE TO THE RIVER ENVIRONMENT IN THE EVENT OF FUEL SPILLS.

FOR ALL OF YOU WHO HAVE LIVED WITH THE HIGH COST OF FREIGHT AS LONG AS I HAVE IN ALASKA YOU WILL RECOGNIZE THE BENIFIT OF DIRECT BARGE SHIPMENT TO ANY POINT IN ALASKA ACCESSABLE BY WATER. BY CONSTRUCTING A HARBOR WE WILL RID THE RIVER OF DANGEROUS HAZZARDS TO NAVAGATION. AFTER HAVING ACCOMPLISHED THIS TASKTHE CITY CAN PROCEED TO PARTICIPATE IN THE DEVELOPEMENT OF BARGE OFFLOADING FACILITIES THAT WILL BE USED BY COMPANIES NOW HESITTANT TO CALL AT THE PORT OF KENAI BECAUSE OF THE HAZZARDS OF ATTEMPTING TO DOCK A BARGE IN AMONGST A SWARM OF SMALL FISHING CRAFT. ADDITIONAL FREIGHT FACILITIES WILL CONTRIBUTE TO THE GROWTH OF THE AREA IN A VERY POSITIVE MANNER AND WILL BE A MAJOR BENIFIT TO ALL THE CITIZENS OF THE AREA AND THUS THE PROJECT BECOMES BENIFICAL TO ALL AND NOT JUST TO A SELECT GROUP.

DURING THE LEGISLATIVE SESSION OF 1980, THE HARBOR COMMISSION

WORKED WITH OUR LEGISLATIVE DELEGATION AND OBTAINED A GRANT OF \$500,000.00 TO DO A COMPLETE STUDY OF THE KENAI RIVER AREA WITHIN THE CITY AND TO DEVELOPE A PLAN FOR A HARBOR. WE WERE ALSO CHARGED WITH THE RESPONSIBILITY OF COMPLETING A STUDY OF THE BLUFF ERROSION PROBLEM ALONG THE RIVER BANK IN THE OLDER PART OF KENAI. THIS SUDY WAS COMPLETED AND COPIES OF THE REPORT ARE AVAILABLE FROM THE CITY HALL.

IN FEBRUARY 1981 WE ENTERED INTO A CONTRACT WITH THE ENGINEERING FIRM OF CH2M HILL THE CONTRACT CALLED FOR SITE DETERMINATION STUDIES AND SOILS INVESTAGATIONS. THESE STUDIES WERE COMPLETED IN FEBRUARY OF 1982.

LATER THAT YEAR WE BEGAN A SERIES OF CONTRACTED WITH OUR PRESENT ENGINEERING FIRM, TIBBITS, ABBOTT, MC CARTHY, AND STRATTON WHO CAME WELL RECOMMENDED AND ARE A WORLD WIDE FIRM WITH SPECIALTYS IN HARBOR DESIGN. THE CONTRACTS ENTERED INTO INCLUDED A COMPLETE SILT AND SEDIMENTATION STUDY, THE BLUFF ERROSION STUDY, THE DESIGN OF ALTERNATIVE MARINE FACILITIES INCLUDING THE NEW BOAT RAMP, AND MOST RECENTLY THE FINANCIAL ANALYSIS AND CONCEPTUAL DESIGN STUDY.

DURING THE INTERVINING YEARS THE HARBOR COMMISSION HAS SECURED ADDITIONAL FUNDS FROM THE STATE TO CONTINUE THE ENGINEERING AND TO CONSTRUCT SOME INTERM FACILITIES. WE WERE SUCCESSUFUL IN OBTAINING \$700,000.00 FROM THE 1974 PORT FACILITIES GRANT THAT WAS BONDED BY THE PEOPLE OF THE STATE OF ALASKA, AND LATER DUE TO EFFORTS BY OUR LEGISLATIVE DELEGATION AND CITY ADMINISTRATION, WE ALSO RECEIVED AN ADDITIONAL \$300,000.00 FOR CONSTRUCTION OF THE BOAT RAMP. IN TOTAL WE HAVE RECEIVED SOME \$1,515,000.00 OF THAT AMMOUNT WE HAVE SPENT APROXIMITLY \$830,200.00 DOLLARS AND HAVE REMAINING IN OUR ACCOUNTS SOME \$684,790.00

