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# Bristol Bay Borough

Box 189 • NAKNEK, ALASKA 99633

JIM D. CLARK  
MAYOR

TELEPHONE  
(907) 246-4224

February 10, 1983

Representative Cato, Chairman  
House Transportation Committee  
Pouch V  
Juneau, AK 99811

Dear Representative Cato:

I am writing in support of HB 169 which provides funds for the continuation of the Local Service Roads and Trails Program.

This program has been of great benefit to our borough. Utilizing local labor and construction equipment already in the area, the program gets more out of the state's money than other grant programs. The personnel at Local Service Roads and Trails are accustomed to working with residents from rural Alaska, understand the conditions which exist there, and work closely to see that all funds are accounted for and used efficiently. Many projects of varying size have been funded in this way, improving conditions in Alaska and contributing to a sense of accomplishment by local residents.

I hope your committee will consider this legislation favorably so the LSR&T program can continue to exist.

Sincerely,

Don Penner  
Administrative Assistant

/DP

BRISTOL BAY NATIVE ASSOCIATION

P.O. BOX 189

DILLINGHAM, ALASKA 99576

by Executive Committee

Bristol Bay Native Association  
Resolution in Support of the  
Department of Transportation and  
Public Facilities Local Service -  
Roads and Trails (LSR&T) Program

Resolution No. 83 - . 03

WHEREAS, the LSR&T program has been very effective in developing village roads in the Bristol Bay Area; and

WHEREAS, the LSR&T program has schedule projects to provide access roads in support of the Bristol Bay Housing Authority (BBHA) Low Income HUD Housing construction in several villages in the Bristol Bay Region; and

WHEREAS, the Bristol Bay Housing Authority has awarded contracts for the construction of houses at Aleknagik, Egegik, Levelock and Port Heiden; and

WHEREAS, the Bristol Bay Housing Authority has scheduled a housing program for 1984 and 1985 at the villages of Iliamna, Igiugig, Kokhanok, Newhalen, and Nondalton and will require access road construction in each village; and

WHEREAS, additional road construction is needed to improve or provide access to townsite lots within village townsites; and

WHEREAS, each village is in need of a Dump Site with access road.

NOW THEREFORE BE IT RESOLVED, that the Department of Transportation and Public Facilities reactivate there very successful Local Service Roads and Trails program which is the very foundation of municipal sewer, water and sanitary waste disposal systems; and

BE IT FURTHER RESOLVED, that all of the projects scheduled herein be incorporated within the reactivated Local Service Roads and Trails program.

SIGNED

*William P. Johns*  
PRESIDENT

CERTIFICATION:

I, the undersigned secretary of said Association, do hereby certify that the Executive Committee is composed of ten (10) members, of whom 8 were present at a meeting this 20 day of January, 1983, and that the foregoing resolution was adopted by the affirmative vote of 8 members.

SIGNED

*Ada Pookedak*  
SECRETARY

Representative Adelheid Herrmann  
January 7, 1983  
Page 3

City of Akutan

### Coastal Resource Service Area

There has been some thought given to forming a Coastal Resource Service Area in the Aleutians west of Unimak Pass. I am enclosing a copy of a letter I recently received from Murray Walsh to Mayor Bill Fisher of Unalaska. In the letter, Mr. Walsh refers to a meeting that was held in Anchorage on November 16, 1982. In addition to the representatives from the Aleutians there were also people there from St. Paul and St. George. A resolution was passed by the participants at that meeting that the ~~Alaska Coastal Management Act~~ needs to be amended to provide for participation by all the communities of the region. ~~We would appreciate it if you could look at the issue and work on the drafting of such legislation or taking other steps necessary.~~ As things stand now, if a district were to be formed in the western Aleutians, at least five of the six seats would go to Unalaska, with the villages having one seat among the three communities, if we were lucky. The present law does not allow for the inclusion of the Pribilofs in an Aleutian district because of the link between the CRSA boundaries and the REAA boundaries. We are not sure if the Pribilofs would even be interested in being included in an Aleutian district, but one of the attractive features of that configuration would be the dispersal of power among more than one large community. It is a relatively complex issue and one that looks as if it will come to a head in the coming months. We would appreciate any help you can give us.

### Local Service Roads and Trails

~~A second issue is that of the elimination of the Local Service Roads and Trails program by the Alaska Department of Transportation.~~ This program is relatively small, but it does good things for rural communities. DOT/PF thinks that it will be able to meet the diverse needs of rural communities through its regular program. We in Akutan have dealt with both parts of DOT and truly feel that the LSR & T program more adequately meets the rural need. Our LSR & T project is almost completed so it wouldn't really make that much difference to Akutan, but it is a program that has done good things for us. We would like to see other communities have the same opportunity.

### Service Delivery in Rural Alaska

I am also enclosing a copy of a plan I have for coordination of service delivery by state agencies in rural Alaska. I mentioned it to you when we met. I have also sent a copy to Representative Jack McBride but he and I have not discussed it

*needs answer*

# TWIN HILLS VILLAGE COUNCIL

GENERAL DELIVERY  
TWIN HILLS, ALASKA 99576-2  
(907) 972-8001

December 7, 1982

Adelheid Herrmann  
P.O. Box 63  
Naknek, AK 99633

Dear Adelheid:

On behalf of the Village Council and Community of Twin Hills, I would like to congratulate you to represent our district. With all our prayers and best wishes to your success at work.

I would like to know whether or not the legislator is planning on dissolving the DOT programs for villages that need state assistance in building their roads? I was told that these road construction firm companies are pushing to end state appropriation monies be contracted out to DCT.

We the Village Council of Twin Hills oppose the idea of having another private owned companies bringing in their own workers and build our roads. I think the program that DOT provides should not be dissolved. Because they hire local residents and at the same time the people who work, get experience in operating heavy equipments.

We also have two(2) new council members and all the council members terms will end October 1984. They are as follow:

- Arthur W. Sharp.....President
- Roger Wassillie.....Vice President
- John W. Sharp.....Sec./Treasure
- John C. Mark.....Member
- Christopher Sharp, Sr....Member

Thank you and congratulations again.

Sincerely,

*Arthur W. Sharp*  
Arthur W. Sharp  
President

cc: Twin Hills Village Council

KOLIGANEK VILLAGE COUNCIL  
KOLIGANEK, ALASKA 99576 - VILLAGE TELEPHONE (907) 596-8001

December 28, 1982

Senator Nels Anderson, Jr.  
Dillingham, Alaska 99576

Dear Nels:

I am now in receipt of your letter dated December 7th, requesting our list of five capitol project priorities. Before I list them, let me say that it would be appreciated if you would request that Rep. Herman, and Sen Mulcahy, have their offices insure that mail addressed to the village council is addressed as follows, in order to facilitate prompt responses on our part.

Koliganek Village Council  
attn: C.T. Seidl, Admin.  
Koliganek, Alaska 99576

As to our priorities we held a meeting this afternoon, and developed the following list:

- 1) It is imperative that we have the airport moved away from the village. This is far and above any other priority. You may recall the problem we have been having in the orderly expansion and growth of Koliganek, due to the Airport cutting us off. Representative Herman should also be aware of this situation as I went over it in detail during her campaign. Jack Moore's of BBNA, and Tom Hawkins are both very knowledgeable in the mechanics of such a land trade off and indicate that there are precedents for such action; we have allready discussed it.
- 2) Additional funding for our LSR&T project. The equipment is here in Koliganek, and we are awaiting spring for the continuation of our project, but could really use more funding to increase the length of our local roads.
- 3) The upgrading of water and sewer. Realizing that funding may not be available for such a large project as the excavating of ground and laying of pipe mains, it might be that two wells could be dug, with insulated pump houses that are equipped with self-draining, freeze proof water outlets. One each placed on either end of the village, so that we can pump cleaner water that is in the river, and the chore would be safer, than treading out on the ice, particuarilly for the younger children.

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TESTIMONY OF  
SENATOR FRANK R. FERGUSON  
ON SENATE BILL 7 BEFORE THE  
SENATE TRANSPORTATION COMMITTEE

SENATE BILL 7 PROVIDES FOR A SUPPLEMENTAL APPROPRIATION TO THE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES FOR \$10 MILLION FOR THE LOCAL SERVICE ROADS AND TRAILS (LSR&T) PROGRAM.

THE LSR & T PROGRAM IS A PROGRAM OF VITAL IMPORTANCE TO BOTH URBAN AND RURAL COMMUNITIES. THE PROGRAM OFFERS FUNDING FOR CONSTRUCTION OF LOCAL ROADS AND TRAILS THAT ARE NOT ELIGIBLE TO RECEIVE FEDERAL HIGHWAY FUNDING.

LAST YEAR, THE HAMMOND ADMINISTRATION BEGAN A PHASE-OUT OF THE LSR & T PROGRAM. THE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES HAS STATED PUBLICLY THE REASONS FOR THE LSR & T PHASE-OUT IS DUE TO THE MUNICIPAL GRANT PROGRAM AND LINE ITEM APPROPRIATIONS. THIS EXPLANATION IS LACKING IN SUBSTANCE.

FIRST, LINE ITEM APPROPRIATIONS AND MUNICIPAL GRANTS ARE, IN

MOST CASES, THE SAME THING. WHEN MAKING A LINE ITEM APPROPRIATION TO A COMMUNITY, THE LEGISLATURE DESIGNATES IT AS A MUNICIPAL GRANT. THE MUNICIPAL GRANT PROGRAM IS NOT A PROGRAM FUNDED BY THE LEGISLATURE BUT RATHER A PROCEDURE ALLOWING THE STATE TO CONTRACT WITH LOCAL COMMUNITIES.

SECOND, APPROPRIATIONS TO LOCAL COMMUNITIES BY THE LEGISLATURE HAVE NEVER BEEN SUFFICIENT TO MEET THE EXISTING TRANSPORTATION NEEDS. THE LSR & T PROGRAM HAS ALWAYS BEEN LOOKED UPON BY THE LEGISLATURE AS A WAY TO FUND PROJECTS THE ADMINISTRATION AND LEGISLATURE WERE NOT ABLE TO CONSIDER DUE TO TIME CONSTRAINTS BUT WERE IN NEED OF CONSTRUCTION OR REPAIR IMMEDIATELY.

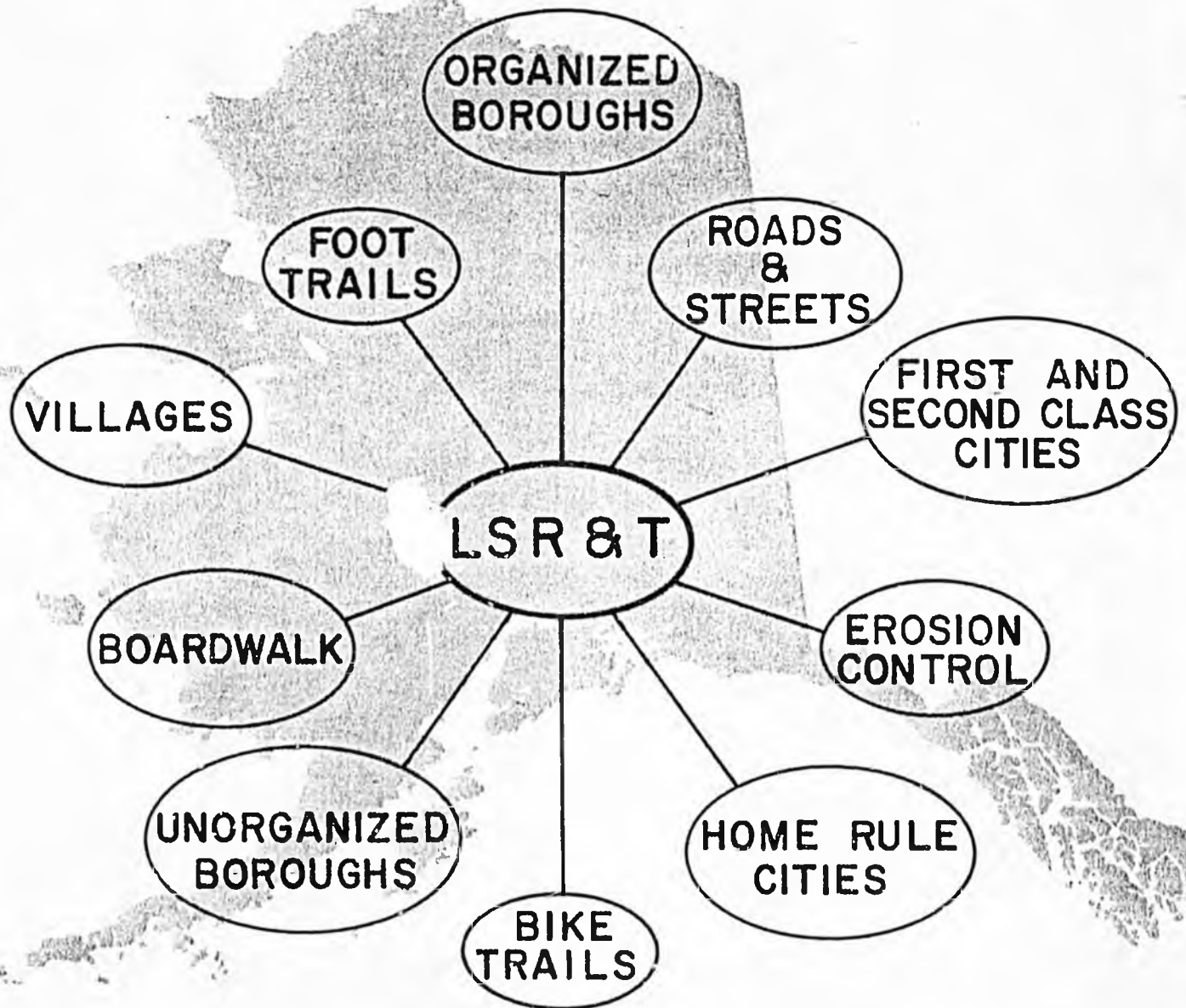
THE \$10 MILLION SUPPLEMENTAL WILL ALLOW THE DEPARTMENT TO ENTER INTO AGREEMENTS WITH LOCAL COMMUNITIES FOR PROJECTS THAT HAVE BEEN IDENTIFIED AS IN NEED OF FUNDING. BECAUSE OF THE PHASE-OUT, THE DEPARTMENT HAS BEEN TRYING TO CLOSE OUT PROJECTS AND NOT ENTERING INTO CONTRACTS FOR PROJECTS THEY KNOW NEED FUNDING. THE MEMORANDUM IN YOUR PACKETS FROM

SENATOR MOSS INDICATES THAT APPROXIMATELY \$2,818,000 IS AVAILABLE FOR FUNDING THROUGH THE END OF THE FISCAL YEAR. ACTUALLY, THE \$2,818,000 IS COMMITTED BUT NOT UNDER AGREEMENT.

IN THE PAST, DOT HAS RECEIVED \$10 MILLION DOLLARS TO COVER A TWO-YEAR PERIOD FOR THE LSR & T PROGRAM. SINCE THE LSR & T PROGRAM DID NOT RECEIVE FUNDING THIS FISCAL YEAR, THE \$10 MILLION WILL ALLOW THE DEPARTMENT TO ENTER INTO AGREEMENTS FOR NEW PROJECTS THIS CONSTRUCTION SEASON, AND CONTINUE OPERATIONS INTO THE NEXT FISCAL YEAR.

# THREE YEAR LOCAL SERVICE ROADS AND TRAILS PROGRAM

1981      1982      1983

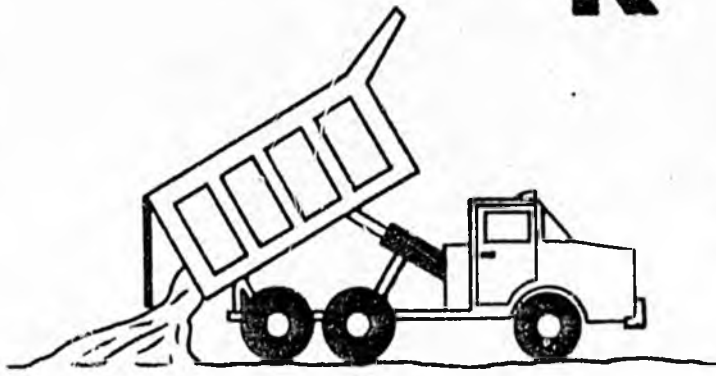


STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES

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# HANDBOOK

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

LSR&T PROGRAMFACT SHEETFUNDING

FIRST ALLOCATION	1971	\$ 6 MILLION
LAST ALLOCATION	1980	10 MILLION
TOTAL ALLOCATION		50.8 MILLION

PROJECTS (DOLLARS)

COMPLETED OR UNDER AGREEMENT	\$ 50 MILLION
REIMBURSEMENTS REMAINING	8 MILLION

ANNUAL PROGRAM

150 ACTIVE PROJECTS

50 ROAD PROJECTS COMPLETED

50 MILES OF ROAD COMPLETED

2000 MILES OF WINTER TRAIL STAKING

SEVERAL MILES OF BOARDWALK,

FOOTFRMS & BIKE PATHS,

PROGRAM PHASE OUT

Phase out of the LSR&T Program began Jan 5, 1982

EQUIPMENT FLEETS

Upgrade of the two construction fleets is necessary to retain the programs mobility in remote areas.

