

HB

661

Comments on the applicability of CSHB 661 to financing the Knik Arm Crossing.

1. DOT&PF Position and Perspectives on CSHB 661
2. Summary of Briefing Materials
3. Correspondence from private firms that have expressed interest in financing the Knik Arm Crossing (These letters were requested by the House Transportation Committee on March 28, 1984).

Presented to House Transportation Committee
April 5, 1984
John B. Olson
Telephone 266-1447

BACKGROUND

The original HB 661 was submitted to accomplish two purposes:

1. Provide DOT&PF the authority to sell revenue bonds to finance toll bridges and highways; and
2. Authorize DOT&PF to collect tolls on bridges and highways to make principal and interest payments on the revenue bonds.

The bill was introduced to provide a financing mechanism for the Knik Arm Crossing. A framework approach was taken on advice of the Attorney General's office, recognizing the State Constitution's requirements to avoid legislation specific to a location or region. We also wanted to preserve the option to recommend the mechanism for future revenue producing highway or bridge projects.

The bill is modeled after the revenue bond provisions of the Airport Revenue Fund. The model was used because it is known to the legislature, and has a good track record to present to bond underwriters and rating organizations.

DEPARTMENT POSITION ON CSHB 661

The DOT&PF continues to recommend a framework concept for bills like HB 661. However, we recognize the committee substitute to be a reasonable bill that addresses concerns expressed by legislators. We, therefore, support the committee substitute and recommend its passage.

APPLICATION TO KNIK ARM CROSSING

The bill provides a mechanism for applying the toll revenue stream expected from the Knik Arm Crossing to the construction of the facility. This mechanism will be considered, along with other financing approaches, in an implementation plan to be presented to the legislature next year. We expect the implementation plan will lead to the legislative direction needed to construct the crossing. No sales of revenue bonds or other related action will be taken before the next legislative session. DOT&PF staff will be working with legislators to exchange information prior to finalizing our recommendations and presenting the implementation package to the legislature.

APPLICATION TO OTHER PROJECTS

If the Knik Arm Crossing uses the revenue bond sales concept outlined in CSHB 661, the mechanism will be available for other projects. (The bill requires application to the Knik Arm Crossing before any other project.) It should be recognized that bridge and highway projects that can generate revenues in excess of their operations and maintenance costs are quite unique in Alaska. To the extent such projects are identified in the future (we have none to suggest at this time) the legislature would play an active role in their development and financing.

Presented to the House Transportation Committee, April 5, 1984

KNIK ARM CROSSING - FINANCING

1. Financing Choices
 - Pay Cash
 - Borrow
 - Save
 - Get Equity Partner
 - Combination of Above

2. Pay Cash
 - Appropriation
 - Lump Sum
 - By Component

 - Federal Funds
 - Highway Matching Funds
 - Connecting Roads Only

 - Raise Cash
 - Land Sales/Exchanges

3. Borrow
 - General Obligation Bond
 - Full Faith and Credit Pledge
 - Lowest Cost Borrowing

 - Revenue Bonds (CSHB 661)
 - DOT&PF to Collect Tolls
 - Tolls Pledged to Retire Debt

 - Private Lending Sources
 - Available Through Equity Partnerships

4. Save

- Allows Cash Payments
- Major Projects Fund (Or Other "Savings Account" Approach)
 - Toll Revenues Returned to Fund
 - O&M From Account in Major Projects Fund or General Fund
- General Fund (G.F.)
 - Annual Appropriation to G.F. Account
 - Build By Components
 - Toll Revenues Flow to G.F.

5. Equity Partnership

- Local Government (Unlikely Equity Partner for Knik Arm Crossing)
- Private Enterprise (Several Expressions of Interest Received)
 - Service Contract, Lease
 - Full Faith and Credit Pledge (Often Requested to Minimize Risk/Borrowing Cost; Requires Statewide Vote)
- Constitutional Constraints
 - State Debt
 - Annual Appropriation
 - Direction of Funds
 - Contract Negotiation
- Source of Funds
 - Tax-Exempt Borrowing
 - Non-Exempt Borrowing (Expensive)
- Federal Legislation
 - Industrial Revenue Bond Limit (Per Capita Basis)
 - Accelerated Depreciation in Question

6. OSHB 661

- Model: Airport Revenue Fund
- Desired This Year
 - Known Entity of Implementation Plan
 - Likely to be Used
- The CS is a Reasonable Bill
 - Responds to Concerns for Framework Concept
 - Timely for the Knik Arm Crossing Project

Correspondence From Firms Interested In Financing Or Constructing The
knik Arm Crossing.