THE STUDIES ARE NOW COMPLETE AND WE HAVE OBTAINED A CONSIDERABLE AMOUNT OF INFORMATION FROM THEM. FOR EXAMPLE WE HAVE LEARNED THAT THERE ARE 1346 REGISTERED UNITS IN THE GILLNET FISHERY IN COOK INLET. THE COMERCIAL FISHING FLEET BASED IN THE LOWER KENAI RIVER INCLUDED SOME 680 VESSELS REGISTERED IN KENAI AND ANOTHER 255 REGISTERED IN SOLDOTNA INCLUDING 335 BOATS IN EXCESS OF 26 FEET LONG.

THESE BOATS ARE ENGAGED IN FISHERIES OTHER THAN SALOMON AND INCLUDE HALIBUT, BOTTOM FISH AND THE SPORT FISHERY.

THE STUDY FURTHER INDICATED THAT AT PRESENT THE USERS OF THE HARBOR FACILITY WOULD FOLLOW A MIX OF 257 PERMANANT AND 187 TRANSIENT MOORINGS. HISTORY OF ALL SMALL BOAT HARBORS INDICATE THAT WHERE SPACE IS AVAILABLE, BOATS WILL BE MOORED. PRESENTLY THERE WAITING LISTS AT ALL OF THE SMALL BOAT HARBORS IN SOUTH CENTRAL AND SOUTH EASTERN ALASKA. BOATS REGISTERED TO KENAI RESIDENTS ARE NOW MOORED AS FAR AWAY AS SELDOVIA.

THESE FIGUERS ALONG WITH THE TRANSIEANT FIGUERS INDICATE A NEED FOR A HARBOR LARGE ENOUGH TO HANDLE UP TO 440 VESSELS. AND THAT THE HARBOR SHOULD HAVE AVAILABLE FOR THE VESSEL OPERATORS RESTROOMS AND SHOWERS, BILGE AND SANITARY FACILITIES

FOR BOATS, DOCKSIDE UTILITIES, AND NET AND GEAR STORAGE YARD. WE MAY EXPECT TO SEE PRIVATE ENTERPRISE BE INVOLVED IN BOAT REPAIR FACILITIES, MARINE SUPPLY RETAILERS, RESTAURANTS, LOUNGE AND SNACK BAR, LAUNDROMAT, AND OVERNIGHT AND LONGER TERM RECREATIONAL VEHICLE AND TRAILER CAMPING.

IN ADDITION TO THESE FACILITIES THAT WOULD DEVELOPE IF A HARBOR WERE AVAILABLE IT WAS ALSO FOUND THAT THERE IS A GROWING MOVEMENT BY FISHERMEN TO OPERATE AS INDEPENDANT OPERATORS OR TO FORM CO-OPERATIVES WHICH IS A BREAK IN THE TRADITIONAL LINK BETWEEN PROCESSOR AND THE FISHERMAN. WHERE ALTERNATIVE FACILITIES ARE PROVIDED FISHERMEN CAN SELL DIRECTLY TO CASH BUYERS AND MAKE ARRANGMENTS FOR THEIR OWN MOORAGE AND SUPPORT SERVICES THUS ELIMINATING THAT BURDEN FROM BEING THE RESPONSIBILITY OF THE PROCESSOR.

CONSIDERATIONS WITHIN THE STUDY CONCLUDE THAT A HARBOR DESIGN OF THE TYPE MOST SUITABLE FOR OUR PURPOSES WOULD REQUIRE THE AQUISITION OF SOME ADJOINING PROPERTY. IN ADDITION THE DESIGN ALSO PRECLUDES THE NEED TO MOVE A HIGH PRESSURE GAS MAIN PRESENTLY LOCATED ON CITY PROPERTY. THE SAVINGS IN NOT MOVING THE GAS LINE MORE THAN OFFSET THE COST OF THE PROPERTY NEEDED TO BE ACQUIRED.