# MEMORANDUM

## State of Alaska

TO: Charles Karella  
State LSR&T Engineer  
Highways Design and Construction

DATE: November 23, 1984

FILE NO: 245C-2519

TELEPHONE NO: 266-1542

FROM: Robert L. Haneline *RPH*  
Central Regional  
LSR&T Engineer

SUBJECT: LSR&T Program  
Justification &  
Impacts

In presenting an overview of the existing LSR&T program and its possible future direction the following is offered for consideration.

There is a subtle but potentially significant change underway in the thinking regarding the pending phase-out of the LSR&T program. Many people are increasingly considering as realistic the possibility that the proposed phase-out of the LSR&T program might take place. This was apparent at a number of meetings just completed in Anchorage (State Planners Meeting), Fairbanks (Municipal Leagues Meeting), Kotzebue (Traditional Council Presidents Meeting) and Bethel (Traditional Council Presidents Meeting) where the attitude was one of apprehension and concern.

As the realities of the program possibly being abandoned come closer, it is apparent there is a need to address some of the significant impacts of the program not being available.

It has become increasingly apparent, and properly so, that a lot of the "bush" needs cannot be addressed by the State C.I.P. program. Smaller projects are required to compete with larger projects for available funding resources on a regional basis, severely limiting their chances for funding. The mechanisms of a lot of the smaller communities to supply the necessary expertise are limited due to isolated conditions and communication problems. Most "bush" communities do not have the internal resources to help themselves, and often lack the technical background to effectively determine if they are getting what they pay for. Even if given direct grants, use of the monies may not be maximized due to the lack of knowledge on how to best utilize existing resources to efficiently accomplish set goals. This is nourishing doubt as to the direction being taken and is evident to the obvious appeal the LSR&T Program has to a broad popular support.

As the State has a sizable responsibility to "bush" communities, it seems appropriate that the State give some attention to identifying ways in which this commitment to smaller communities will reap the highest return.

A productive example of effective channeling of State funds into "bush" communities is the LSR&T Program. There are many ways in which the State and "bush" communities, alike, have benefited from the creation of the LSR&T Program, where the attitude toward community improvements is that of participation and self-help rather than that of being subsidized at someone else's expense, something not to be considered as the primary purpose or intent of the program, but only mentioned here as it serves to reflect on another positive factor to be contemplated when evaluating the importance of the LSR&T program.

The LSR&T Program may not ~~be~~ represent the total solution to providing for the needs of the "bush" communities, but it is certainly a step that provides economics of scale where other programs cannot provide the same end results for the dollars available. Admittedly, there are some problems with the program, but no one can deny the great benefits of the program. What the LSR&T Program expresses and provides is a sensitivity to "bush" needs, an opportunity for "bush" communities to recognize and fulfill the responsibilities of their communities and to directly contribute to the construction of their transportation needs. This direct involvement instills a sense of community pride in the work accomplished, which normally results in greater care being exercised in the general treatment of the finished construction product. The LSR&T Program provides the necessary link between the State's investment in terms of monies spent and in terms of meeting "bush" transportation needs that might not otherwise be met.

It is felt the LSR&T Program, being the small State Section that it is, accomplishes positive results for the State for a minimal investment compared to larger programs with higher overhead costs.

The present portfolio of the LSR&T Section of the Department of Transportation and Public Facilities consists of hundreds of projects totaling millions of dollars. These projects vary in scope from simple boardwalk and footbridge projects to massive, multilane, arterial highway systems. This project versatility is a reflection of the flexibility developed by members of the LSR&T staff which, balanced against the "bush" needs, succeeds in effectively accomplishing set goals.

None of this is to suggest the LSR&T Program is beyond reproach. But only to say that a great deal of energy and money have been invested in the development of the LSR&T Program, resulting in the efficient workable program it is today. To abandon a program that fills needs that otherwise may not be met seems contrary to the best interest of the State. It is plain that awareness and open minds are required in the final decision making process.

# MEMORANDUM

State of Alaska  
Department of Transportation & Public Facilities

TO: C.D. Karella  
State LSR&T Engineer  
Juneau

DATE: November 15, 1982

FILE NO:

TELEPHONE NO:

FROM: D.S. Ronken *DR*  
LSR&T Engineer  
Fairbanks

SUBJECT: LSR&T Program

In response to our telephone conversation of 11/5/82, I have informed J. Chandler at Nome to supply you with the information you requested regarding the LSR&T Program in the bush communities.

I have been in contact with the local governments and the comments received from them regarding the LSR&T Program are as follows:

Since local roads and streets are always in need of improvement the local governments would like all the funds they can possibly obtain for roadway construction.

The local governments without road powers feel that the DOT/PF has too much control over the funds. They object to some of the conditions stated in Section "C" of the project agreement.

The local governments however, do like the flexibility of the Program, i.e.:

- 1) Various types of construction that can be funded
- 2) Project funding can be changed to cover overrun, providing funds remain in their allocations
- 3) LSR&T Construction Program submitted (priority list) can be changed, if for some reason the local needs change

Some local governments in the Fairbanks area feel that the manner in which funds are allocated based on population by the latest federal census should be changed. With the population in the Fairbanks area increasing every year and the allocation based on the latest census of 1980 which has been questioned by the local government, they feel the present system leaves much to be desired.

In summary, the local governments like the program and would like to see it refunded. The funds obtained through the LSR&T Program are not sufficient to cover the road improvement needs, but all funds that can be obtained to improve the local transportation system will be accepted by the local governments providing the conditions for its acceptance do not change.

# MEMORANDUM

TO: Charles D. Karella  
State LSR&T Engineer  
DOT/PF  
Headquarters/Juneau

DATE: November 24, 1982

FILE NO:

TELEPHONE NO: 443-5266

FROM: Jeffrey S. Chandler *JSC*  
Acting LSR&T Manager  
DOT/PF  
Interior Region/Nome Residency

SUBJECT: LSR&T Program In Rural Communities

In response to your enquiry regarding the involvement of the Local Service Roads and Trails Program in rural communities of Western Alaska, and the attitudes held by the rural communities towards the Program, I offer the following information.

The LSR&T Program generally has been highly regarded and supported by the bush communities. The underlying reasons for this are as follows:

## I. LOCAL PRIORITIES

The City Council of each community sets the priorities for local service projects needed in that community.

This process insures the Program's responsiveness to local needs. Within the limits of available funding, a community may designate access roads, local streets, bridges, boardwalks, or trail repairs for inclusion under the Program. Since LSR&T is primarily a reimbursement program, the local governing body may start construction as soon as a Project Agreement is approved and materials or equipment available, and is then reimbursed periodically for expenses. For larger heavy construction projects utilizing State equipment or a private contractor, costs are generally paid directly by the State.

## II. LOCAL INVOLVEMENT

The local community has direct input into all phases of each project, from planning through construction.

The scope of the project selected is determined by the City Council, within the limits of sound engineering principles. For locally constructed projects, flexibility is preserved through the construction phase, allowing alterations to accommodate local concerns which may not have been anticipated initially. Although LSR&T administers the project, it is basically a community enterprise in which the community shares responsibility. Through cooperative effort the State provides a helping hand rather than a hand-out. A completed project becomes a source of pride for residents of a rural community because they were integrally involved in creating the end product.

## III. LOCAL HIRE

Locally hired crews are employed to construct most rural LSR&T projects.

With labor intensive projects such as boardwalks and trail construction, the crew is hired locally by the local governing body which also appoints a local foreman.

Day to day operations of small scale heavy construction projects involving local equipment are also handled by a local foreman. On larger heavy construction projects involving State equipment, LSR&T may provide a foreman and/or a heavy-duty mechanic, while the construction crew is hired locally. In the event the local labor pool is exhausted, workers are generally sought from neighboring villages. The primary exception to this procedure occurs when a project has been let to contract, where hiring is done by a contractor whose policies generally tend to be more restrictive than those of local managers.

#### IV. LOCAL TRAINING

Training of local residents in new skills is necessary for most remote LSR&T road projects.

It is unusual to find the required number of qualified equipment operators and truck drivers locally available for the typical local road construction project. Training is therefore provided by an LSR&T representative or designated foreman and mechanic. Emphasis is placed on proper equipment care and usage, not only for safety reasons, but also to avoid unnecessary downtime. Safety awareness is encouraged through the life of a project in order to reduce the chances for injury or accident. This policy of training employees allows a greater proportion of local residents to obtain jobs than is the case with contractors, who generally require skilled workers for available positions. It also results in an added benefit outlasting the life of the project: a pool of trained workers who may be able to later obtain jobs for which they were previously unqualified.

#### V. LOCAL EQUIPMENT

Local equipment, public or private, is utilized for heavy construction projects whenever available.

For local road projects, LSR&T encourages the use of locally available equipment: from the local governing body, from DOT/PF, or from other public or private sources, in any combination necessary to perform the work. This practice results in substantial cost savings and production increases for the project, by avoiding the extra costs of mobilizing equipment from outside the community. LSR&T also has its own construction fleet, which is generally moved from project to project on an annual basis to supplement local equipment. In the event that adequate equipment is not available either locally or from LSR&T, and when private enterprise is available, then a project is generally put to contract with a contractor who is preferably already mobilized on site. It should be noted here that due to age and the phase-out of the LSR&T Program, most of the LSR&T equipment fleet will have been exceeded by the end of the year.

#### VI. REGION WIDE PROJECTS

All local communities in the Nome Residency area are eligible for participation in LSR&T's region-wide projects.

Winter Trail Staking and Shelter Cabins are two projects in which most rural communities participate annually. Although a limited amount of funds are available, these are distributed among local communities to help defray the costs of marking trails each winter, and the costs of putting up shelter cabins on the most heavily used trails for the use of the traveling public. A limited number of permanent trail markers are installed each year during Trail Staking. Permanent trail markers could be installed on the 1,400 miles of primary overland

trails in the Nome Residency area within two years, if current funding levels were doubled.

#### VII. PROFESSIONAL SUPPORT

Technical support services are provided to each project in proportion to the demands of the project and the needs of the community.

Engineering, supervisory, mechanical expertise, and expediting services are available for each LSR&T administered project. Where sufficient local initiative, labor, and expertise is available, periodic visits of the LSR&T Engineer is all that is required, resulting in lower administrative charges to the project. For small scale heavy construction projects, LSR&T provides a highly qualified roving heavy-duty mechanic, who periodically visits each project as needed to assist the local foreman in handling complex emergency mechanical repairs. For larger scale projects, the LSR&T Engineer or designated representative may direct the project and provide experienced foreman and qualified heavy-duty mechanic for the duration of the work. The key to this approach is flexibility: the fewer the resources of a local community, and/or the more complex the nature of the project, the greater the level of direct assistance provided, and vice-versa.

#### VIII. ADMINISTRATIVE SUPPORT

Most rural communities need some administrative support to keep their projects from bogging down.

This applies to a majority of local development projects involving local administration, whether funded through LSR&T, special legislative appropriations expended through LSR&T, or direct legislative grants to the villages. This need can be met by consulting engineering firms and contractors where funds are sufficient. However, for smaller projects a little common sense advice and direction is frequently all that is required, rather than a costly and lengthy study which doesn't help the local governing body with the day to day problems associated with doing its own construction projects. Although not mandated to do so, LSR&T has been providing technical information, quantity and cost estimates, and alternative recommendations to villages seeking guidance for the application of their direct grants for new construction equipment, new equipment storage buildings, and local transportation-related construction projects. The Nome office has handled seventeen such calls from different villages in the last five months.

#### IX. SUMMARY

Given the limits of available funding for rural areas, the LSR&T Program has made some substantial contributions in helping local communities to meet their own transportation needs. By and large, remote communities have not requested advanced development projects. Basic projects have been the rule, providing boardwalks, access roads, or streets for the community, frequently for the first time. Additionally, the Program has received strong support from the Bering Straits and NANA Regional Native Corporations, in the form of streamlined permit procedures, free use materials, and expedited right-of-way reconveyance agreements. Finally, the LSR&T Program has retained the flexibility to fund those projects requested by villages which have not been addressed through the legislative process under line-item appropriations or specific grants. Hopefully this information will assist in the evaluation of the LSR&T Program as it has functioned in the Nome Residency, and contribute to the formation of a policy or program through which rural communities may continue to receive State support in alleviating their transportation problems.

## SOUTH/EASTERN

The LSR&T Program, initiated in 1971, has been used to fund a variety of projects in almost every community in the Panhandle. Cost has ranged from a drainage project in Haines, costing \$1,300, to major street construction in Ketchikan, costing \$245,000.

Types of projects constructed include footbridges in Kasaan; housing access roads in Yakutat, Hydaburg and Klawock; trails in Metlakatla, Hoonah, Tenakee, Kasaan and Elfin Cove; road construction and reconstruction in just about every town; sidewalks, parking areas, boardwalks, drainage projects, paving, signing, stairways, and a boat launching ramp.

The LSR&T program has been flexible enough to answer the needs of the people in regard to getting them out of the mud, which was the original concept of LSR&T. Costs were kept down and the dollar stretched to the extent possible by using local labor, material and equipment whenever possible. Money was brought into the economy of the towns, jobs were created where none existed, and the people involved developed a sense of pride in their accomplishments.

Some of the projects constructed which have meant a great deal to the communities and the traveling public are listed below:

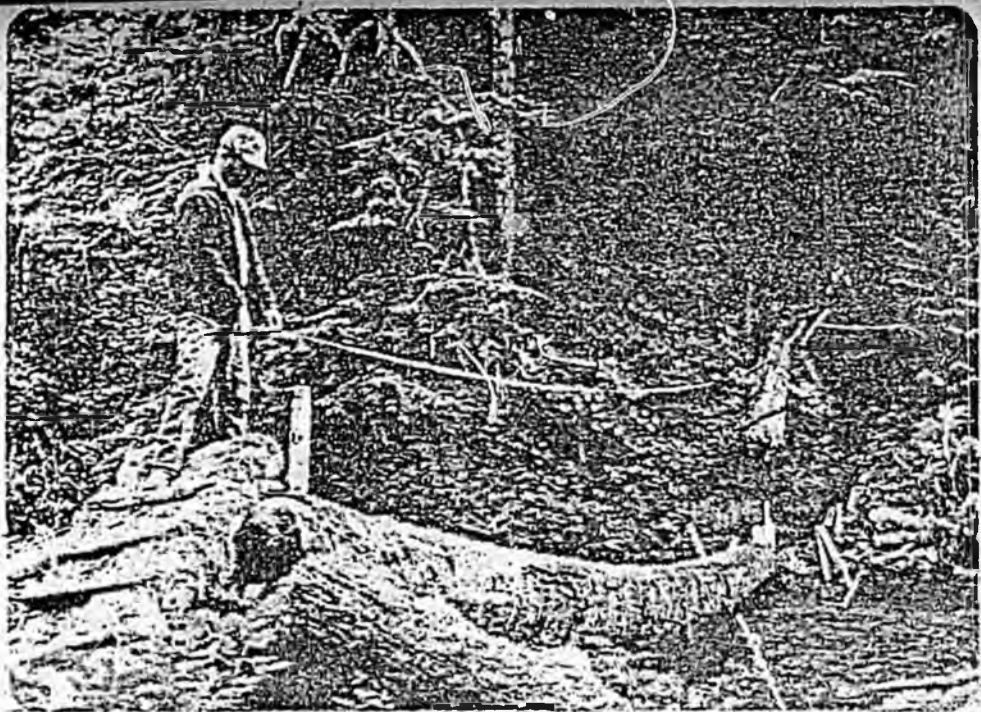
1. Kasaan Bridges and Boardwalk. Reconstructed to provide access from the harbor to town. Existing structures were completely rotten and the community had no funds.