WILLIAM KENT AND COMPANY

900 WEST FIFTH AVENUE, SUITE 610

ANCHORAGE, ALASKA 99501

(907) 276-0660

March 16, 1984

Mr. Jack Allen, P.E.
Project Manager, Knik Arm Crossing
Sverdrup & Parcel and Associates, Inc.
430 C Street, Suite 200
Anchorage, AK 99511

Dear Mr. Allen:

On March 14, John Olson and I met with Mr. Gopinath, Vice President of Corporate Affairs, Calista Corporation and Mr. Denji, Vice President of Calista International Corporation.

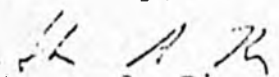
Calista has been dealing with Mitsui Shipbuilding and Engineering regarding the Knik Arm Crossing. Mitsui has done some work on design for the bridge, and has talked to their partners at the Mitsui Bank. Calista offered to meet with us to discuss engineering and financing in more detail, and offered to have Mitsui people come over.

We explained some of the more important constraints in state financing or other state participation, and our timetable for the project, and we offered to meet with them to discuss financing. We did not encourage them to bring any engineers over from Japan, at least not yet. I will arrange a meeting with Calista regarding financing in the next few weeks -- probably during the week of March 26.

Calista seemed interested in getting the following messages to us:

1. Confidentiality of their work is important to them. They believe that they have an advantage in their ability to bring financing into a package deal, and they do not want their concept, or their own engineering, to be public information before the bid.
2. They want the full faith and credit of the state behind the financing.
3. They were interested in seeing the project go forward, whether they were involved in the construction or not.

Sincerely,


Steven A. Rieger
Vice President

SAR/bsb

cc : ADOT/PF

Brown & Root, Inc.

200 Porter Drive, San Ramon, California, 94583

W. D. Arnold
Manager - Business Development
Marine Services

(415) 838-6149



March 19, 1984

John B. Olson
Director, Division of Major Project Management
State of Alaska
Department of Transportation and Public Affairs
Pouch 6900
4111 Aviation Avenue
Anchorage, Alaska 99502

SUBJECT: Knik Arm Crossing

Dear Mr. Olson:

It was a pleasure to have visited with you in your offices in Anchorage on February 21st. The time you spent with us in explaining the situation regarding the Knik Arm Crossing was very much appreciated.

As discussed in our meeting, Brown & Root is very interested in bidding the Engineering/Construction of the Knik Arm Crossing and has had three consortia approach us about possible financing of portions of this project.

During our discussions you indicated that it would be difficult for the Department of Transportation or the State to negotiate an unsolicited bid for the overall package. Therefore, we would like to prequalify for the work in the routine manner that you plan to use later this year. Brown & Root has been involved in several major water crossings in the United States and has the expertise and the equipment available, including derrick barges that might be required for some of the heavy lifts.

Thanks again for the time that you allowed us back in February. We are looking forward to working with you on this project as it develops.

Kind Regards,

Bill

W. D. Arnold
Manager, Business Development
West Coast and Alaska

WDA/lmw

RECEIVED

MAR 27 1984

DOT & PF
Major Projects MGMT.

SAMWHAH CORPORATION
 ARCHITECTS, ENGINEERS & CONTRACTORS
 33-20, WOONI-DONG, CHONGRO-KU, C.P.O. BOX 42, SEOUL, KOREA

*Copy - Hand
 File - K.A. Corp*

HEAD OFFICE:
 TELEX: SAMWHAN K02912
 SAMWHAN K04300
 SAMWHAN K02117
 CABLE: GREENLIGHT SEOUL
 PHONE: 765,9151.0

February 20, 1984

John B. Olson
 Director
 Division of Major Projects Development
 Dept. of Transportation &
 Public Facilities

Dear Sir,

I would like to express my sincere gratitude for your warm hospitality rendered during my visit to your office on February 10, 1984, sharing time from your busy schedule.

You were very kind and helpful in conducting my successful survey on future Alaska construction market prospective for our business activities. Our technical engineering Dept. has just begun reviewing the draft of tender documents regarding Nome Harbour Project furnished to me in anticipation of your invitation.

Meanwhile, I sincerely hope that we would be invited to the tenders for the Knit Arm Bridge Project and other various projects planned for the five years ahead according as you promised that our Corporation would be registered with prospective bidder list applicable for your esteemed State Government's projects.

We assure you of our best service to highest standard if an opportunity be given to us. Wishing the ever-lasting prosperity of your esteemed Department.