THE STUDY ALSO INDICATED THAT THE DESIGN MUST INCLUDE A CLOSURE TYPE ENTRANCE TO THE HARBOR. THIS CLOSURE SYSTEM WILL PREVENT UP TO 50% OF THE SILT FROM ENTERING THE HARBOR. SINCE AS MUCH AS \$190,000.00 IS EXPECTED TO BE SPENT ON AN ANNUAL BASIS FOR DREDGING, THE CLOSURE SYSTEM IS ALMOST A MANDATORY FEATURE. THE CLOSURE WOULD BE IN PLACE FROM LATE OCTOBER UNTILL SOME TIME IN APRIL GIVE OR TAKE A WEEK OR TWO. WITH THIS DESIGN INCORPORATED THE HARBOR CAN EXPECT TO GENERATE IN THE NEIGHBORHOOD OF \$391,000.00 PER YEAR IN INCOME TO THE CITY AND IS EXPECTED TO COST THE CITY APROXIMITLY \$365,000.00 TO OPERATE OF WHICH \$115,000.00 WILL BE IN PAYROLL TO DIRECT EMPLOYEES OF THE HARBOR. THE REST WILL BE FOR DREDGING, REPAIRS AND MAINTENANCE WHICH WILL ALSO BE VERY LABOR INTENSIVE. THE PRIMARY OBJECTIVE OF THE DESIGN IS THAT THE HARBOR BE ABLE TO SUPPORT ITS SELF AFTER IT IS CONSTRUCTED.

UP TILL NOW I HAVE ATTEMPTED TO BRING YOU UP TO DATE ON WHAT WE HAVE DONE WITH PAST FUNDING AND WHERE WE ARE IN THE OVERAL PLAN OF THE HARBOR FACILITIES. I WILL NOW FILL YOU IN ON THE DETAILS OF OUR PRESENT REQUEST FOR FUNDING. I WOULD LIKE TO POINT OUT THE FACT THAT ALL OF THE FUNDS THAT HAVE THUS FAR BEEN SPENT WERE SPENT IN SUCH A MANNER AS TO GAIN THE MAXIMUM AMOUNT OF INFORMATION POSSIBLE FOR THE CITY OF KENAI. NONE OF THE FUNDS WERE RELAGATED TO ANY OTHER PROJECT AND ALL CONTRACTS ENTERED INTO ARE NOW COMPLETE.

RECOGNIZING THAT A HARBOR IS A COSTLY ITEM AND ALSO RECOGNIZING THAT THERE ARE A GREAT MANY NEEDS TO BE FILLED IN THE STATE WE ARE NOT YET PREPARED TO REQUEST FULL FUNDING FOR THE MAIN HARBOR PROJECT. WE ARE HERE TODAY TO ASK THAT THE LEGISLATURE CONTINUE FUNDING IN INCFEMENTAL STEPS AS IT HAS IN THE PAST THREE SESSIONS. OUR REQUEST BEFORE YOU IS IN THE AMOUNT OF 1.9 MILLION DOLLARS. IT IS THE INTENTION OF THE CITY

OF KENAI TO USE THE 1.9 MILLION DOLLARS TO FUND THE CONSTRUCTION OF SOME INTERIUM FACILITIES THAT WILL CONSIST OF A TURNING BASIN, FUEL FACILITIES, REPAIR GRID AND OFF LOADING FACILITIES. ALL OF THE FAILIITIES TO BE CONSTRUCTED WILL BE ENGINEERED IN SUCH A MANNER AS TO BE USABLE IN THE FUTURE AS PART OF THE OVERALL HARBOR FACILITIES. OUR PRIMARY OBJECTIVE IN REQUESTING THIS FUNDING NOW IS TO ALLOW CONSTRUCTION INITALLY A FACILITY THAT WILL TEST ALL OF THE THEORIES THAT HAVE BEEN PROPOUNDED BY THE ENGINEERING FIRMS AND CONSULTANTS. BY CONSTRUCTING A MINI FACILITY WE CAN TEST THE SILTATION LOADS, TRAFFIC PATTERNS, USE FACTORS AND EQUIPMENT TO INSURE THAT ALL WILL FUNCTION AS PREDICTED BY THE MATHMATICAL MODEL AND COMPUTER PREDICTIONS. BY APROACHING THE PROBLEM IN THIS MANNER WE HOPE TO SAVE MANY MILLIONS OF DOLLARS IN THE FUTURE.