2. Pelican Landfill Access. A road constructed by the city to meet EPA requirements.
3. Kake Totem Park. A road and parking area to the site of the world's tallest totem pole.
4. Hydaburg Townsite Road. A new road to provide access to a new municipal building and housing for senior citizens.
5. Elfin Cove Boardwalk and Trail. Replacement and reconstruction of the boardwalk and trail around the cove, including material for future maintenance.
6. Port Alexander. A boardwalk to replace a washed out trail connecting the inner and outer harbors.
7. Craig Cold Storage Road. A 30' roadway to provide access to a new city shop and site of proposed highway maintenance shop.
8. Haines Trail. A year-round trail for hiking, skiing, horseback riding, snowshoeing, etc.
9. Wrangell - Outer Drive. Construction of roadway embankment, drainage and sidewalks which access new municipal building to downtown.

10. Petersburg. Replaced Birch Street Trestle along Hammar Slough, and constructed several new access roads.
  
11. Juneau. Sidewalks, drainage, paving of local streets, including Evergreen Bowl Access, Trinity Drive, Memorial Drive and Riverside Drive.

These are only a few of the projects constructed under the program in the past ten years. As can be expected, each project is unique and in the villages sometimes innovation is the key to success.

Attached are excerpts from the April 1971 issue of The New Alaskan which had several interesting LSR&T projects featured.



### TENAKEE-INDIAN RIVER BRIDGE

The log spanning the Indian River, about one mile east of Tenakee collapsed in the spring of 1975. This crossing provided access to hunting and fishing areas for residents and outdoorsmen from southeast, and also access for home owners at Sunny Cove, Columbia, Superior, Harley Creek and Coffee Cove. Old bridge was placed by Loyal H. Clark in the spring of 1957. The tree came from the east side of Kadashan Bay, about 1/2 mile back from the beach in an area Bill Tonggard logged. He used a TD-14 International Tractor to yard the log out and towed it across the inlet. The job was done by Mr. Clark alone, and took about 10 days. He rafted the tractor across the inlet and back, which he says was very time consuming.

The Department agreed to assist Tenakee in replacing this bridge, and arrangements were made to begin work directly after the Thanksgiving weekend last fall. Supplies were delivered to the site by Channel Flying of Juneau on November 28, 1975. The following day the temperature dropped sharply and it began to snow. It was decided to delay the project until the weather improved. Plans were made recently to begin work March 1, but once again the weather didn't cooperate.

The replacement bridge will be placed several hundred feet downstream and will consist of 2 logs placed side by side, cabled together and planked to provide a walking surface. The east Tenakee trail will also be improved at the same time. The forman for construction of the bridge will be Thomas Jack, of Hoonah, who resided in Tenakee previously. Don McGee will be forman for the remaining work. All work will be done using local labor. Mayor of Tenakee, Bob Pegues, initiated the project.



### *Kasaan Boardwalk*

*The purpose of this project was to connect the Village of Kasaan to the boat harbor and airplane float, a distance of approximately 1,000 feet. The existing boardwalk was completely rotten, and injuries had been caused due to people falling through the walk.*

*It was agreed that the lumber would be purchased from Mr. B.G. Morrison who has a small sawmill on the beach at Kasaan, and that the labor would be performed by local residents.*

*Work was started August 5th and proceeded by fits and starts until November, when a lack of material halted the project. A lack of lumber halted the project several times, as the mill had a habit of eating up its engines and Mr. Morrison was kept busy looking for replacements. The project lacks about 300 feet of being completed. The remaining material is being acquired from Ketchikan, and the project should be completed soon.*

*A unique aspect of this project is that the village had no monies available, and the project could not be set up on a reimbursement basis. A bank account was established for the project by the Department so weekly payroll could be handled, and materials purchased. The checks require the signature of a village representative and the Local Service Roads and Trails Engineer. This arrangement has been used several times with satisfactory results.*

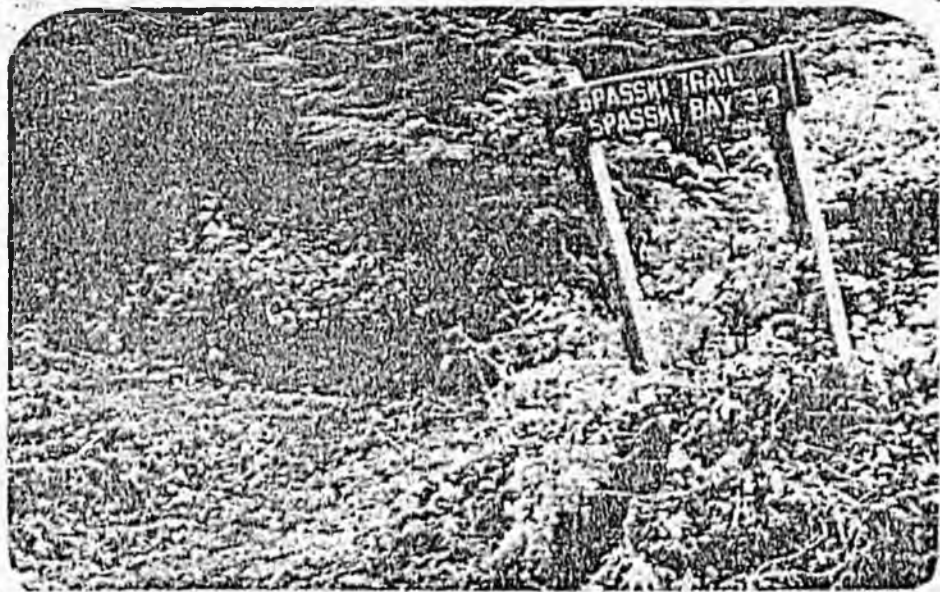
The Spasski Trail was originally upgraded by the Forest Service in 1938 and 1939, and probably maintained by the Forest Service until some time in the 1960's. The trail connects Hoonah to Spasski Bay, a distance of approximately 3½ miles. The trail was heavily overgrown and several gullies and muskeg areas required crossings. The trail was usable, but just barely.

It was agreed to upgrade the trail to make it usable for recreational purposes such as hiking, hunting, snowshoeing, etc. Work was begun on September 8, 1975, with Thomas Jack as foreman. The size of the crew was usually about eight men, all labor was local.

One of the cost items in the project was rifle shells, as the brown bears in the area also liked to use the trail. Dogs were usually kept with the crews to help keep the bears away.

The trail was completed to Spasski Bay the first week in October.

Also, as part of the project, it was agreed to construct a stairway down "Jackass Pass" which is a portion of undeveloped roadway between Hill Street and Hemlock Avenue. This is a very steep area which was utilized by a number of people, including older residents as a shortcut to town. According to Mayor Miles Murphy, it wasn't really any shorter, but people seemed to use it anyway. The same crew did the work on this project and it was completed in early November.



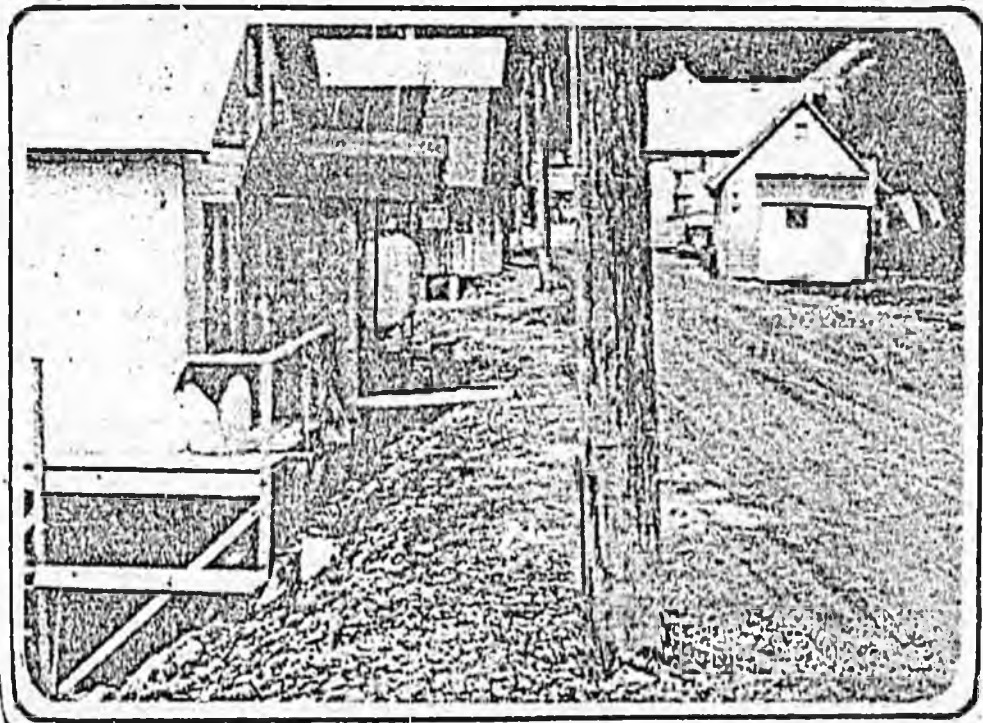
The purpose of this project was twofold. First to reinforce the log bulkhead along Front Street in Hoonah, and secondly to afford a measure of shore protection in areas where there was no bulkhead.

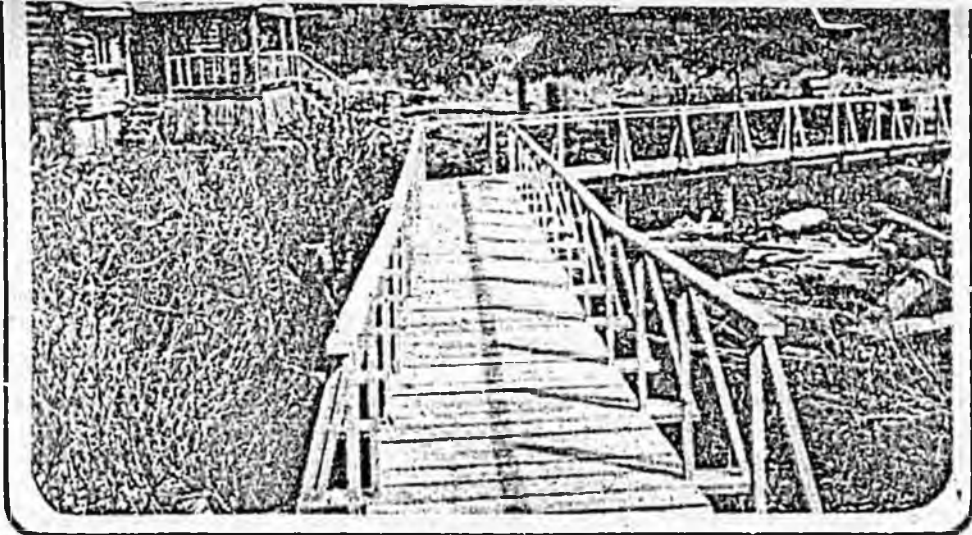
The project was initially designed and advertised by the Department of Highways, but the bids received were considerably over the engineers estimate, and were rejected. It was subsequently agreed between the Department and the City of Hoonah that the City would provide the labor and equipment on a reimbursable basis, and highways would supervise the work.

The work force consisted of Millard Carteeti, Charles Bennett and Frank Wright, St. The LSR&T Superintendent was Roger Polley.

Work started in November, 1972, and consisted of building demolition and carpentry work until winter shutdown. Work commenced on the project in April, under supervision of Kelly St. Clair, of Hoonah. He was appointed by Mayor Frank See and approved and hired by the Department.

Rock was obtained from the Bureau of Indian Affairs quarry and the project was completed on May 22, 1973.





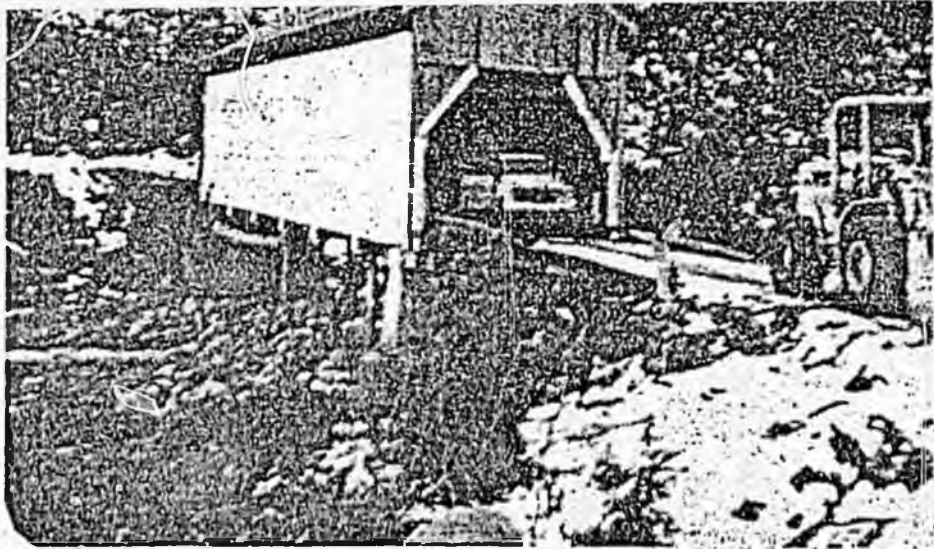
### **KASAAN VILLIAGE-BRIDGE RECONSTRUCTION**

*The objective of this project was to reconstruct the Tinkum Creek Bridge, and to redeck the Linkum Creek Bridge. The Tinkum Creek Bridge was constructed under L.S.R. & T. Project C-30019, and was completed on the 29th of September at a cost of \$2,237.23.*

*The above referenced bridge was destroyed on January 19, 1973 when attacked by drifting logs carried by storm sea wave's generated by 70 mile per hour winds during an 18.5 foot high tide.*

*A field inspection indicated that the bridge would require relocation above the tidal area, to prevent a reoccurring damage. This was apparent by the presents of log strewn beaches adjacent to the bridge site. Most of the existing bridge lumber could be salvaged and reused in the new structure. The new bridge was relocated 45 feet up stream and paralleling the preceding site.*

*The grant of right of way easement and petition was signed on the 23rd of February. Construction began on March 25, with the arrival of Dale Henkins, project supervisor, in Kasaan. Alton McAllister, David Peele and Dexter Wallace were hired and work began on the project. The lumber was picked up and delivered to Ketchikan Transportation Company, by Ketchikan maintenance forces. The lumber was inadvertently loaded and shipped to Klawock by the Ketchikan Transportation Company. Klawock Maintenance Forman, Louis Seltzer transported the lumber to Hollis, placing the lumber on the beach. Dale Henkins chartered the selne boat, Glenda Joe, to pick up the lumber in Hollis and delivered it to the Kasaan project. The project was completed on the 4th of April at a cost of \$4,820.00.*



### HYDER — TEXAS CREEK BRIDGE

The Texas Creek Bridge, located 7½ miles north of Hyder, is said to be the last remaining covered bridge in Alaska, and is sought by tourists utilizing the Stewart, B.C. road connection.

The bridge was constructed by the Territorial Road Commission in 1928, and provides the only access to the west bank of the creek.

The winters of 1970 and 1971 badly damaged the main support members of the bridge, and without repairs it was doubtful the bridge could hold up under heavy wind and snow loads of another winter.

At a public meeting held in Hyder in September of 1972, it was agreed to make repairs to the bridge utilizing LSR&T funds. The various companies in Hyder having suitable equipment to perform the work were contacted and requested to furnish rental prices on equipment. Mr. Glen Wilkes of G.W. Logging submitted acceptable prices and was awarded the work.

Temporary repairs took eight days to accomplish. The repairs consisted of placing a 60 foot stringer under the damaged chord and installing three bents. These were reinforced with large boulders and river run from the creek, which also cleared the channel area to allow freer flow. Four sets of cross braces were installed inside the bridge, completing the job.

According to a report from Lawrence Marx, Highway Maintenance Foreman in Hyder, this strengthened the bridge to a point where traffic could utilize the bridge once again.