Yours Sincerely,

SAMWHAH CORPORATION
Young-Ju Moon
 Young-Ju Moon
 Director

- OSAKA BRANCH
 1-10-1, Higashi-Ryugasaki 4-Cho, Higashi-Ku, Osaka, Japan
 P.O. Box 111, Higashi-Ku, Osaka, Japan
 Tel: 06-2411-5000
 Cable: SAMWHAN JPN
 Phone: 06-2411-5000
- BEIJING BRANCH
 Airport Road, Beijing, P.R. China
 P.O. Box 111, Beijing, P.R. China
 Tel: 010-2411-5000
 Cable: SAMWHAN CHN
 Phone: 010-2411-5000
- DAMMAM BRANCH
 P.O. Box 111, Damman, Saudi Arabia
 Tel: 011-2411-5000
 Cable: SAMWHAN SAU
 Phone: 011-2411-5000
- AL-SHARAH ARAB BRANCH
 P.O. Box 111, Al-Sharah, Jordan
 Tel: 052-2411-5000
 Cable: SAMWHAN JOR
 Phone: 052-2411-5000
- HO CHI MINH BRANCH
 P.O. Box 111, Ho Chi Minh, Vietnam
 Tel: 024-2411-5000
 Cable: SAMWHAN VIE
 Phone: 024-2411-5000
- YENBU ARAB BRANCH
 P.O. Box 111, Yenbu, Yemen Arab Republic
 Tel: 051-2411-5000
 Cable: SAMWHAN YEM
 Phone: 051-2411-5000
- YOKOHAMA BRANCH
 1-1-1, Minato-Ku, Yokohama, Japan
 P.O. Box 111, Yokohama, Japan
 Tel: 045-2411-5000
 Cable: SAMWHAN JPN
 Phone: 045-2411-5000
- JAKARTA BRANCH
 Raffles Hotel, Jakarta, Indonesia
 P.O. Box 111, Jakarta, Indonesia
 Tel: 021-2411-5000
 Cable: GREENLIGHT JAKARTA
 Phone: 021-2411-5000
- MANILA BRANCH
 2nd Floor, Atlantic Bldg., Herrera Cor., Salcedo St., Ermita Village, Manila, Metro Manila, Philippines
 Tel: 02-2411-5000
 Cable: SAMWHAN PHL
 Phone: 02-2411-5000
- SINGAPORE BRANCH
 111, Cross Street, Singapore
 P.O. Box 111, Singapore
 Tel: 04-2411-5000
 Cable: SAMWHAN SINGAPORE
 Phone: 04-2411-5000
- WUHAN BRANCH
 111, Wuchang Road, Wuhan, P.R. China
 P.O. Box 111, Wuhan, P.R. China
 Tel: 027-2411-5000
 Cable: SAMWHAN CHN
 Phone: 027-2411-5000
- NEW YORK BRANCH
 111, New York Street, New York, U.S.A.
 P.O. Box 111, New York, U.S.A.
 Tel: 0212-2411-5000
 Cable: SAMWHAN USA
 Phone: 0212-2411-5000
- LONDON BRANCH
 Suite No. 111, 111, Strand, London, U.K.
 P.O. Box 111, London, U.K.
 Tel: 01-2411-5000
 Cable: SAMWHAN UK
 Phone: 01-2411-5000
- AMSTERDAM BRANCH
 111, Amsterdam Street, Amsterdam, The Netherlands
 P.O. Box 111, Amsterdam, The Netherlands
 Tel: 020-2411-5000
 Cable: SAMWHAN NLD
 Phone: 020-2411-5000

RECEIVED
 FEB 27 1984
 DOT & P
 Major Projects MGMT.



NIPPON KOKAN K.K.

1-1-2, MARUNOUCHI, CHIYODA-KU, TOKYO 100

PHONE: (03) 212-7111

TELEX: 222-2811 NKK J

CABLE ADDRESS: KCKANNK TOKYO

January 27, 1984

Alaska Department of Transportation
and Public Facilities
State of Alaska
4111, Aviation Drive
Anchorage Alaska, 99502

Attn : Mr. J. B. Olson

Gentlemen,

Re : Knik Arm Crossing

We, NIPPON KOKAN K.K. (hereinafter called NKK), have the honour to express our keen interest in participating in the captioned project and to submit herewith our company brochures, experience record and technical documents in which you will find activities and performance of our company.

As you may see from the above documents, NKK is now ranked as the third largest steelmaker in the world and in terms of all around technical expertise, NKK holds an unrivaled position because it is simultaneously a world leader in three major industrial fields - Steelmaking, Heavy Industries and Shipbuilding - allowing it to supply a comprehensive range of products and services to you.

In the field of bridge construction, NKK has considerable experience about supply and erection of steel superstructure of various type of bridge and has enjoyed good reputation in our achievement abroad as well as domestic.