THE FUNDING REQUESTED TODAY WILL BE USED FOR THE CONSTRUCTION OF THE FACILITIES DETAILED ABOVE. BASIC ENGINEERING AND SITE PLANNING HAVE ALREADY BEEN COMPLETED. SOILS ANALYSIS HAVE TAKEN PLACE AND THE GROUND WORK FOR IMPLIMENTING THE PROGRAM HAS BEEN PREPAIRED WE ONLY AWAIT THE ACTUAL FUNDING AND ACTUAL CONSTRUCTION COULD BEGIN THIS SEASON.

EARLIER I MENTIONED THAT IT IS THE INTENTION OF THE CITY TO PURCHASE ADDITIONAL LANDS TO ACCOMODATE THE FUTURE CONSTRUCTION OF THE MAJOR HARBOR FACILITY. I WOULD LIKE AT THIS TIME TO OFFER FOR YOUR CONSIDERATION AN ADDITIONAL REQUEST IN THE AMOUNT OF \$600,000.00 TO FUND THAT LAND ADUSITION. WHILE THIS AMOUNT HAS NOT PREVIOUSLY BEEN REQUESTED I AM SURE THAT YOU WILL AGREE THE REQUEST IS CONSISTANT WITH GOOD PLANNING AND WILL IN THE FUTURE BE A MAJOR ASSET TO THE CITY OF KENAI. THE ADDITIONAL FUNDING WILL BRING THE AMOUNT REQUESTED TO 2.5 MILLION. I AM SURE YOU WILL ALL AGREE THAT LAND INVESTMENT IS A PRUDENT USE OF MONEY IN LIGHT OF THE ASTRONCMICAL PRICESSES RECENTLY PAID FOR VARIOUS PARCELS PURCHACED IN SEVERAL LOCATIONS THROUGHOUT THE STATE. THE PARCEL IN QUESTION IS 37 ACRES IN SIZE AND CONSISTS OF PRIME COMERCIAL AND INDUSTRIAL LANDS IN THE HEART OF THE HARBOR AREA.

ONE OTHER VERY IMPORTANT POINT TO MAKE IS THAT THE HARBOR IS CONSIDERED A REGIONAL PROJECT BY THE CITY IN THAT IS IS EXPECTED TO SERVE A WIDE DEMOGRAFIC AND GEDGRAPHIC AREA. SINCE THE LOCATION IS SO IDEALY SITUATED , BOAT OPERATORS FROM STERLING TO NORTH KENAI AND FROM SOLDOTNA TO KASELOFF ARE EXPECTED TO BE ITS ULTIMATE USERS. BECAUSE OF THE REGIONAL ASPECT OF THE PROJECT, THE CITY HAS ASKED THAT IT BE CONSIDERED UNDER A SPECIAL CATAGORY OF PUBLIC WORKS PROJECTS AND THAT ANY FUNDS CONSIDERED FOR THE CITY OF KENAI NOT BE CONSIDERED IN THE SAME CATAGORY BUT SHOULD BE CONSIDERED SEPERATELY FOR FUNDING PURPOSES.

THANK YOU MEMBERS OF THE COMMITTEE FOR BEING SO PATIENT DURING MY PRESENTATION. I WOULD LIKE TO TAKE JUST A FEW MOMENTS TO RECAP WHAT HAS BEEN SAID AND THEN ALLOW OTHERS TO BRING THEIR THOUGHTS ON THE SUBJECT TO YOU.

IN RECAPING I WOULD SAY;

#1....THE HARBOR FACILITIES OF THE CITY OF KENAI ARE REGIONAL IN NATURE IN THAT THEY SERVE ALL AREAS OF THE CENTRAL PENINSULA.