Greater Fairbanks

**Chamber**

of Commerce

First National Center

100 Cushman Street

(907) 452-1105

P O. Box 74446

Fairbanks, Alaska 99707

APR 29 1983

April 21, 1983

Representative Bette Cato  
Chairman - Transportation Committee  
Pouch V  
Juneau, Alaska 99811

Dear Representative Cato:

The Greater Fairbanks Chamber of Commerce supports Senate Bill #7, which funds the Local Service Roads and Trails (LSR&T) Program at \$10,000,000 for FY84. We note that this program provides a source of funds to meet local transportation needs on an equitable basis throughout the state. We feel this is a preferred method of meeting these needs in contrast with "pork barrel" projects, especially in this time of reduced state revenues.

In our research of this legislation, we discovered the Department of Transportation and Public Facilities (DOTPF) does not support this action, primarily because of the maintenance burden which they are obligated to assume under the current LSR&T statute. Under the current statute, if no other entity wishes to take on the maintenance responsibility for these local projects, the department must do so, yet the department has little authority in selecting projects to be constructed under the LSR&T Program. Ultimately, under the current statute, the department ends up maintaining all of the high cost maintenance roads while local entities maintain those which can be done within the funding allowed through revenue sharing. This results in the state highway maintenance budget being spread even thinner and lowers the level of maintenance throughout the state. We realize that this is strong argument against funding the LSR&T Program; however, we suggest that the maintenance problem could be resolved by modifying the current LSR&T statute. Suggested changes are:

1. If the local government has road powers they are obliged to accept maintenance responsibility (currently this calls for mutual agreement between the department and the local government); and
2. The state be given the authority to create and administer service areas for roads built in areas without local road powers. The department would then act as a pass through agent for revenue sharing to these service areas. We believe this could be done without creating new positions within the DOTPF. Currently, the Fairbanks North Star Borough administers over 80 road service areas with three part-time people.

We also suggest that the LSR&T statute could be modified to allow aviation and

Representative Bette Cato  
April 21, 1983  
page 2

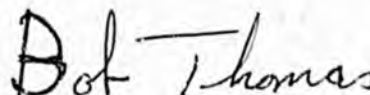
marine projects, including local airport terminals. If modified in this fashion, the LSP&T statute would be all-encompassing and could be used to fund local transportation needs regardless of mode.

We wish to thank you for considering our views on this legislation.

Sincerely,



Buki Wright  
President



Bob Thomas  
Chairman, Transportation Committee

*Alaska*  
**MUNICIPAL**  
*League*

TELEPHONES  
(907) 586-1325  
586-6526

204 N. FRANKLIN ST.  
JUNEAU, ALASKA 99801

April 25, 1983

to: House Transportation Committee

from: Ginny Chitwood, AML Executive Director *Ginny*

re: SB 7 - Local Service Roads and Trails Supplemental

The Alaska Municipal League supports funding for the Local Service Roads and Trails program. The program has operated effectively in the past and should be continued. We hope that you will take favorable action on this bill, as you did on HB 169, the House counterpart to SB 7.

# STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
DEPUTY COMMISSIONER — PLANNING AND PROGRAMMING

BILL SHEFFIELD, GOVERNOR

POUCH Z  
JUNEAU, ALASKA 99811  
PHONE: (907)465-3900

February 1, 1983

The Honorable Adelheid Herrmann  
Representative  
Alaska State Legislature  
Pouch V  
Juneau, Alaska 99811

Dear Representative Herrmann:

Thank you for your request about the Local Service Roads and Trails (LSR&T) Program.

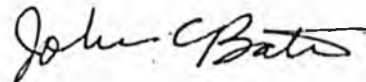
Because of the conflict with the municipal grant program, the LSR&T Program is being phased out and we have no request for funds for FY'84. Our decision was not reduced to writing.

In 1980 there was a \$10,000,000 Bond Issue and those projects are now being completed. All equipment will be excessed upon the completion of the projects, probably in the fall of 1983.

Annual administrative costs not directly chargeable to projects are approximately \$209,000.

Please advise if I may be of further service.

Sincerely,



John C. Bates  
Deputy Commissioner

CC: Emil Notti  
Office of the Governor

STATE OF ALASKA  
PRELIMINARY STATEMENT OF FISCAL IMPACT

Bill No: SB7 Date on Bill: 1/18/83  
 Title: An Act making an appropriation to DOTPF for local service roads and trails  
 Sponsor: Ferguson, Kerttula, and Moss  
 Requestor: \_\_\_\_\_

1. Estimated fiscal impacts on:

a. Expenditures:

(Thousands of Dollars)

	FY 83	FY 84	FY 85	FY 86
Capital	10,000.0			
Operating		209.0	218.0	
Total	10,000.0	209.0	218.0	

b. Revenues:

Revenue				
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2. Source of funds to offset fiscal impact of bill:

Not identified by sponsors of bill.

3. Assumptions:

4. Disclaimer:

This statement has not been reviewed by the OMB in the Office of the Governor. It does not represent the policy of the Sheffield Administration or the final estimate of fiscal impact.

Prepared By: Wayne Weeks Phone: 465-4070  
 Division: Planning and Programming Date: 2/10/83

Approved by Commissioner:  Date: 2/10/83  
 Department: Transportation and Public Facilities

Distribution:

- Original to Legislative Finance
- Copy to OMB
- Copy to Sponsor
- Copy to Requestor

2/8/83

Press Release  
February 10, 1983

The Senate Transportation Committee today passed SB 7 out of committee. The Bill, co-sponsored by Senator Moss, Chairman of the Senate Transportation Committee, seeks to re-fund the Local Service Roads and Trails program. The Bill passed out of committee with four "do passes" and one "no comment." The "no commenting" Senator, Don Gilman of Kenai, declined to follow the "do pass" majority not because he disagreed with the program, but because he felt DOT/PF tactically hampers the effectiveness of the program. This same observation was noted in the information provided by Chairman Pappy Moss. After the Committee hearing, Senator Moss commented on the committee recommendations. Senator Moss indicated he is seriously concerned with the efficiency of DOT/PF. He noted his chairmanship of the Senate Transportation Committee puts him in a position where he feels he can constructively guide DOT/PF toward being a more productive organization. Senator Moss indicated he is determined to make DOT/PF more responsive to local communities existing needs. To do this, the Senate Transportation Committee, under his leadership, will seek more diverse information than that normally gathered by most committees. Senator Moss said that to accomplish this goal, he will attempt to draw on information generated at the local level. During his campaign in District J, Senator Moss indicated he had received many helpful comments about DOT/PF from local employees. As a follow-up on some of those conversations, Senator Moss hopes to get some of the ideas expressed incorporated into State policy. "But," he said, "the bottom line is whether we can get cooperation from all levels of DOT/PF. Without genuine cooperation and sincere concern, these efforts of the Senate Transportation Committee will be very difficult." "However," he added, "we will prevail."

COMMITTEE REPORT  
HOUSE

FINANCE

(9)

FURTHER:

4/17/83

Date: 4/25/83

Mr. Speaker:

The Committee on TRANSPORTATION has had 5B 7

An Act making an appropriation to the Department of Transportation and Public Facilities for local service roads and trails; and providing for an effective date.

under consideration and reports it back as follows:

- do pass  do not pass
- do pass with attached amendments(s)
- replace with CS for Transportation  same title  
 new title
- and recommends \_\_\_\_\_
- AND attaches a "Letter of Intent"  New Fiscal Note
- reports it back without recommendation  Zero Fiscal Note Attached
- referred to the \_\_\_\_\_ Committee

MEMBERS SIGNING  
DO PASS

MEMBERS HAVING  
OTHER RECOMMENDATIONS:

\_\_\_\_\_

\_\_\_\_\_

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M.W. Miller Vice Chairman  
CHAIRMAN

Original sponsors: Ferguson, Kerttula,  
Moss and Fahrenkamp

Funding Information  
General Fund \$10,000,000  
Other Funds -0-  
\$10,000,000

1 IN THE SENATE BY THE TRANSPORTATION COMMITTEE

2 HOUSE CS FOR SENATE BILL NO. 7 (Transportation)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 THIRTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act making an appropriation to the Department of  
7 Transportation and Public Facilities for local ser-  
8 vice roads and trails; and providing for an effective  
9 date."

10 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

11 \* Section 1. The sum of \$10,000,000 is appropriated from the general  
12 fund to the Department of Transportation and Public Facilities for alloca-  
13 tions for local service roads and trails authorized under AS 19.30.111 -  
14 19.30.251.

15 \* Sec. 2. This Act takes effect immediately in accordance with AS 01.-  
16 10.070(c).

SB 7 TITLE & SPONSOR SUMMARY 10:55 6/27/83 PAGE 1 OF 3  
 AMENDED TITLE: HCSSE 7(TRSP)  
 AN ACT MAKING AN APPROPRIATION TO THE DEPARTMENT OF TRANSPORTATION  
 AND PUBLIC FACILITIES FOR LOCAL SERVICE  
 ROADS AND TRAILS; AND PROVIDING FOR AN EFFECTIVE DATE

GENERAL DOLLARS: \$10,000,000 (APPROP)

PRIME SPONSOR: FERGUSON.

OTHER DOLLARS: \$0

CO-SPONSORS: KERTT LA, MOSS, FAHRENKAMP.  
 CURRENT STATUS: 6.25/83 (S) CONCURRD (H) AM

SB 7 SENATE ACTION 10:55 6/27/83 PAGE 2 OF 3  
 LEGISLATIVE ACTION

DATE	SEQ	PAGE	LEGISLATIVE ACTION
01/18/83	01	0020	FIRST READING -- COMMITTEE REPORTS
02/11/83	02	0169	TRAN -- DP04, NR01
03/30/83	03	0536	FIN -- DP05
04/06/83	04	0591	RLS -- NR01, OTHER03 TAKEN UP IMMEDIATELY
04/06/83	05	0598	SECOND READING
04/06/83	06	0598	ADVANCED TO 3RD READING BY UNAN CONSENT
04/06/83	07	0598	THIRD READING
04/06/83	08	0598	PASSED BY DIV 20-00-00
04/06/83	09	0598	EFFECTIVE DATE VOTE SAME AS PASSAGE
06/25/83	23	1502	CONCURRED IN HOUSE AMS BY DIV 15-00-05

SB 7 HOUSE ACTION 10:58 6/27/83 PAGE 3 OF 3  
 LEGISLATIVE ACTION

DATE	SEQ	PAGE	LEGISLATIVE ACTION
04/07/83	10	0783	FIRST READING -- COMMITTEE REPORTS
04/26/83	11	1034	TRAN -- CS06, NR01
06/17/83	12	1764	FIN -- DP1A03
06/20/83	13	1795	SECOND READING
06/20/83	14	1795	TRAN IS ADOPTED BY UNAN CONSENT
06/20/83	15	1795	ADVANCED TO 3RD READING BY UNAN CONSENT
06/20/83	16	1795	THIRD READING
06/20/83	17	1796	PASSED BY DIV 37-02-01
06/20/83	18	1796	EFFECTIVE DATE VOTE SAME AS PASSAGE
06/20/83	19	1796	NOTICE OF RECONSIDERATION GIVEN
06/21/83	20	1880	RECONSIDERATION NOT TAKEN UP
06/24/83	22	1963	FAILED TO RECEDE BY DIV 01-38-01
06/25/83	24	502	EFFECTIVE DATE VOTE SAME AS PASSAGE

MEMORANDUM

Date: February 10, 1983

Subject: SB 7, Local Service Roads and Trails

To: Committee Members  
Senate Transportation Committee

From: Senator H. Pappy Moss, Chairman,  
Senate Transportation Committee

The Local Service Roads and Trails Program provides for construction of local roads and trails which are not included in the federal-aid highway system.

Under the Local Service Roads and Trails Act, funds for home rule cities, municipalities and organized boroughs are allocated by strict formula. The local governments then establish their own project scheduling; therefore, this publication is merely a listing of their individual programs as submitted. Project priorities and scheduling in the unorganized boroughs are based primarily on requests and recommendations of village councils and residents. Personal contact with the villages is established by LSRT representatives from the Department's regional offices. Village needs are thus determined first-hand, along with approximate costs. Since the cost of requested projects usually exceeds the funds available, the priorities must be established based on need. Local governments often participate in projects' costs with their own funds.

Local residents and equipment are utilized wherever practical in the construction of these projects. Not only is this beneficial to the economy of the villages, but it normally reduces the overall cost of the project. A side benefit is the training of local residents who will, in many cases, be maintaining the completed project.

Phase out of the Local Service Roads and Trails Program has progressed due to curtailment of funding in the FY 1983 budget. The LSRT Program has been very popular in rural Alaska. Status of the LSRT Program is as follows:

Total funding since 12/74	= \$49,048,000
Number of projects completed or underway	= 400
Balance of LSRT funding available for projects 12/82	= \$2,818,000

Senate Transportation Committee Members  
February 10, 1983  
Page Two

The following is an update for the phasing out of the LSRT Program.

#### Central Region

There are 58 projects under agreement with \$3,370,000 remaining to be reimbursed. These projects and \$2,000,000 remaining in the allocation will be expended by June 30, 1983 with the exception of seven projects in the Kodiak Island Borough and unorganized borough projects utilizing revenue from the sale of LSRT construction equipment will extend into the fall of 1983.

#### Interior Region

38 projects are under agreement with \$3,609,000 remaining to be reimbursed. These projects and \$628,000 remaining in the allocation will be expended by June 30, 1983 with the exception of four projects in unorganized borough II and four projects in unorganized borough IV.

#### Southeastern Region

13 projects are under agreement with \$714,000 remaining to be reimbursed. These projects and \$190,000 remaining in the allocation will be expended by June 30, 1983.

#### LSRT State Equipment

All equipment is scheduled for survey when projects utilizing the equipment are completed. All equipment is scheduled to be sold by fall of 1983 with revenues being applied to existing or additional projects to be completed by spring, 1984. Approximate value \$220,000.

#### LSRT Shop in St. Mary's

The shop and shop equipment is not scheduled for surplus at this time as M&O is temporarily utilizing the facilities, including the office trailer. Approximate value \$250,000.

In summary, 115 projects are under agreement with \$7,693,000 remaining to be reimbursed to local governments and villages. \$2,818,000 remaining in the LSRT balance will involve approximately 40 additional projects with most being completed by June 30, 1983. In addition, eight to ten projects will be funded with the revenue from the sale of the State equipment fleet and the St. Mary's shop.

Attached please find LSRT projects scheduled for the calendar years 1979-1983, organized by DOT/PF region.

MEMORANDUM

Date: February 9, 1983

Subject: Some DOT/PF Correspondence Concerning the Local Service  
Roads and Trails Program

To: Committee Members  
Senate Transportation Committee

From: Senator H. Pappy Moss, Chairman,  
Senate Transportation Committee

Please find attached three pieces of correspondence included to provide some documentation on the position of DOT/PF regarding the LSRT program.

The first letter, dated November 24, 1982, is included to illustrate the response given by DOT/PF to local communities requesting funding under the LSRT program. The bracketed portion is highlighted as the relevant text concerning DOT/PF's philosophy toward the program.

The second letter, dated April 16, 1982, is included to provide an example of a local community's response to DOT/PF's attitude toward the LSRT program.

The third piece of correspondence is included to show the positive attitude of DOT/PF field managers toward the program.

# Alaska State Legislature



SENATOR  
H. PAPPY MOSS  
P.O. BOX 182  
DELTA JUNCTION, ALASKA 99737  
(907) 895-4384

WHILE IN JUNEAU  
POUCH V  
JUNEAU, ALASKA  
99801  
(907) 465-4921

## State Senate

### M E M O R A N D U M

Date: February 10, 1983

Subject: SB 7, Local Service Roads and Trails

To: Committee Members  
Senate Transportation Committee

From: Senator H. Pappy Moss, Chairman,  
Senate Transportation Committee

Handwritten signature of H. Pappy Moss in dark ink.

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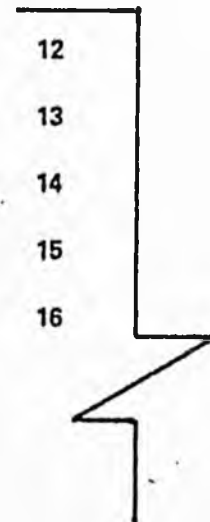
Attached please find LSRT projects scheduled for the calendar years 1978-1983, organized by DOT/PF region.