Furthermore NKK has remarkable speciality of steel structures for low temperature service and has executed structural steel works in your esteemed province, such as Kenai Bridge, Sagavaihtok River Crossing,

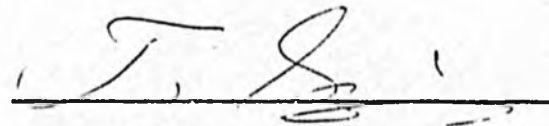
Alyeska Pipe Support Bridge, Gulkana Bridge and Pipe Support structures for Trans Alaska Pipeline Project, etc.

Judging from the foregoing, we are confident that NKK is capable enough in undertaking and proceeding this bridge construction project meeting with your expectation and requirements of price, engineering service, performance and quality.

We would highly appreciate it if you could invite us to the forthcoming qualification and tender and let us have a chance to work together with you toward successful construction of this bridge.

Thank you for your attention and we are looking forward to serving you in the near future.

Very truly yours,



T. Suganami
Deputy General Manager
Steel Structures &
Construction Dept.

○ MITSUBISHI BANK, LIMITED

7-1, MARUNOUCHI 2-CHOME, CHYODAI-KU,
TOKYO 100, JAPAN

August 6, 1983

Mr. Mead Treadwell
Executive Director
Governor's Economic Committee
On North Slope Natural Gas
P.O. Box 1700
Anchorage, Alaska 99510

Dear Mr. Treadwell,

Mr. Norio Yamamoto of Mitsubishi Research Institute kindly forwarded to us your Economic Feasibility Report on the Knik Arm Crossing dated April 15, 1983 for our reference.

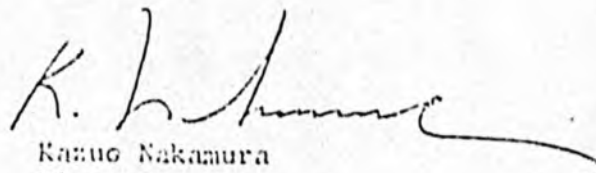
After a brief review, we have found the project interesting and wish to cooperate with you for the promotion of the project.

Accordingly, we appreciate it if you could let us know the area in which we shall be of assistance to you as a member of the Mitsubishi group which is the largest industrial groups in Japan. At the same time, it will be most helpful to us if you could provide us with a detailed financial plan for the project so that we shall be able to better analyze the project from the financial point of view.

It will be a great pleasure for us to exchange ideas with you how to promote the project and we wish to continue a dialogue on the development of the project. Please contact us at any time when you need our assistance.

Looking forward to hearing from you soon, and please give my best regards to Mr. Walter J. Hickel.

Very truly yours,


Kazuo Nakamura
Director

KN/ri

P.S.

For your reference we enclosed herewith a memorandum in regards to the Yen-Financing market.



YUKON PACIFIC CORPORATION

*Copy - Jerry Hamed (file)
(Keep original here -
give to me) J.D.*

*12/13
Appointed J. Allen*

November 4, 1983

Mr. John Olsen
Major Projects Management
Department of Transportation and Public Facilities
4111 Aviation Drive
Pouch 6900
Anchorage, Alaska 99502

Dear John,

Enclosed is the letter I received from Mr. Kazuo Nakamura at the Mitsubishi Bank. Governor Mickel and I have had dinner with Mr. Nakamura twice before in Japan and he shares a strong interest in Alaska.

Either his bank, or some other part of the Mitsubitshi Group could be called upon to play a role in the Knik Arm Project. I'd keep chumming the waters by providing information his way so that they can respond when the time comes.

Congratulations on your appointment. We should be working together as time passes.

With best wishes,

Sincerely,

[Signature]
Mend Treadwell
Secretary

/Enclosure

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Project Development

NOV 7 '83

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Project Dev. Engr.	0	
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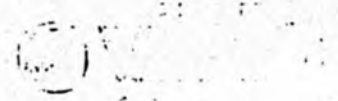
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DOT & PF
Major Projects MGMT.

Jack Oren - carefully consider his uses. Accept all suggestions.

action 6/20



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June 2, 1983

'33

Mr. Richard S. Armstrong, P.E.
Director, Central Region
Design and Construction
State of Alaska
Dept. of Transportation and Public Facilities
4111 Aviation Avenue, Pouch 6900
Anchorage, Alaska 99502



Re: Knik Arm Crossing

Dear Mr. Armstrong:

Thank you for your letter of May 18 and the Economic Feasibility Report on the Knik Arm Crossing. We are strongly interested in financing, design, construction and operation of the toll bridge.