#2....FUNDING IN THE AMOUNT OF 2.5 MILLION WILL ENABLE THE CITY TO PURCHASE THE NEEDED ADDITIONAL LAND TO PROCEED WITH A COMPLETE HARBOR FACILITY AT A LATER DATE.

#3....ENGINEERING HAS BEEN COMPLETED FOR THE CONSTRUCTION OF THE INTERIUM HARBOR FACILITIES AND CONSTRUCTION CAN START AS SOON AS FUNDING IS COMPLETED AND BIDS ARE LET.

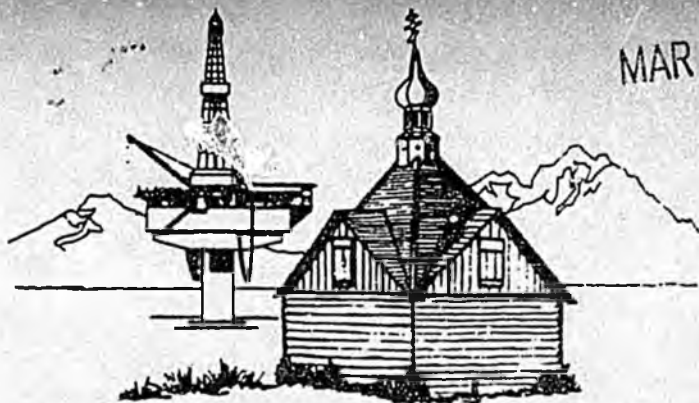
#4....THE STATE OF ALASKA HAS FUNDED THE PROJECT IN THE AMOUNT OF 1.25 MILLION DOLLARS SO FAR AND RECOGNIZES THE NEED FOR IMPROVED TRANSPORTATION FACILITIES IN THE AREA.

#5....THESE FACILITIES WHEN COMPLETED WILL BENIFIT THE ENTIRE CROSS SECTIONAL GROUP OF CITIZENS IN THE CENTRAL PENINSULA AREA BY ALLOWING ADDITIONAL TRANSPORTATION FACILITIES TO BE DEVELOPED THUS ADDING TO A MORE STABLE FUTURE ECONOMY.

MEMBERS OF THE COMMITTEE, I THANK YOU FOR YOUR TIME AND I WISH TO EXPRESS MY APPRICIATION ON BEHALF OF THE CITY OF KENAI FOR HAVING BEEN ALLOWED THE OPORTUNITY TO BRING THIS IMPORTANT PROJECT TO YOUR ATTENTION. I RESPECTFULLY URGE YOUR SUPPORT IN FUNDING THE AMOUNT REQUESTED.

THANK YOU;

MAR 5 1984



CITY OF KENAI
"Oil Capital of Alaska"

210 FIDALGO KENAI, ALASKA 99611
TELEPHONE 283-7535

February 28, 1984

The Honorable Bette Cato, Chairman
House Transportation Committee
Pouch V
Juneau, Alaska 99811

Dear Chairman Cato,

You have in your committee House Bill No. 349 sponsored by Representative Hugh Malone and introduced during the last session of the Alaska General Assembly. House Bill No. 349 carries a price tag of \$1.9 million dollars and is for constructing a harbor bulkhead, a docking facility, fueling facilities and public restroom facilities on the Kenai River to service the fishing fleet in Cook Inlet.

This facility will service 500 - 600 commercial fishing vessels providing fish to 14 area processing plants. At the present time there are no public facilities for loading or unloading either fish or freight in the Kenai River or in the mouth of the Kenai River in Cook Inlet.

To give you a little background, Kenai has been trying to build a small boat harbor for 25 years. Kenai is probably the largest fishing and fish processing area in the State of Alaska that has no harbor facilities. As a consequence, there are no public docking facilities and no fueling facilities. Therefore, the fisherman must establish ties with one of the local processing plants in order to have fuel made available for themselves and to permit them to off-load their fish.