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 3

<i>PROJECT LOCATION</i>	<i>PROJECT DESCRIPTION</i>	<i>PROJECT NUMBER</i>	<i>LSR&amp;T FUNDS (DOLLARS)</i>	
Calendar Year 1979				
CITY AND BOROUGH OF JUNEAU	Riverside Drive	1	\$ 81,500	
	Davis Avenue	2	22,500	
CITY AND BOROUGH OF SITKA	Islander Drive	3	40,000	
	Kashevaroff Street	4	17,000	
HAINES BOROUGH	Local Foot Trails	5	24,000	
KETCHIKAN GATEWAY BOROUGH & CITY OF KETCHIKAN	High School Parking Area and Access Road to Shelter	6	37,800	
	Community Center Access Road	7	200,000	1
CITY OF WRANGELL	Connecting Link Road	8	20,000	
	St. Michael Street	9	50,000	1
	Cemetery Access Road	10	5,000	1
CITY OF PETERSBURG	Birch Street	11	42,000	
UNORGANIZED BOROUGH III				
ANGOON	Community Streets	12		
CRAIG	Hamilton Drive Phase II	13		
ELFIN COVE	Boardwalk	14		
HOONAH	Storm Drain Phase I	15		
HYDABURG	Boardwalk	16		

1 If requested before July 1, 1979, department approval is required.



STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 3

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1979 (Con't.)			
UNORGANIZED BOROUGH III CONTINUED			
KAKE	Drainage Phase II	17	\$ 227,500
KLAWOCK	Centennial Site Access	18	
PELICAN	Boardwalk and Roads Phase I	19	
PORT ALEXANDER	Foot Trail Improvement	20	
SKAGWAY	Landfill Road	21	
TENEKEE	Foot Trail West Improvement Superior - Coffee Cove Trail	22 23	

**STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS**

**Allocation District 3**

<b>PROJECT LOCATION</b>	<b>PROJECT DESCRIPTION</b>	<b>PROJECT NUMBER</b>	<b>LSR&amp;T FUNDS (DOLLARS)</b>
<b>Calendar Year 1980</b>			
<b>CITY AND BOROUGH OF JUNEAU</b>	<b>Tongass Avenue - Nancy way</b>	<b>24</b>	<b>\$ 104,000</b>
<b>CITY AND BOROUGH OF SITKA</b>	<b>Jarvis Street</b>	<b>25</b>	<b>56,600</b>
<b>HAINES BOROUGH</b>	<b>State Fair Grounds Access Road &amp; Parking Area</b>	<b>26</b>	<b>12,500</b>
	<b>Third Avenue</b>	<b>27</b>	<b>9,000</b>
	<b>Landfill Road</b>	<b>28</b>	<b>2,500</b>
<b>KETCHIKAN GATEWAY BOROUGH &amp; CITY OF KETCHIKAN</b>	<b>Funds Utilized for Calendar Year 1979</b>		
<b>CITY OF WRANGELL</b>	<b>McKinnon Street</b>	<b>29</b>	<b>7,800</b>
<b>CITY OF PETERSBURG</b>	<b>Birch Street</b>	<b>30</b>	<b>42,000</b>
<b>UNORGANIZED BOROUGH III</b>			
<b>ANGOON</b>	<b>City Parking Area</b>	<b>31</b>	<b>268,000</b>
<b>CRAIG</b>	<b>Main Street Drainage</b>	<b>32</b>	
<b>HOONAH</b>	<b>Storm Drain Improvements Phase II</b>	<b>33</b>	
<b>PELICAN</b>	<b>Boardwalk and Roads Phase II</b>	<b>34</b>	
<b>SKAGWAY</b>	<b>Street Surfacing</b>	<b>35</b>	
<b>YAKUTAT</b>	<b>Street Improvements</b>	<b>36</b>	
<b>VARIOUS LOCATIONS</b>	<b>Foot Trails and Access Roads</b>	<b>37</b>	

**STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS**

**Allocation District 3**

<i>PROJECT LOCATION</i>	<i>PROJECT DESCRIPTION</i>	<i>PROJECT NUMBER</i>	<i>LSR&amp;T FUNDS (DOLLARS)</i>
<b>Calendar Year 1981*</b>			
<b>CITY AND BOROUGH OF JUNEAU</b>	<b>Radcliffe Road</b>	<b>38</b>	<b>\$ 99,000</b>
<b>CITY AND BOROUGH OF SITKA</b>	<b>Furuhelm and Mill Streets</b>	<b>39</b>	<b>56,500</b>
<b>HAINES BOROUGH</b>	<b>Third and Dalton Streets</b>	<b>40</b>	<b>25,000</b>
<b>KETCHIKAN GATEWAY BOROUGH &amp; CITY OF KETCHIKAN</b>	<b>Sanitary Landfill Access Road</b>	<b>41</b>	<b>69,500</b>
<b>CITY OF WRANGELL</b>	<b>Church Street</b>	<b>42</b>	<b>23,900</b>
<b>CITY OF PETERSBURG</b>	<b>Street Extension in Scenic View Addition</b>	<b>43</b>	<b>24,000</b>
<b>UNORGANIZED BOROUGH, III</b>			
<b>CRAIG</b>	<b>Street Resurfacing</b>	<b>44</b>	<b>245,000</b>
<b>ELFIN COVE</b>	<b>Access Roads</b>	<b>45</b>	
<b>YAKUTAT</b>	<b>Street and Footpath Improvements</b>	<b>46</b>	
<b>VARIOUS LOCATIONS</b>	<b>Trails and Access Roads</b>	<b>47</b>	

\*Note: Calendar Year 1981 is unfunded with present allocations

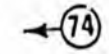
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 3

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1982			
CITY & BOROUGH OF SITKA	Upgrade Dodge Circle Sidewalks	22 ] 23 ]	100,000
KETCHIKAN GATEWAY BOROUGH	Access to subdivisions	24	86,700
CITY OF KETCHIKAN	Funds utilized in Calendar Year 1981		
CITY OF WRANGELL	McKinnon Street	25	22,000
CITY OF PETERSBURG	City Streets or parking	26	22,000
HAINES BOROUGH	Front Street	27	22,800
CITY & BOROUGH OF JUNEAU	Tongass Avenue and Nancy Drive	28	146,000
KUPREANOF	Petersburg Creek to Petersburg Lake Trail	29 ]	
KAKE	Second Street Bulkhead	30 ]	
TENAKEE	Service Trail	31 ]	
CRAIG	Beach Road	32 ]	240,000
AKUTAT	Bulkheads on Bayview Drive	33 ]	
KASAAN	Drainage on Main Road, Phase I	34 ]	
HYDABURG	Drainage & Surfacing	35 ]	
VARIOUS LOCATIONS	Roads & Trails	36 ]	



PROJECT LOCATION



ALLOCATION DISTRICT 3

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
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LOCAL SERVICE ROADS AND TRAILS

Allocation District 4

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1979			
BRISTOL BAY BOROUGH	Savonoski Road Phase III	1	\$ 39,000
UNORGANIZED BOROUGH IV			
CENTRAL REGION			
AKUTAN	Village to Ship Moorage	2	1,115,000
CLARK'S POINT	Road to New Village Site	3	
KASIGLUK	Boardwalk	4	
KINGCOVE	Boardwalk	5	
LEVELOCK	Village Street	6	
MEKORYUK	Boardwalk	7	
NELSON LAGOON	Village Streets	8	
NEWTOK	Boardwalk	9	
QUINHAGAK	City Streets Stage II	10	
TOKSOOK BAY	Boardwalk	11	
WINTER TRAILS	Staking	12	
INTERIOR REGION			
HUSLIA	Village Streets	13	263,000
NULATO	Village Streets	14	
NULATO-KOYUKUK-GALENA	Winter Trail Staking	15	
VARIOUS LOCATIONS	Trails and Access Roads	16	

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
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LOCAL SERVICE ROADS AND TRAILS

Allocation District 4

<i>PROJECT LOCATION</i>	<i>PROJECT DESCRIPTION</i>	<i>PROJECT NUMBER</i>	<i>LSR&amp;T FUNDS (DOLLARS)</i>
Calendar Year 1979 (Con't.)			
	<b>WESTERN REGION</b>		
EMMONAK	Bridge	17	
GRAYLING	Streets and Airport Access	18	
KOBUK	Streets	19	
RUSSIAN MISSION	Streets and Airport Access	20	
ST. MARY'S - ANDRE - AFSKI	Subdivision Streets	21	
ST. MICHAEL	Boardwalk	22	
SHAGELUK	Road and Bridge	23	
SHELDON'S POINT	Boardwalk	24	
SHISHMAREF	Airport Road	25	
SHUNGNAK	Streets	26	
STEBBINS	Streets and Airport Access	27	
WHITE MOUNTAIN	Streets	28	
YUKON - KOBUK	Winter Trail Staking	29	
REGION WIDE	Winter Trail Shelters	30	
			\$1,070,000

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 4

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1980			
BRISTOL BAY BOROUGH	Savonoski Road Phase IV	31	\$ 24,800
UNORGANIZED BOROUGH IV			
CENTRAL REGION			
ALEKNAGIK	South Shore City Streets	32	1,261,000
BETHEL	City Streets	33	
DILLINGHAM	City Streets	34	
FALSE PASS	Road to Garbage Dump	35	
McGRATH	Cranberry Ridge Road Stage II	36	
NAPAKIAK	City Streets	37	
NEW STUYAHEK	City Streets	38	
TULUKSAK	City Streets	39	
INTERIOR REGION			
GALENA	Local Service Roads	40	334,000
HUSLIA	Village Streets	41	
NULATO - KOYUKUK - GALENA	Winter Trail Staking	42	
VARIOUS LOCATIONS	Trails and Access Roads	43	
WESTERN REGION			
AMBLER	Access Road	44	495,000
HOLY CROSS	Streets	45	
KOYUK	Streets and Access Road	46	
NOORVIK	Boardwalk	47	
SELAWIK	Boardwalk	48	
YUKON-KOBUK	Winter Trail Staking	49	

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
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LOCAL SERVICE ROADS AND TRAILS

Allocation District 4

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1981*			
BRISTOL BAY BOROUGH	Savonoski Road Phase V	50	\$ 24,800
UNORGANIZED BOROUGH IV			
CENTRAL REGION			
ATKA	Vehicle Bridge	51	560,000
IVANOF BAY	Boardwalk	52	
KALSKAG	Village Streets	53	
NAPASKIAK	Foot Bridge	54	
PERRYVILLE	Village Streets	55	
INTERIOR REGION			
KALTAG	Village Streets	56	123,000
RUBY	Village Streets	57	
WESTERN REGION			
ANVIK	Airport Road and City Streets	58	525,000
MARSHALL	Village Streets	59	
MT. VILLAGE	Boardwalk	60	
SCAMMON BAY	Streets and Access Roads	61	
YUKON-KOBUK	Winter Trail	62	

\*Note: Calendar Year 1981 is unfunded with present allocations

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
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LOCAL SERVICE ROADS AND TRAILS

Allocation District 4

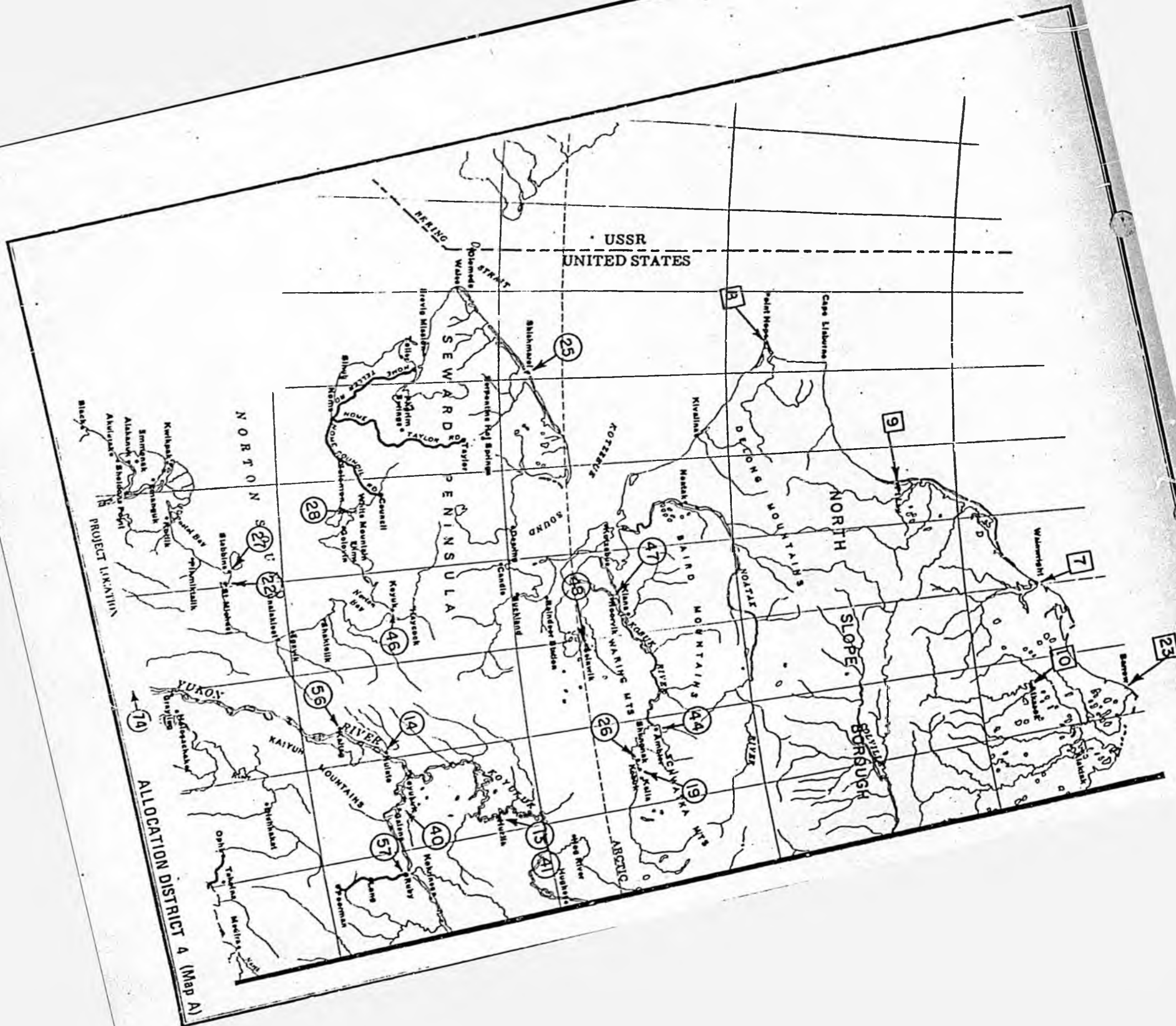
PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1982			
BRISTOL BAY BOROUGH	Funds Utilized in Calendar Year 1981		
CENTRAL REGION			
NAPAYIAK	Boardwalk	21 ]	
NEW STUYAHOK	City Streets	22 ]	203,000
QUINHAGAK	Boardwalk	23 ]	
INTERIOR REGION			
GALENA	Community Roads	24	62,000
WESTERN REGION			
SAVOONGA	Access Road	25 ]	
NULATO-KOYUK GALENA	Winter Trail Staking	26 ]	120,000

STATE OF ALASKA  
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LOCAL SERVICE ROADS AND TRAILS

Allocation District 4

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1983*			
BRISTOL BAY BOROUGH	No Program Submitted		22,400
UNORGANIZED BOROUGH IV			
CENTRAL REGION			
NIKOLSKI	Access Road	27 ]	
TOGIAK	City Streets	28 ]	420,000
UGASHIK	Village Streets	29 ]	
INTERIOR REGION			
HUGHES	City Streets	30 ]	
HUSLIA	City Streets	31 ]	111,800
WESTERN REGION			
BREVIG MISSION	Boardwalk	32 ]	
KIANA	Access Road	33 ]	
KOTZEBUE	Access Road	34 ]	395,000
WALES	Access Road	35 ]	
YUKON-KOBUK	Winter Trail Staking	36 ]	

\* Calendar Year 1983 is unfunded with present allocation.