Based on our experience in similar projects in Greece and Kuwait, we imagine that a possible scenario may look as follows:

1. Project will be formulated by the State. Bridge design criteria will be set; evaluation criteria for prequalification and final contract award will be laid out; and the terms of the eventual contract between the State and Contractor will be spelled out.
2. State will prequalify bidders (typically consortia of banks, engineering consultants and general contractors) on their financial, engineering and management strengths.
3. The prequalified bidders will submit their final designs, construction schedules and operation plans. State will select a successful bidder according to the preset criteria.

(continued)

Mr. Richard S. Armstrong
June 2, 1983
Page Two

4. Contractor will construct, operate and maintain the toll bridge.
5. After a certain number of years, State will purchase the bridge from Contractor for a predetermined price, and take over the operational responsibilities.

It appears from your report that most work necessary for establishment of design criteria has already been done. You could easily prepare a final design with State's fund and let bidders bid for it. This approach will simplify your task of bid evaluation, but you may miss an opportunity to take advantage of bidders' design ingenuity and particular strengths in performing certain types of construction.

Simple and loosely written design criteria helped the Government of Kuwait to get an ingeniously designed bridge (Bubiyah Bridge) inexpensively while the same approach muddled everything in the case of Rion-Antirion Crossing in Greece. My personal preference for the Knik Arm Crossing is to have relatively tight design specifications--at the level of your Conceptual Details--and permit the bidders to design only the details and construction methods to suit their capabilities.

Even with tight design specifications, the task of bid evaluation will not be simple. The fundamental question is what variable should be used as the main determinant of the bid when the construction cost is not a visible factor. One possibility would be the "Sell-back Price" if it is allowed to be bid on. All others being equal (or meeting the minimum criteria), State could pick up the bidder who offers the lowest sell-back price for a given target year.

As a part of the Contract terms, we expect the State to stipulate the maximum tolls chargeable to each type of vehicle for each period of years. We also expect the State to guaranty the minimum revenue traffic, and subsidize the Contractor if the traffic volume does not reach it. It will be a formidable task to devise a subsidy formula that will satisfy both the State and the Contractor. However, it is essential that it will be spelled out before bidding.

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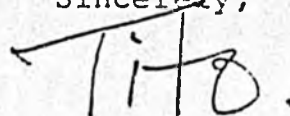
Mr. Richard S. Armstrong
June 2, 1983
Page Three

Finally, because of Alaska's proximity to Japan, we expect Japanese consortia, and perhaps some Koreans, to offer very competitive bid packages. We also work closely with Japanese companies. We therefore urge you to keep the competition open to all international bidders and eliminate any and all Buy-American and U.S.-Flag requirements and penalties from this project, except that the local labor should be used for construction and operation, and that the operating company should be an Alaskan corporation.

If you wish, we will be happy to provide more detailed input as a potential bidder. Please feel free to call me anytime for informal discussion.

We wish you a great success in this challenging project.

Sincerely,



Y. Tito Sasaki
President

MEMORANDUM

Date: May 3, 1984

Subject: CSHB 661

To: Senator Pappy Moss

From: ~~1~~ Clyde Stoltzfus

Please waive CSHB 661 from Transportation Committee. This is the Knik Arm Crossing construction bill which we have already heard (SB 211 amend Trans which is now in Finance is the same bill). Hearings will be scheduled for CSHB 558 LSR&T legislation and CSHB 169 LSR&T appropriation legislation. Both bills will be heard on May 10, 1984.

HB

701

BACKGROUND ON HOUSE BILL 701

RENAMING KLUTINA ROAD

THE KLUTINA ROAD HAD ITS BEGINNING IN THE FALL OF 1963 WHEN LEONARD BRENWICK AND OSCAR CRAIG WORKED TO CONSTRUCT AND MAINTAIN THIS ROAD AT THEIR OWN EXPENSE. THE ROAD FOLLOWS THE TRAIL USED BY THE MINERS OF 1898-99 IN TRAVELING FROM VALDEZ TO THE INTERIOR. ALONG THE EDGE OF THE ROAD ARE THE REMAINS OF CABINS USED BY THE MINERS WHEN THEY WERE FORCED TO WINTER THERE IN 1898.

LEONARD BRENWICK AND OSCAR CRAIG STARTED TO CONSTRUCT THIS PIONEER ROAD IN 1963 AND COMPLETED 12 MILES OF ITS 25 MILE LENGTH AT HIS OWN EXPENSE. PERMISSION FOR THIS PROJECT WAS GRANTED BY THE DEPARTMENT OF HIGHWAYS AND THE BUREAU OF LAND MANAGEMENT.