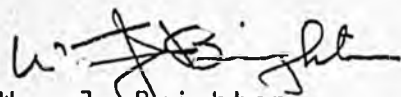
The City has expended several hundred thousand dollars in doing studies, engineering, and/or design in trying to accomplish a small boat harbor primarily for the fishing fleet in northern Cook Inlet. House Bill No. 349 is a measure that will permit reasonable access to the fishing and/or pleasure boating public in the Kenai area. It is a project that can stand alone or will be compatible and represents the initial stages of a small boat harbor for Kenai.

The public, at a special election in the City of Kenai, voted overwhelmingly to support the efforts of the City to acquire funding for a small boat harbor on the Kenai River. We are not at this time requesting funds for a small boat harbor, only funds to accommodate the harbor bulkhead, the dock and fueling facilities for our fishing fleet.

If there is any way possible that you feel you could hold a public hearing on House Bill No. 349, the City Council and the fisherman from this area would be extremely appreciative. If you could hold a public hearing and there was enough time between the announcement and the public hearing to permit several people from Kenai to come to Juneau to testify on House Bill No. 349, I can guarantee you there will be representatives from municipal government, the fishing industry, the processing industry and the Harbor Commission from the City of Kenai.

This facility is important not only to the City of Kenai but to the State of Alaska in that it would be an amenity encouraging and helping the commerce of this State.

Sincerely,



Wm. J. Brighton
City Manager

cc: Governor Bill Sheffield
Representative Mike Miller
Representative Mitch Abood
Representative Robert Bettisworth
Representative Mike Davis
Representative Joe Flood
Representative Adelheid Herrmann
Representative Jack McBride
Representative Mike Szymanski
Senator Don Gilman
Senator Paul Fischer
Representative Milo Fritz
Representative Hugh Malone

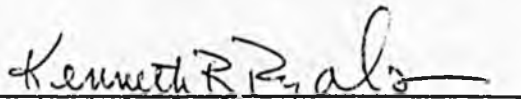
WJB/kh

POSITION PAPER

HB 349

"An Act making a special appropriation for payment as a grant to the City of Kenai for construction of a harbor bulkhead and boat ramp; and providing for effective date."

This bill provides for payment of \$1,750,000 General Funds under A.S. 37.05.315, by the Department of Administration. Historically, the Department has not "held back" any portion of any grant under A.S. 37.05.315 for administrative costs, including the legislated audit function. We have found efficiency measures in other areas that permit us to devote some operating staff resources to the administrative tasks of the Municipal grants program. One more grant, such as proposed by this bill, will not over-burden our resources, but one hundred will. If the number of grants under A.S. 37.05.315 becomes significant, additional operating costs by the Department will need to be budgeted by the Legislature to ensure that the full value of the grant reaches the intended recipient.



Kenneth R. Ryals
Director
Division of Administration
Department of Administrative
Services

3/8/84
Date



Commissioner Lisa Rudd
Department of Administration

3/8/84
Date

STATE OF ALASKA 1984 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date: _____, 1984
Page 1 of 1

REQUEST

Bill/Resolution No.: HB 349
Title: Grant for City of Kenai for Boat Ramp and Bulkhead.
Sponsor: Malone and Fritz
Requestor: _____
Date of Request: _____

FISCAL DETAIL

Agency Affected: Administration
Program Category Affected: _____
BRU, Program of Subprogram(s) Affected: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
OPERATING						
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 SUPPLIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC						
800 MISCELLANEOUS						
TOTAL OPERATING						
CAPITAL	0	1,750.0	0	0	0	0
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND	0	1,750.0	0	0		
FEDERAL FUNDS						
OTHER						
TOTAL						

POSITIONS: N/A

FULL-TIME						
PART-TIME						
TEMPORARY						

SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

ANALYSIS: Attach a separate page for any Analysis.

Prepared By: Christine L. Dooley
Division: Administrative Services

Phone: 465-4418
Date: March 7, 1984

Approved by Commissioner: Lisa Rudd
Agency: DEPARTMENT OF ADMINISTRATION

Date: March 7, 1984

Distribution (by Agency preparing fiscal note):
Legislative Finance
Legislative Sponsor
Requestor
Office of Management and Budget
Impacted Agency(ies)