ALLOCATION DISTRICT 4 (Map A)

USSR  
UNITED STATES

NORTON  
PROJECT LIKATLIN

NORTH  
SLOPE  
BOROUGH

SEWARD  
PENINSULA

YUKON  
RIVER

ARCTIC

BAIRD  
MOUNTAINS

NOVATK  
RIVER

Cape Lisburne

St. Marys

Kivalina

Nenana

Khatanga

Barrow

Wainwright

Utqiagvik

Wainwright

Wainwright

Wainwright



STATE OF ALASKA  
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LOCAL SERVICE ROADS AND TRAILS

Allocation District 5

<i>PROJECT LOCATION</i>	<i>PROJECT DESCRIPTION</i>	<i>PROJECT NUMBER</i>	<i>LSR&amp;T FUNDS (DOLLARS)</i>
Calendar Year 1979			
CITY OF VALDEZ	West Egan Drive Extension to Clark	1	\$ 79,200
CITY OF CORDOVA	LeFever Avenue	2	35,600
UNORGANIZED BOROUGH V			
COPPER CENTER	Copper Center Loop Road	3	150,000
CHITNA	Access Road to Chitna Native Village	4	
Calendar Year 1980			
CITY OF VALDEZ	All Funds Requested for 1979		
CITY OF CORDOVA	Chase Avenue	5	13,800
UNORGANIZED BOROUGH V			
COPPER CENTER	Klutina Lake Road, Phase I	6	158,000
Calendar Year 1981*			
CITY OF VALDEZ	Dylan Street	7	40,000
CITY OF CORDOVA	"A" St. 2nd Avenue	8	33,800
UNORGANIZED BOROUGH V			
COPPER CENTER	Klutina Lake Road, Phase II	9	158,000

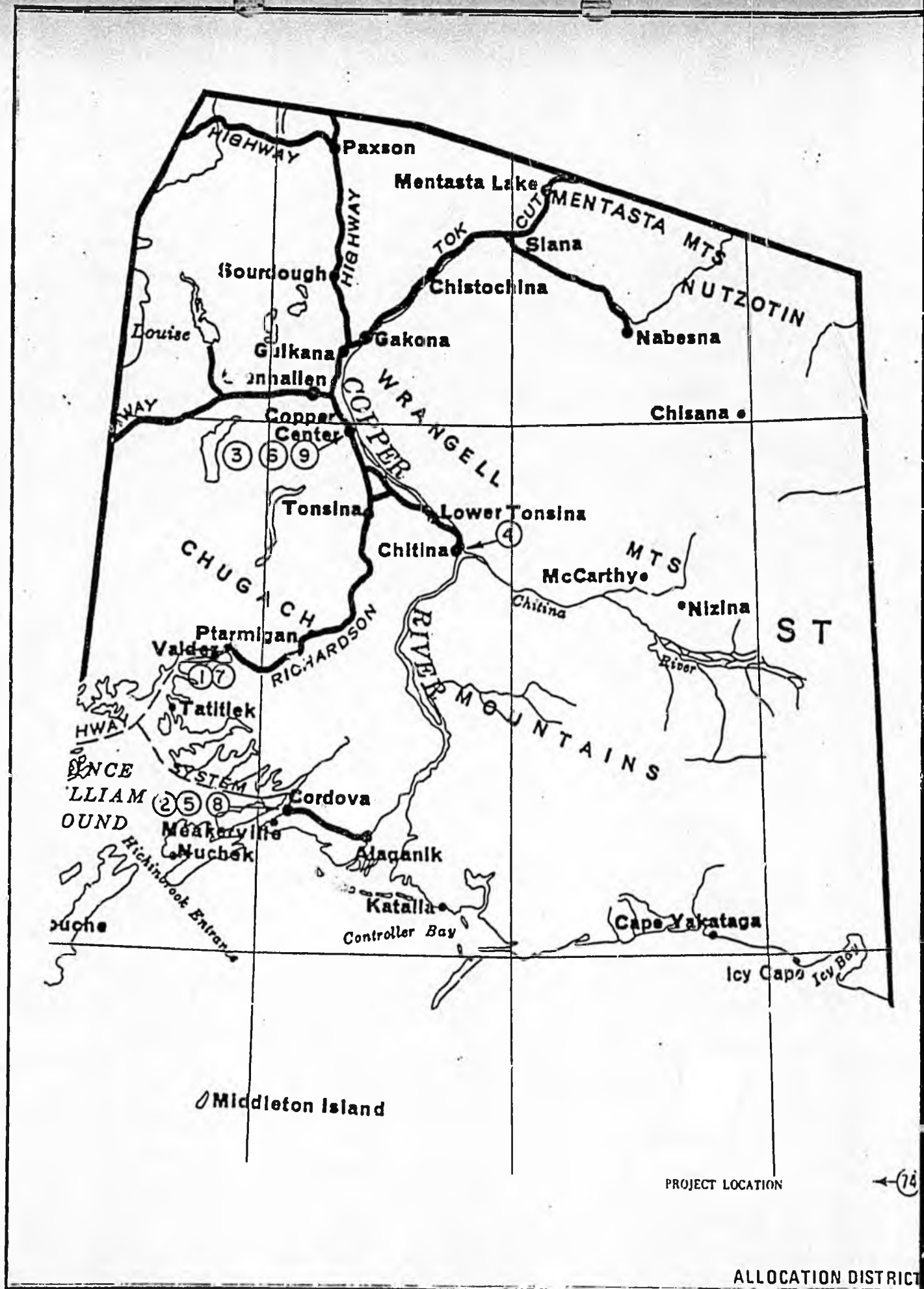
\*Note: Calendar Year 1981 is unfunded with present allocations

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 5

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1981			
CITY OF VALDEZ	West Egan Drive	1.	120,800
CITY OF CORDOVA	First Street Trestle	2.	69,500
	Railroad Avenue	3.	30,500
UNORGANIZED BOROUGH V			
TATITLEK	Airport Access Road	4. ]	285,000
GLENNALLEN	School Access Road	5. ]	
GAKONA	Foot Bridge	6. ]	
Calendar Year 1982			
CITY OF VALDEZ	Fund Utilized in Calendar Year 1981		
CITY OF CORDOVA	Second Avenue Paving, Phase I	7.	30,400
UNORGANIZED BOROUGH V			
Tzaina (Lost Lake)	Lake Access Road	8.	59,800
Calendar Year 1983*			
CITY OF VALDEZ	No Program Submitted		20,900
CITY OF CORDOVA	Second Avenue Paving, Phase II	9.	30,400
UNORGANIZED BOROUGH V			
GLENNALLEN	Village Street - Paving	10 ]	142,900
TAZLINA	Copperville Subdivision	11 ]	
	Street Paving		

\* Calendar Year 1983 is unfunded with present allocations.



PROJECT LOCATION

← (74)

ALLOCATION DISTRICT

39  
 34  
 17  
 2  
 12

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 1

<i>PROJECT LOCATION</i>	<i>PROJECT DESCRIPTION</i>	<i>PROJECT NUMBER</i>	<i>LSR&amp;T FUNDS (DOLLARS)</i>
Calendar Year 1979			
MUNICIPALITY OF ANCHORAGE	36th Ave - Arctic Blvd. to "C" Street	1	\$ 233,800
	Fireweed Lane - Spanard to Arctic Blvd.	2	126,000
	Eagle River - Chugiak Improvements	3	117,900
	Hillside and Girdwood Community Improvements	4	159,500
KENAI PENINSULA BOROUGH	Longmere Lake Access Road	5	28,000
	Kingsley Loop Road Extension	6	24,000
	Resurrection Glacier Road Phase II	7	60,000
MATANSUKA - SUSITNA BOROUGH	South Big Lake West Extension	8	356,000
	Goose Bay - Point MacKenzie	9	200,000
	Dogwood Drive	10	52,000
	Beechway	11	18,200
	Beech to Tamarack	12	4,000
	Yolanda Drive	13	10,000
	Smith Drive (Lazy Acres)	14	85,000
KODIAK ISLAND BOROUGH	Lakeview Drive	15	91,400
CITY OF KENAI	Accumulate funds for 1980 Construction Season		

1 If requested before July 1, 1979, department approval is required.

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
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LOCAL SERVICE ROADS AND TRAILS

Allocation District 1

<i>PROJECT LOCATION</i>	<i>PROJECT DESCRIPTION</i>	<i>PROJECT NUMBER</i>	<i>LSR&amp;T FUNDS (DOLLARS)</i>	
Calendar Year 1979 (Con't.)				
CITY OF KODIAK	Mission Road - Delavof to City Limits	16	\$ 61,600	
	6th Avenue and 10th Avenue - Mill Bay Road to Rezanof	17	25,600	1
CITY OF PALMER	North Alaska Street	18	75,000	1
CITY OF SEWARD	Resurrection River Road	19	30,000	1
UNORGANIZED BOROUGH I				
OLD ILIAMNA	Vehicle Bridge Reconstruction	20	270,000	1

1 If requested before July 1, 1979, department approval is required.

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
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LOCAL SERVICE ROADS AND TRAILS

Allocation District 1

<i>PROJECT LOCATION</i>	<i>PROJECT DESCRIPTION</i>	<i>PROJECT NUMBER</i>	<i>LSR&amp;T FUNDS (DOLLARS)</i>
	Calendar Year 1980		
MUNICIPALITY OF ANCHORAGE	Wisconsin Realignment - 44th Avenue to Spenard Road	21	\$ 233,800
	Commercial Drive -3rd Avenue to Mt. View Drive	22	126,000
	Eagle River - Chugiak Improvements	23	117,900
	Hillside and Girdwood Community Improvements	24	159,500
KENAI PENINSULA BOROUGH	Ninilchik Spit Road	25	20,000
	Greer Drive Extension	26	45,000
	Cabin Lake Road	27	80,000
MATANUSKA - SUSITNA BOROUGH	Funds Utilized for Calendar Year 1979		
KODIAK ISLAND BOROUGH	Bay View Drive	28	111,800
CITY OF KENAI	Main Street to Lake Street	29	66,900
CITY OF KODIAK	Funds Utilized for Calendar Year 1979		
CITY OF PALMER	Funds Utilized for Calendar Year 1979		
CITY OF SEWARD	Funds Utilized for Calendar Year 1979		
UNORGANIZED BOROUGH I	Funds Utilized for Calendar Year 1979		

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
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LOCAL SERVICE ROADS AND TRAILS

Allocation District 1

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1981			
MUNICIPALITY OF ANCHORAGE	Commercial Drive-3rd Ave., to Mt. View Dr.	1.	323,800
	Arctic Blvd. 44th to International	2.	291,400
	Hillside & Girdwood Community Improvements	3.	101,400
	Eagle River - Chugiak Improvements	4.	252,400
	Bike Trails - Anchorage	5.	68,400
	Bike Trails - Girdwood/Hillside	6.	30,300
	Bike Trails - Eagle River/Chugiak	7.	22,400
KENAI-PENINSULA BOROUGH	Longmere Lake Access Road	8.	150,000
	Murwood Drive	9.	50,000
	Bear Creek Road	10.	200,000
	Base Road	11.	75,000
MATANUSKA-SUSITNA BOROUGH	Lucille St. - Phase I	12.	55,000
	Welch Road	13.	29,500
	King Arthur Drive (Houston)	14.	112,000
	Smith Drive	15.	102,000
KODIAK-ISLAND BOROUGH	Lilly Drive	16.	91,300
CITY OF KENAI	Main Street Loop - Phase I	17.	60,200
CITY OF KODIAK	Mill Bay Road	18.	24,100
CITY OF PALMER	Funds Reserved for Calendar Year 1982 & 1983		
CITY OF SEWARD	City Streets	19.	16,900
UNORGANIZED BOROUGH 1			
Chenega	Village Streets	20.	117,500

STATE OF ALASKA  
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LOCAL SERVICE ROADS AND TRAILS

Allocation District 1

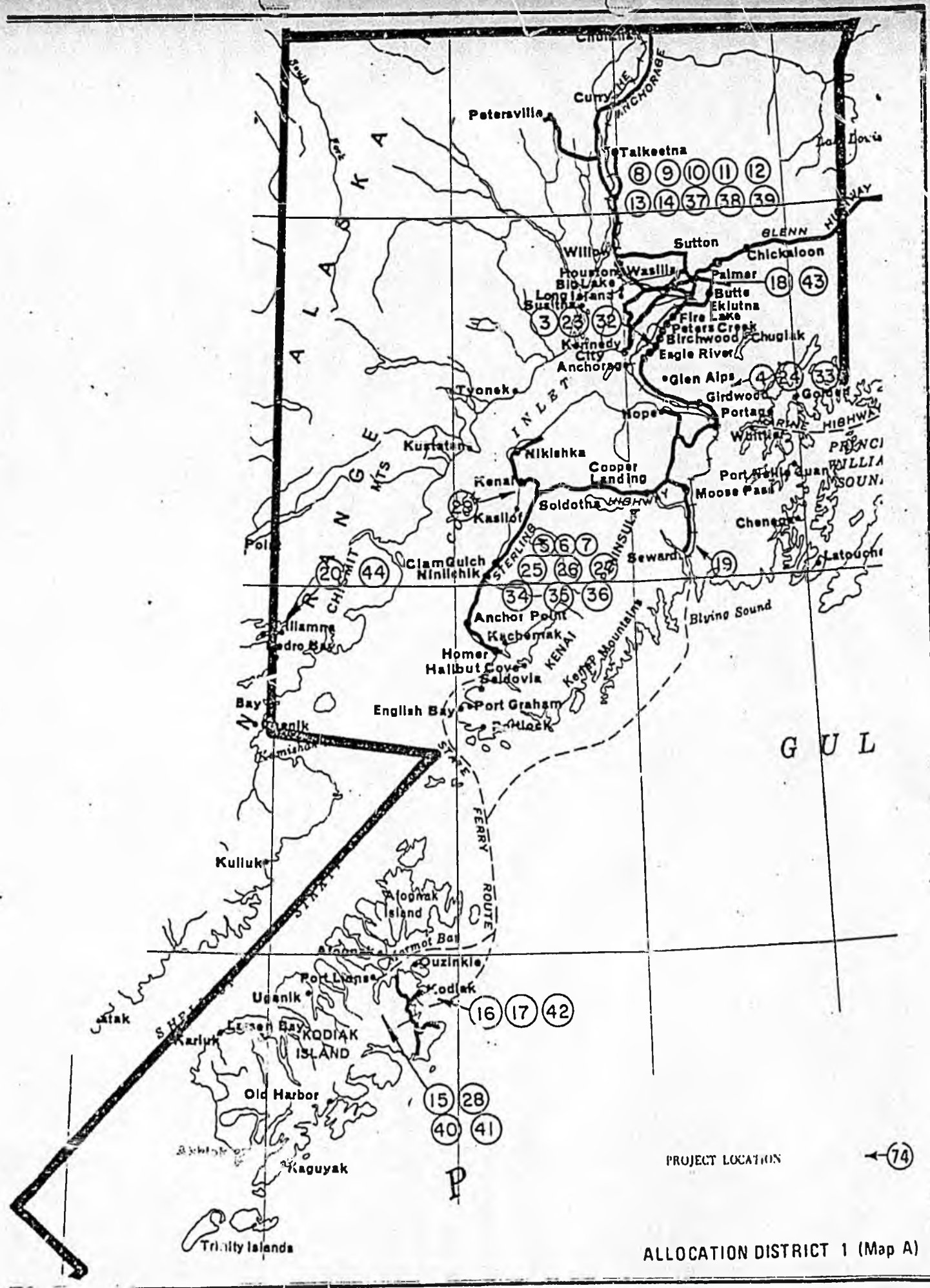
PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1982			
MUNICIPALITY OF ANCHORAGE	36th Avenue-Arctic to Spenard	21.	291,500
	Hillside/Girdwood Community Improvements	22.	129,200
	Eagle River/Chugiak Community Improvements	23.	95,500
	Bike Trails/Anchorage	24.	32,400
	Bike Trails/Girdwood & Hillside	25.	14,400
	Bike Trails/Eagle River & Chugiak	26.	10,600
KENAI-PENINSULA BOROUGH	Feuding Lane	27.	36,000
MATANUSKA-SUSITNA	Palmer West	28.	75,000
	Jupiter Street	29.	20,000
	Bridge-Wilderness East Subdivision	30.	30,000
	Jim Creek Trail	31.	135,400
KODIAK-ISLAND BOROUGH	Womans Bay Drive	32.	91,300
CITY OF KENAI	Funds Utilized in 1981		
CITY OF KODIAK	Ersleine, Wilson & Carolyn Road Improvements	33.	23,100
CITY OF PALMER	North Alaska Street Paving	34.	66,700
CITY OF SEWARD	City Streets	35.	13,500
UNORGANIZED BOROUGH 1			
Chenega	Village Streets	36.	117,500