IN 1964 LEONARD BRENWICK WAS GIVEN A CONTRACT TO COMPLETE THE REMAINING 13 MILES. THIS CONTRACT AMOUNTED TO \$6,440.00 AND IT IS INTERESTING TO NOTE THE DEMANDS OF THE CONTRACT. THE CONTRACT STATED THAT IF HE DID NOT COMPLETE THE PROJECT WITHIN THE ESTIMATED COST THEN HE WOULD BE OBLIGATED TO COMPLETE THE REMAINDER OF THE ROAD AT HIS OWN EXPENSE. LEONARD ACTUALLY MET AND COMPLETED THIS CONTRACT--AT HIS OWN EXPENSE BECAUSE EVEN IN THOSE EARLY DAYS THIS WAS NOT ENOUGH MONEY FOR THIS SIZE PROJECT. OSCAR CRAIG ACTED AS HIS OPERATOR-MECHANIC. NEITHER OF THESE MEN DREW ANY SALARY FOR THEIR EFFORTS.

IT IS ESTIMATED THERE ARE 5 to 10 THOUSAND VISITORS USING THIS ROAD FOR HUNTING, FISHING, SIGHT SEEING AND THE GATHERING OF HISTORIC INFORMATION. THIS ROAD ENCOMPASSES ONE OF THE BETTER SCENIC AREAS OF ALASKA AND ITS HISTORIC ATTRIBUTES ARE UNSURPASSED.

THERE IS A PETITION ON FILE SIGNED BY 60 MEMBERS OF THE COMMUNITY OF COPPER CENTER REQUESTING THE TITLE CHANGE. THE TOTAL POPULATION OF THIS COMMUNITY IS APPROXIMATELY 250 PEOPLE AND THERE WOULD HAVE BEEN MORE SIGNATURES OBTAINED BUT TIME DENIED AS WE WANTED TO GET THIS NAME CHANGE ACCOMPLISHED THIS YEAR AND THE PETITION HAD TO BE MAILED TO JUNEAU.

BOTH OF THESE MEN ARE NOW DECEASED BUT THIS ROAD REMAINS AS A MONUMENT TO THEIR COMMUNITY EFFORT.

We, the undersigned bonafied residents of the Copper Basin do hereby petition the STATE OF ALASKA to rename the now existing KLUTINA TRAIL (a/k/a Klutina Road) in honor of the late Leonard Brenwick and Oscar Craig who built the road. That hence forth it to be known as the BRENNICK/CRAIG ROAD.

NAME	ADDRESS
Edna V. Woodell	Anchorage, Ak.
Harry C. Johnson Jr	Copper Center, Alaska
Millie Buck	P.O. Box 206 Hemlock, Alaska
Frank J. Knutson	Copper Center, Alaska
Fredrick Arby	Copper Center, Alaska
Dorinda L. Johnson	Copper Center, Alaska
Earl Bell	Copper Center, Alaska
Parsons Craig	Hemlock, Alaska
Frank Johnson	Hemlock, Alaska
Neil Holtz	Copper Center
Gene Johnson	Copper Center, Alaska
Sarah L. Lucille	Hemlock, Alaska
Maxwell Z. Zander	Hemlock, Alaska
Leona H. Lincoln	Copper Center, Alaska
Billie Chapman	Hemlock, Alaska
Harvey H. Lincoln	Copper Center
James H. Lincoln	Hemlock, Alaska
Frederick H. Lincoln	" "

We, the undersigned bonafied residents of the Copper Basin do hereby petition the STATE OF ALASKA to rename the now existing KLUTINA TRAIL (a/k/a Klutina Road) in honor of the late Leonard Brenwick and Oscar Craig who built the road. That hence forth it to be known as the BREWICK/CRAIG ROAD.

NAME	ADDRESS
Robert [unclear]	Glennville Alaska
Lee [unclear]	Glennville, AK
[unclear]	Glennville, AK
Leonard [unclear]	Glennville, AK
Edith [unclear]	Glennville, AK
Ben [unclear]	Glennville Alaska
Paul [unclear]	Glennville, AK
William [unclear]	Glennville, AK
Charles [unclear]	Glennville, AK
Howard [unclear]	Glennville, AK
Carl [unclear]	Glennville, AK
Marnie [unclear]	Glennville Alaska
Roselle [unclear]	Glennville Alaska
Edna [unclear]	Glennville, AK
Lemmie [unclear]	Glennville, AK
Howard [unclear]	Glennville, Alaska
Jackie C. [unclear]	Glennville, Alaska
[unclear]	Glennville, Alaska
Jackie [unclear]	Glennville, AK

We, the undersigned bonafied residents of the Copper Basin do hereby petition the STATE OF ALASKA to rename the now existing KLUTINA TRAIL (a/k/a Klutina Road) in honor of the late Leonard Erenwick and Oscar Craig who built the road. That hence forth it to be known as the BREWICK/CRAIG ROAD.

NAME	ADDRESS
Lillian E. Brewick	Box 5 - Copper Center, AK
Regina L Fisher	Box 313 Glennallen AK 99588
Mildred M. Sushaw	Box 93 Glennallen AK 99588
Paul M. King	PO Box 13 Glennallen AK 99588
Laurie E. Kegan	Box 363 Glennallen AK 99588
Betty L. Cooper	Box 363 Glennallen AK 99588
Thomas John	Box 339 Copper Center AK 99573
Christine Grogan	Box 233 Glennallen AK 99588
Rufus C.	Box 154 Glennallen AK 99588
George Nelson	Box 1 Glennallen AK 99588
John R. Craig	Box 6 Copper Center AK 99573
Ella Charley	Box 691 Glennallen AK 99588
Linda S. J.	Box 23 Copper Center AK 99573
Linda S. J.	Box 19 Copper Center AK 99573
Linda S. J.	Box 12 Glennallen AK 99588
Linda S. J.	Box 6 Copper Center AK 99573
Linda S. J.	Box 77 Copper Center AK 99573
Linda S. J.	Box 215 Copper Center AK 99573

COMMITTEE REPORT

SENATE

FURTHER:

4/10/34

Date Apr 26 1934

Mr. President

The Committee on TRANSPORTATION considered HB 701

renaming Klutina Road as Brenwick/Craig Road.

and (a majority of the committee) (the committee) reports it back with the following recommendations:

- do pass
- do pass with attached amendment(s)
- replace with/or adopt CS for _____
- new title _____
- same title and recommends _____
- and attached a "LETTER OF INTENT" NEW FISCAL NOTE
- reports it back without recommendation
- recommends referral to _____ Committee

MEMBERS SIGNING
DO PASS

George Schuckman

John Smith

John Gilman

MEMBERS HAVING
OTHER RECOMMENDATIONS

Ray Mar
Chairman

D. M.
Chairman recommendation

ALASKA SENATE TRANSPORTATION COMMITTEE
COMMITTEE MEETING AGENDA

April 26, 1984
1:30 p.m.
The Butrovich Room

I. Call Meeting to Order

A. Note Committee Members Present

B. Welcome Those Observing

C. Those wishing to testify, sign in. Remind those giving testimony to speak up and state their name for the record.

II. Announce Legislation under consideration or purpose of meeting:

HB 701 "An Act renaming Klutina Road as Brenwick/Craig Road."

Other notes or reminders:

BACKGROUND ON HOUSE BILL 701

RENAMING KLUTINA ROAD

THE KLUTINA ROAD HAD ITS BEGINNING IN THE FALL OF 1963 WHEN LEONARD BRENNICK AND OSCAR CRAIG WORKED TO CONSTRUCT AND MAINTAIN THIS ROAD AT THEIR OWN EXPENSE. THE ROAD FOLLOWS THE TRAIL USED BY THE MINERS OF 1898-99 IN TRAVELING FROM VALDEZ TO THE INTERIOR. ALONG THE EDGE OF THE ROAD ARE THE REMAINS OF CABINS USED BY THE MINERS WHEN THEY WERE FORCED TO WINTER THERE IN 1898.

LEONARD BRENNICK AND OSCAR CRAIG STARTED TO CONSTRUCT THIS PIONEER ROAD IN 1963 AND COMPLETED 12 MILES OF ITS 25 MILE LENGTH AT HIS OWN EXPENSE. PERMISSION FOR THIS PROJECT WAS GRANTED BY THE DEPARTMENT OF HIGHWAYS AND THE BUREAU OF LAND MANAGEMENT.

IN 1964 LEONARD BRENNICK WAS GIVEN A CONTRACT TO COMPLETE THE REMAINING 13 MILES. THIS CONTRACT AMOUNTED TO \$6,440.00 AND IT IS INTERESTING TO NOTE THE DEMANDS OF THE CONTRACT. THE CONTRACT STATED THAT IF HE DID NOT COMPLETE THE PROJECT WITHIN THE ESTIMATED COST THEN HE WOULD BE OBLIGATED TO COMPLETE THE REMAINDER OF THE ROAD AT HIS OWN EXPENSE. LEONARD ACTUALLY MET AND COMPLETED THIS CONTRACT--AT HIS OWN EXPENSE BECAUSE EVEN IN THOSE EARLY DAYS THIS WAS NOT ENOUGH MONEY FOR THIS SIZE PROJECT. OSCAR CRAIG ACTED AS HIS OPERATOR-MECHANIC. NEITHER OF THESE MEN DREW ANY SALARY FOR THEIR EFFORTS.