STATE OF ALASKA  
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LOCAL SERVICE ROADS AND TRAILS

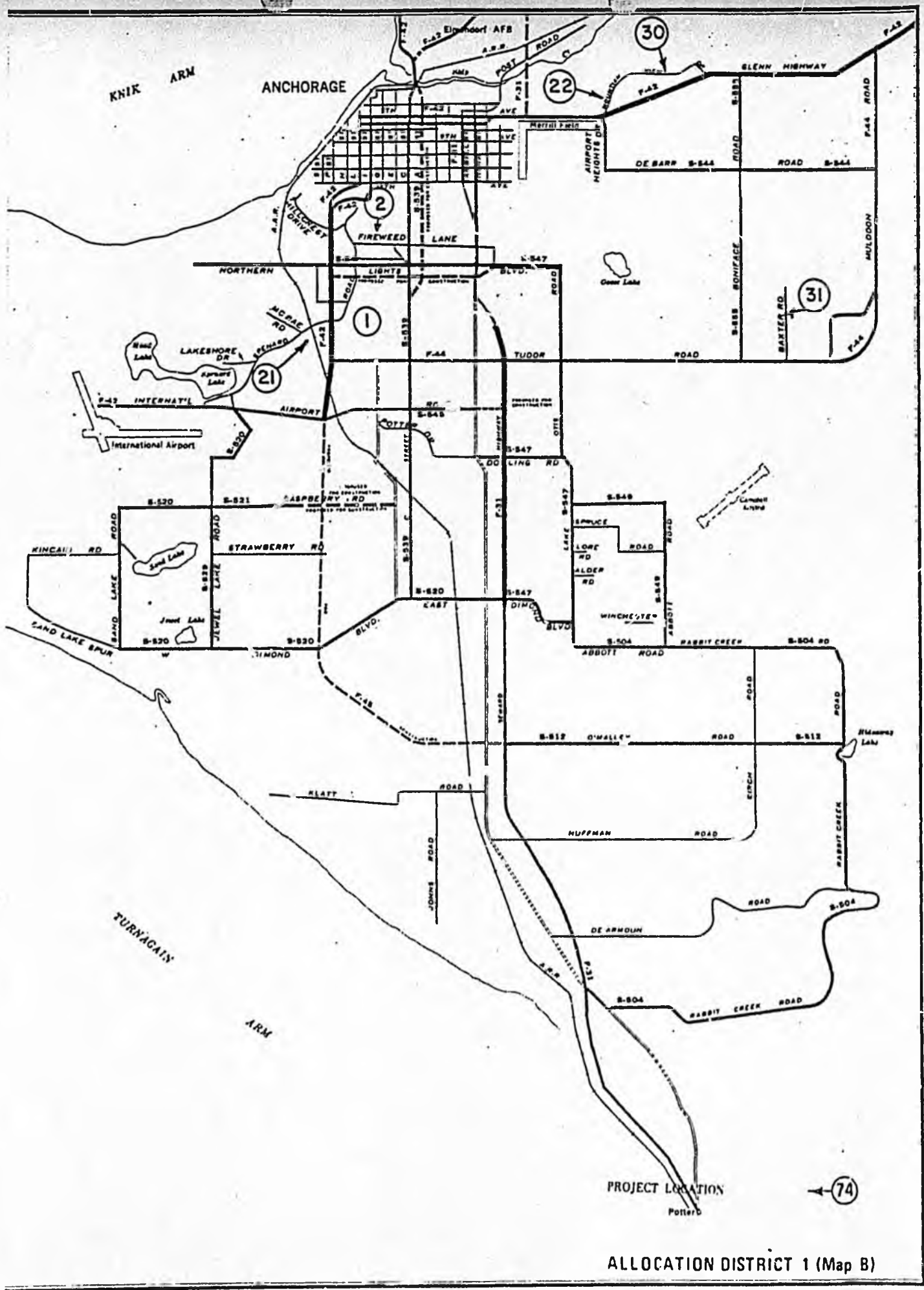
Allocation District 1

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1983*			
MUNICIPALITY OF ANCHORAGE	Providence Drive - University to Northern Lights	37.	291,500
	Hillside/Girdwood Community Improvements	38.	129,200
	Eagle River/Chugiak Community Improvements	39.	95,500
	Bike Trails - Anchorage	40.	32,400
	Bike Trails - Girdwood & Hillside	41.	14,400
	Bike Trails - Eagle River & Chugiak	42.	10,600
KENAI-PENINSULA BOROUGH	Lewis Lane	43.	224,000
MATANUSKA-SUSITNA BOROUGH	Lucille St. - Phase II	44.	220,000
	Phile Spees	45.	23,500
	Various Locations Access Roads & Streets	46.	35,900
KODIAK-ISLAND BOROUGH	Bsyview Drive	47.	91,300
CITY OF KENAI	Main Street Loop Phase II	48.	30,100
CITY OF KODIAK	Baranof Avenue - 6th to 10th	49.	23,100
CITY OF PALMER	North Gulkana Street - Paving	50.	105,100
CITY OF SEWARD	City Streets	51.	13,500
UNORGANIZED BOROUGH 1			
Chenega	Village Streets	52.	117,500

\* Calendar Year 1983 is unfunded with present allocations.



ALLOCATION DISTRICT 1 (Map A)



ALLOCATION DISTRICT 1 (Map B)

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 2

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1979			
FAIRBANKS NORTH STAR BOROUGH	South Cushman Street Extension (Cushman Street to 0.5 mile East)	1	\$ 95,000
	South Cushman Street Extension (VanHorn Road to 0.5 mile South)	2	90,000
	North Pole Bike Trail (New Richardson Hwy. to 8th Ave.)	3	50,000
	Kiana Street (17th Avenue to 19th Avenue)	4	15,000
	Underwood Road (Becker Ridge Rd. to Chena Ridge)	5	95,000
	Aztec Road - Chactaw Road - Copper Street (Near Southern Terminus of Dennis Road)	6	75,000
NORTH SLOPE BOROUGH	Wainwright Community Roads	** 7	\$53,800
	Point Hope Community Roads	** 8	
	Point Lay Community Roads	** 9	
	Atkasook Road to Airport	** 10	
CITY OF FAIRBANKS	Chena River Bikeway Safety	11	100,000
	Chena River Bikeway Phase II	12	150,000
CITY OF NORTH POLE	No Program Submitted		6,300

\*\* Refer to Map A Allocation District 4 Page 21

STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
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 LOCAL SERVICE ROADS AND TRAILS

Allocation District 2

<i>PROJECT LOCATION</i>	<i>PROJECT DESCRIPTION</i>	<i>PROJECT NUMBER</i>	<i>LSR&amp;T FUNDS (DOLLARS)</i>
Calendar Year 1979 (Con't.)			
<b>UNORGANIZED BOROUGH II</b>			
ALATNA	Village Streets	13	
CENTRAL	Harrison/Miller Creek Road	14	
DELTA AREA	Farming Access Road	15	
FORT YUKON	City Streets	16	
NENANA-MINTO	Winter Trail Staking	17	
TANANA	City Streets and Access Roads	18	
TOK AREA	Bridge at M.P. 91 on Tok Cut-off	19	
WISEMAN	Haul Road to Airport	20	
			\$1,820,000

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 2

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1980			
FAIRBANKS NORTH STAR BOROUGH	Persinger Drive Bridge	21	\$ 150,000
	Moose Walk/Planters Lane/ Sharon Road/ Freedom Dr. (Between Dawson and Hurst Road)	22	60,000
NORTH SLOPE	Barrow Pedestrian Trails, Foot Bridges & Community Roads	23	322,600
	Nuigut Community Roads	24	
	Kaktovik Community Roads	25	
	Anaktuvuk Pass Community Roads	26	
CITY OF FAIRBANKS	South Fairbanks Street Drainage Project	27	32,300
CITY OF NORTH POLE	No Program Submitted		1,600
UNORGANIZED BOROUGH II			
ANDERSON AREA	Community Roads	28	1,570,000
BEAVER	Village Streets	29	
EUREKA	Bridge at Boston Creek	30	
EUREKA - RAMPART	Winter Trail	31	
EVANSVILLE	Village Streets	32	
HEALY AREA	Community Roads	33	
MANLEY	Tofty Roads	34	
MINTO	Village Streets	35	
TOK AREA	Community Roads	36	
VARIOUS LOCATIONS	Trails and Access Roads	37	

\*\* Refer to Map A Allocation District 4 Page 21

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 2

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1981*			
FAIRBANKS NORTH STAR BOROUGH	Alaska Way (Off College Road)	38	\$ 627,400
	Fairbanks Street/Birch Lane/ Sprucewood (Between Guist Road and Chena River)	39	
NORTH SLOPE BOROUGH	No Program Submitted		321,000
CITY OF FAIRBANKS	South Fairbanks Bikeways	40	100,000
	Hamilton Avenue Extension	41	39,000
CITY OF NORTH POLE	No Program Submitted		1,600
UNORGANIZED BOROUGH II			
CENTRAL	Deadwood, Portage and Ketchum Creek Road	42	\$ 557,000
DELTA AREA	Community Roads	43	
VARIOUS LOCATIONS	Trails and Access Roads	44	

\*Note: Calendar Year 1981 is unfunded with present allocations

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 2

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1982			
FAIRBANKS NORTH STAR BOROUGH	Arterial Streets Service Area Roads	14. ] 15. ]	351,000
NORTH SLOPE	Atkasook - Road to Airport	** 16.	290,000
CITY OF FAIRBANKS	No Program Submitted		125,000
CITY OF NORTH POLE	No Program Submitted		1,400
UNORGANIZED BOROUGH II			
CENTRAL NORTHWAY RAMPART STEVENS VILLAGE	Vehicle Bridge @ Miller Creek Village Streets Mining Access Road Village Streets	17. ] 18. ] 19. ] 20. ]	488,600

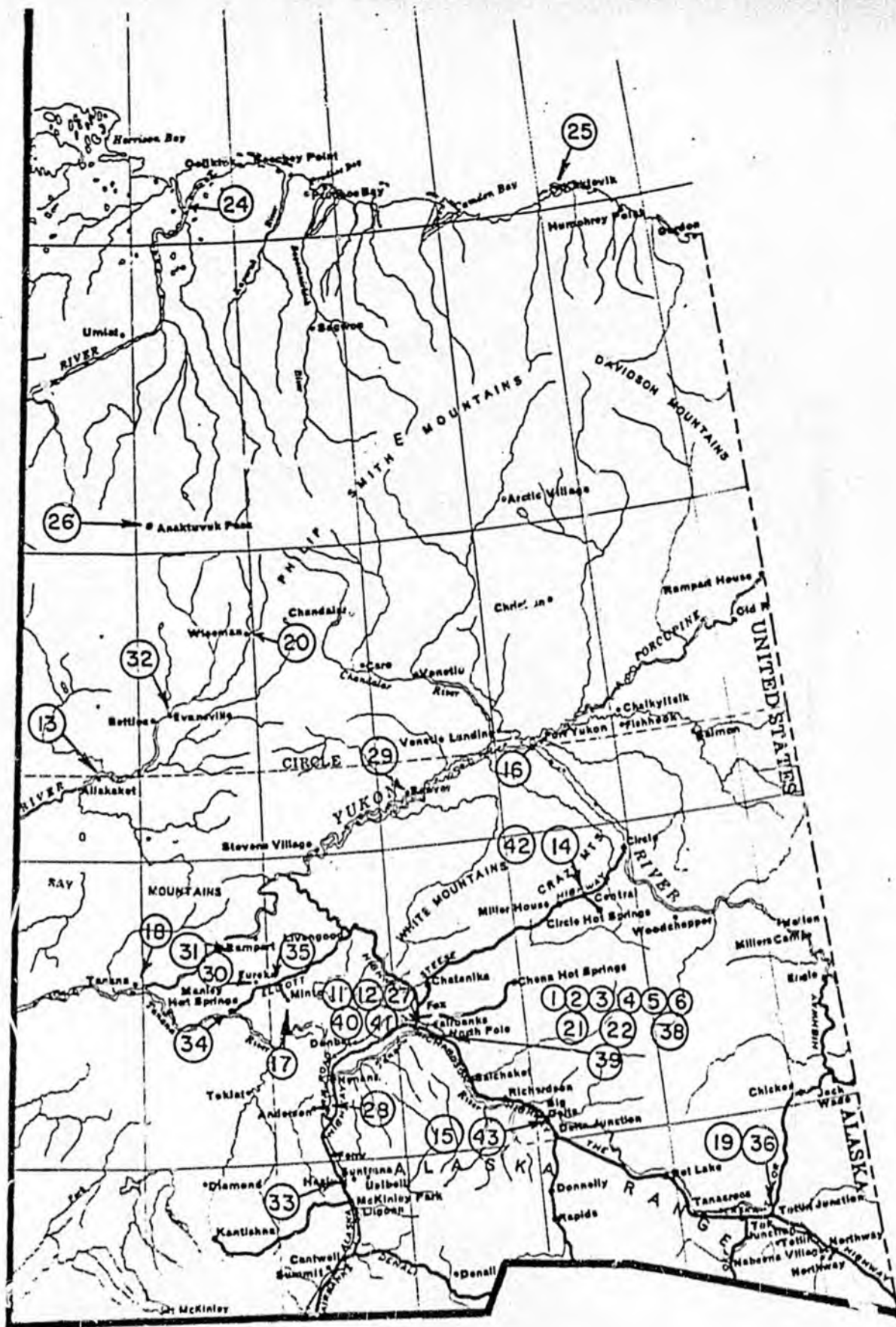
\*\* Refer to Map A Allocation District 4

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 2

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1983 *			
FAIRBANKS NORTH STAR BOROUGH	Arterial Streets	21. ]	351,000
	Service Area Roads	22. ]	
NORTH SLOPE	No Program Submitted		289,300
CITY OF FAIRBANKS	No Program Submitted		125,400
CITY OF NORTH POLE	No Program Submitted		1,500
UNORGANIZED BOROUGH II			
DELTA AREA FORT YUKON VARIOUS LOCATIONS	Community Roads	23. ]	502,000
	City Streets	24. ]	
	Trails & Access Roads	25. ]	

Calendar Year 1983 is unfunded with present allocations.



PROJECT LOCATION

← (74)

ALLOCATION DISTRICT 2 (Map A)

# STATE OF ALASKA

BILL SHEFFIELD, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

465-3900

March 7, 1983

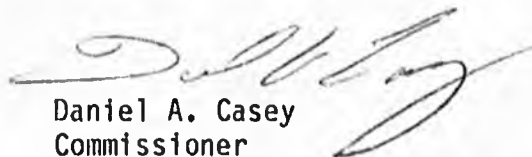
The Honorable Pappy Moss  
Senator  
Alaska State Legislature  
Pouch V  
Juneau, AK 99811

Dear Senator Moss:

RE: Local Service Roads and Trails

The Department of Transportation and Public Facilities prepared the attached position paper on the Local Service Roads and Trails (LSR&T) program. I recommend that you consider Governor Sheffield's plans for improving the capital budget formation process in any review of proposals to revive the LSR&T program.

Sincerely,

  
Daniel A. Casey  
Commissioner

Attachment

## LOCAL SERVICE ROADS AND TRAILS

The Local Service Roads and Trails Act was passed in 1971. The program allocated bond funds to the Department of Transportation to be distributed throughout the state, based on a formula of population and land area. The Boroughs and home rule cities received dollars on the population and land area basis, and they developed and administered their projects. Projects in the unorganized Boroughs were administered by the Department based on dollars available and need. The Department usually handled the project administration.

Recently, the legislature, during its budget deliberations, has taken to appropriating grants to the various communities directly and, where necessary, to the different departments to administer. This trend has had the effect of duplicating the effort of improving local needs. Because the communities have had a degree of success in lobbying their legislators to include local projects as community grants in the budget, the Department decided not to continue requesting funds for the Local Service Roads and Trails program.