IT IS ESTIMATED THERE ARE 5 to 10 THOUSAND VISITORS USING THIS ROAD FOR HUNTING, FISHING, SIGHT SEEING AND THE GATHERING OF HISTORIC INFORMATION. THIS ROAD ENCOMPASSES ONE OF THE BETTER SCENIC AREAS OF ALASKA AND ITS HISTORIC ATTRIBUTES ARE UNSURPASSED.

THERE IS A PETITION ON FILE SIGNED BY 60 MEMBERS OF THE COMMUNITY OF COPPER CENTER REQUESTING THE TITLE CHANGE. THE TOTAL POPULATION OF THIS COMMUNITY IS APPROXIMATELY 250 PEOPLE AND THERE WOULD HAVE BEEN MORE SIGNATURES OBTAINED BUT TIME DENIED AS WE WANTED TO GET THIS NAME CHANGE ACCOMPLISHED THIS YEAR AND THE PETITION HAD TO BE MAILED TO JUNEAU.

BOTH OF THESE MEN ARE NOW DECEASED BUT THIS ROAD REMAINS AS A MONUMENT TO THEIR COMMUNITY EFFORT.

We, the undersigned bonafied residents of the Copper Basin do hereby petition the STATE OF ALASKA to rename the now existing KLUTINA TRAIL (a/k/a Klutina Road) in honor of the late Leonard Brenwick and Oscar Craig who built the road. That hence forth it to be known as the BREWICK/CRAIG ROAD.

NAME	ADDRESS
Edna V. McCall	Anchorage, Ak.
Harry C. Johnson	Copper Center, Alaska
Millie Buck	P.O. Box 206 Glennallen, Alaska
Virginia Young	Glennallen, Alaska
Charles J. Smith	Copper Center, Alaska
Frances Apple	Copper Center, Alaska
Dorinda L. Johnson	Copper Center, Alaska
Paul Bell	Copper Center, Alaska
Parsons Craig	Glennallen, Alaska
Paul Lincoln	Kenny Lake
Paul Hobbitts	Copper Center
Gene Thomas	Copper Center, Alaska
Sarah L. Lubbe	Glennallen, Alaska
Maxwell Z. Fisher	Glennallen, Alaska
Leona St. Leonard	Copper Center, Alaska
Rollie Vasquez	Glennallen, Alaska
Nancy St. Leonard	Copper Center
Lincoln St. Leonard	Kenny Lake
Lucille St. Leonard	" "

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NAME	ADDRESS
Scott Heston	Glennallen Alaska
Tom Allen	Glennallen, AK
Ernest	Glennallen AK
Leonard Wever	Glennallen, AK
Betty Curran	Glennallen, AK
Ben Nealey	Gakona Alaska
Paul Blair	Glennallen AK
Catherine Peritt	Glennallen, AK
Charles Sparks	Glennallen, AK
Thos C Blair	Glennallen, AK
Col R. Pennington	Glennallen, Alaska
Marnie Charley	Glennallen Alaska
Bazille Jackson	Bryans Center, AK
Edna Crowley	Glennallen AK
Lemmie Charley	Glennallen, AK
Helen K. Simpson	Gakona, Alaska
Lekie C. Jay	Glennallen Alaska
Scott Heston	Glennallen, Alaska
Julie Leich	Glennallen AK

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NAME	ADDRESS
Louise C. Brenwick	Box 5 - Copper Center, AK
Regina L. Fisher	Box 313 Glennallen AK 99588
Harold M. Gustafson	Box 93 Glennallen AK 99588
Paul McKinley	PO Box 13 Laramie WY 82001
Samuel K. Rogers	Box 363 Glennallen AK 99588
Betty J. Rogers	Box 363 Glennallen AK 99588
Thomas John	Box 339 Copper Center AK 99573
Christine Gaggis	Box 233 Glennallen AK 99588
Roger C.	Box 154 Glennallen AK 99588
George Nelson	Box 1 Glennallen AK 99588
John R. Craig	Box 6 Copper Center AK 99573
Ella Charley	Box 691 Glennallen AK 99588
Walt St.	Box 23 Copper Center AK 99573
Robert H. ...	Box 19 Copper Center AK 99573
Robert A. ...	Box 42 Copper Center AK 99573
Walter ...	Box 6, Copper Center AK 99573
Arthur ...	St Rt. Box 277, AK 99573
Ray J. ...	Box 215 Copper Center AK 99573