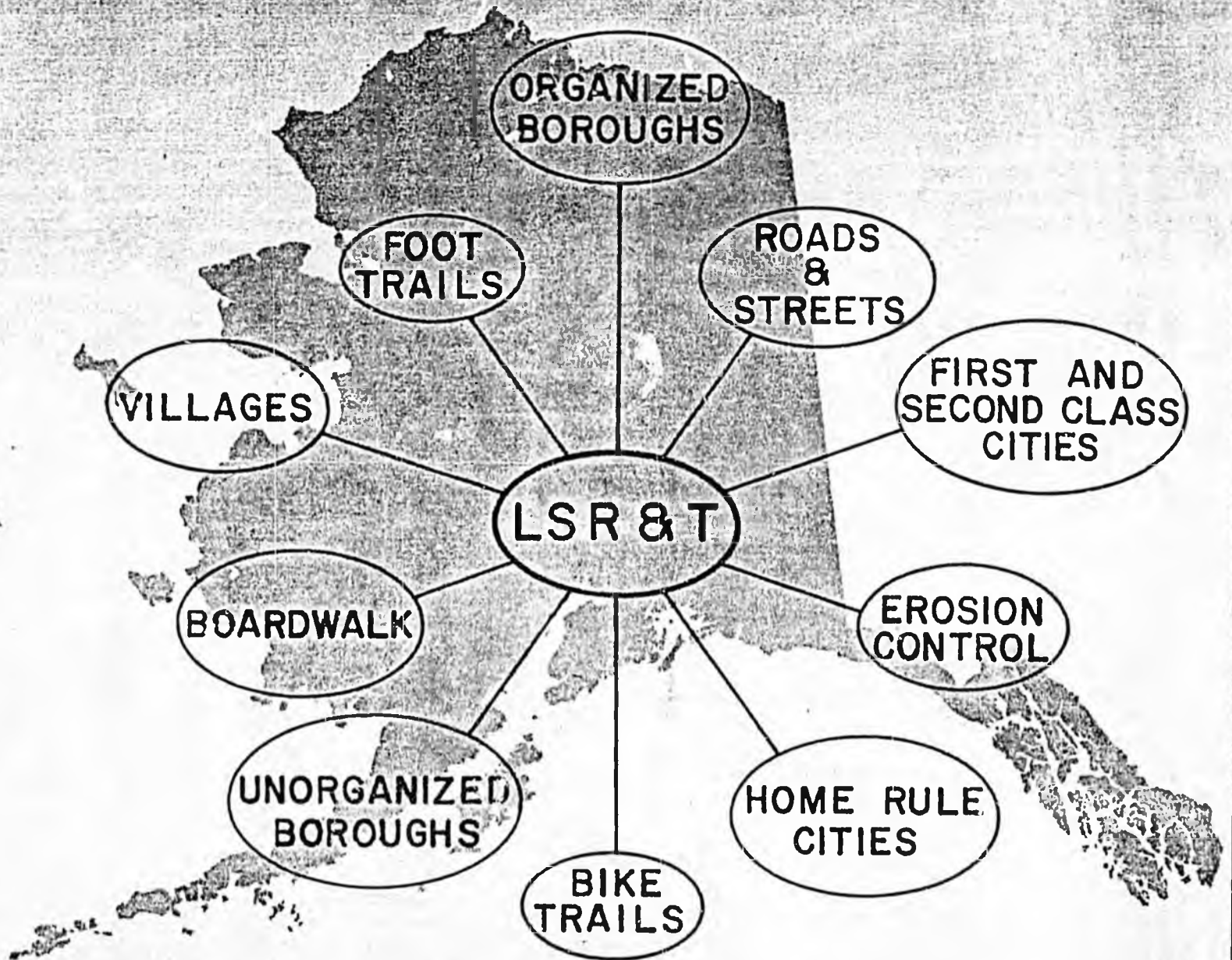
The need for a Local Service Roads and Trails program is further diminished by the budget preparation process initiated by the Governor through the Department of Community and Regional Affairs. In this process DC&RA solicits the communities to submit their list of desired Capital Improvement Projects for evaluation and probable inclusion in the Governor's budget submittal.

# THREE YEAR LOCAL SERVICE ROADS AND TRAILS PROGRAM

1981

1982

1983



STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES

JAY S. HAMMOND  
GOVERNOR



STATE OF ALASKA  
OFFICE OF THE GOVERNOR  
JUNEAU

January 1, 1981

Fellow Alaskans:

This document outlines the 1981, 1982 and 1983 Local Service Roads and Trails Program. Included are project locations, descriptions and estimated costs.

It should be noted this is a planning document of the Department of Transportation and Public Facilities and as with all plans, changing conditions may require modification of the plans in the later years.

All of these projects are in conformance with requests by local governments. Nearly all projects in last year's program for 1980 are complete.

Your extraordinary support of local service roads and trails gives me great pleasure as I submit this, your Three Year Local Service Roads and Trails Program.

Sincerely,

A handwritten signature in black ink, appearing to read "Jay S. Hammond".

Jay S. Hammond  
Governor

## NARRATIVE

### LOCAL SERVICE ROADS & TRAILS PROGRAM

The Local Service Roads and Trails Program provides for construction of local roads and trails which are not included in the federal-aid highway system.

Under the Local Service Roads & Trails Act, funds for home rule cities, municipalities and organized boroughs are allocated by strict formula. These local governments then establish their own project scheduling; therefore, this publication is merely a listing of their individual programs as submitted. Project priorities and scheduling in the unorganized boroughs are based primarily on requests and recommendations of village councils and residents. Personal contact with the villages is established by LSR&T representatives from the Department's regional offices. Village needs are thus determined first-hand, along with approximate costs. Since the cost of requested projects usually exceeds the funds available, the priorities must be established based on need. Local governments often participate in projects costs with their own funds.

Local residents and equipment are utilized wherever practical in the construction of these projects. Not only is this beneficial to the economy of the villages, but it normally reduces the overall cost of the project. A side benefit is the training of local residents who will, in many cases, be maintaining the completed project.

This three years LSR&T Program is based on remaining funds from previous allocations and the 1980 Transportation Facilities bond issue of \$10,000,000 for fiscal years 1981 and 1982.

Funding shown in this program anticipates using all of these funds by the end of calendar year 1982. Therefore, projects shown for calendar year 1983 only can proceed if additional funds are made available.

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STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

*Anch. 3yrs \$2,237,300*

Allocation District 1

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1981			
MUNICIPALITY OF ANCHORAGE	Commercial Drive-3rd Ave., to Mt. View Dr.	1.	323,800
	Arctic Blvd. 44th to International	2.	291,400
	Hillside & Girdwood Community Improvements	3.	101,400
	Eagle River - Chugiak Improvements	4.	252,400
	Bike Trails - Anchorage	5.	68,400
	Bike Trails - Girdwood/Hillside	6.	30,300
	Bike Trails - Eagle River/Chugiak	7.	22,400
KENAI-PENINSULA BOROUGH	Longmere Lake Access Road	8.	150,000
	Murwood Drive	9.	50,000
	Bear Creek Road	10.	200,000
	Base Road	11.	75,000
MATANUSKA-SUSITNA BOROUGH	Lucille St. - Phase I	12.	55,000
	Welch Road	13.	29,500
	King Arthur Drive (Houston)	14.	110,000
	Smith Drive	15.	102,000
KODIAK-ISLAND BOROUGH	Lilly Drive	16.	91,300
CITY OF KENAI	Main Street Loop - Phase I	17.	60,200
CITY OF KODIAK	Mill Bay Road	18.	24,100
CITY OF PALMER	Funds Reserved for Calendar Year 1982 & 1983		
CITY OF SEWARD	City Streets	19.	16,900
UNORGANIZED BOROUGH 1			
Chenega	Village Streets	20.	117,500

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 1

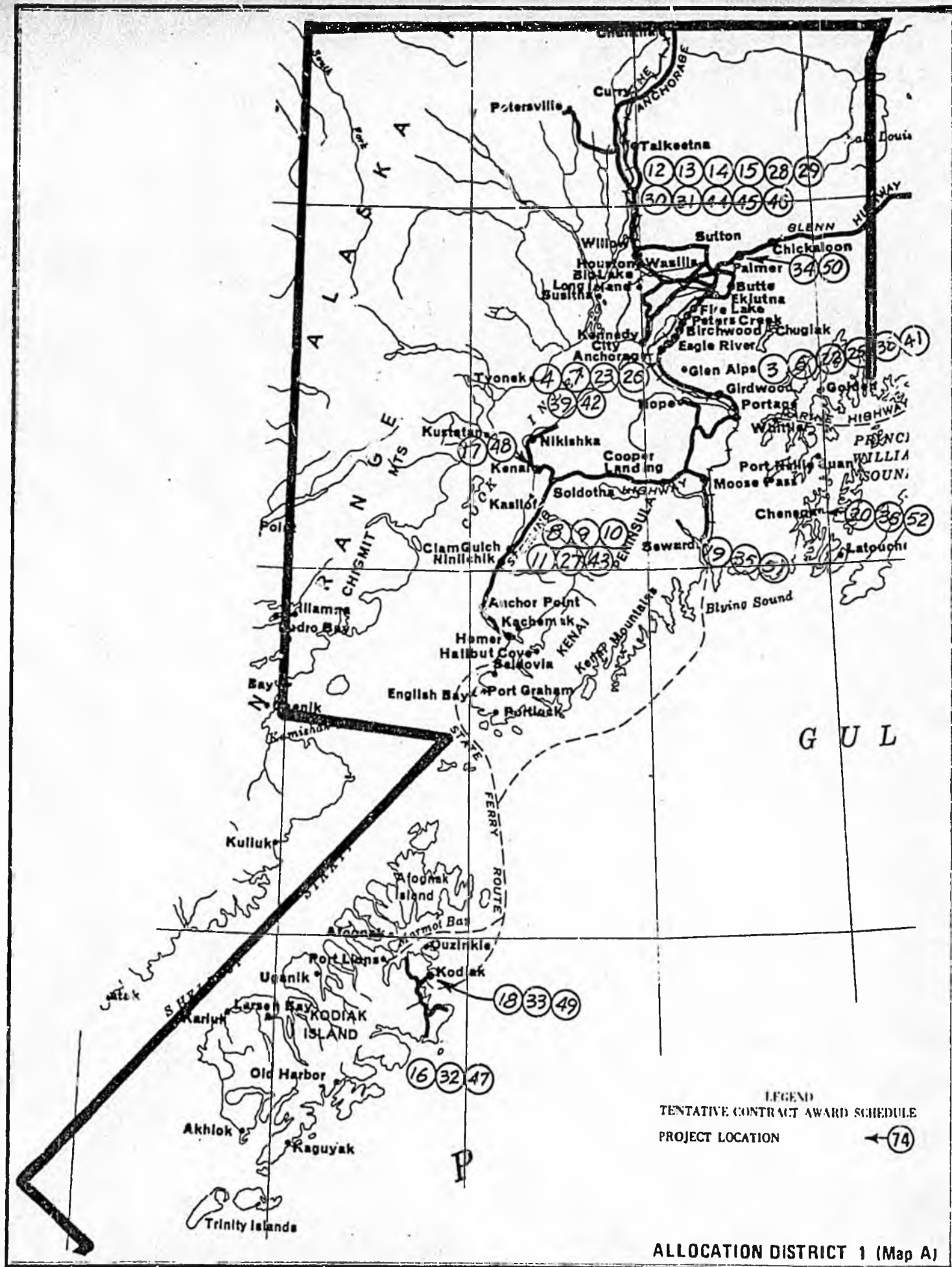
PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1982			
MUNICIPALITY OF ANCHORAGE	36th Avenue-Arctic to Spenard	21.	291,500
	Hillside/Girdwood Community Improvements	22.	129,200
	Eagle River/Chugiak Community Improvements	23.	95,500
	Bike Trails/Anchorage	24.	32,400
	Bike Trails/Girdwood & Hillside	25.	14,400
	Bike Trails/Eagle River & Chugiak	26.	10,600
KENAI-PENINSULA BOROUGH	Feuding Lane	27.	36,000
MATANUSKA-SUSITNA	Palmer West	28.	75,000
	Jupiter Street	29.	20,000
	Bridge-Wilderness East Subdivision	30.	30,000
	Jim Creek Trail	31.	135,400
KODIAK-ISLAND BOROUGH	Womans Bay Drive	32.	91,300
CITY OF KENAI	Funds Utilized in 1981		
CITY OF KODIAK	Ersleine, Wilson & Carolyn Road Improvements	33.	23,100
CITY OF PALMER	North Alaska Street Paving	34.	66,700
CITY OF SEWARD	City Streets	35.	13,500
UNORGANIZED BOROUGH 1			
Chenega	Village Streets	36.	117,500

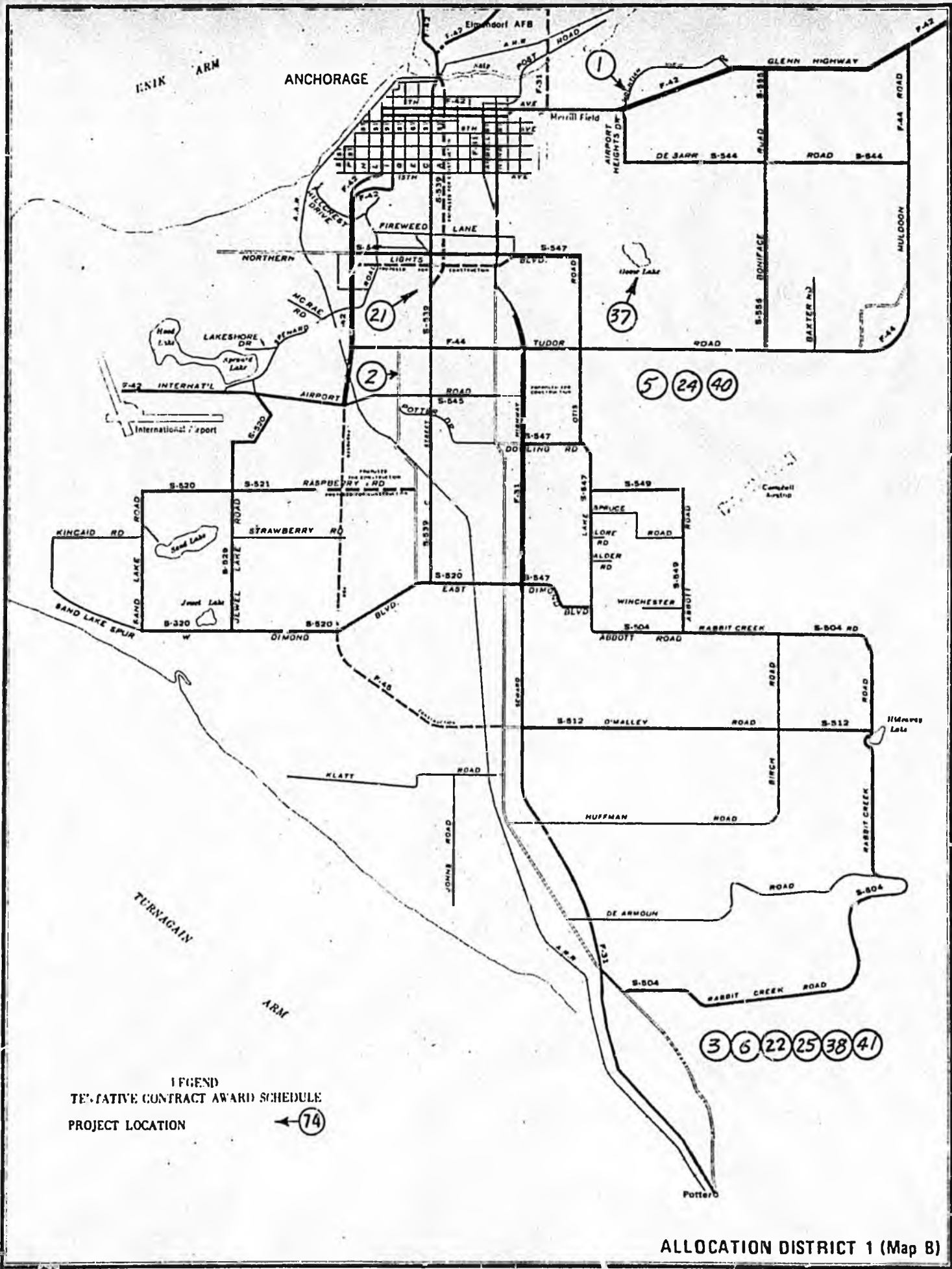
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 1

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1983*			
MUNICIPALITY OF ANCHORAGE	Providence Drive - University to Northern Lights	37.	291,500
	Hillside/Girdwood Community Improvements	38.	129,200
	Eagle River/Chugiak Community Improvements	39.	95,500
	Bike Trails - Anchorage	40.	32,400
	Bike Trails - Girdwood & Hillside	41.	14,400
	Bike Trails - Eagle River & Chugiak	42.	10,600
KENAI-PENINSULA BOROUGH	Lewis Lane	43.	224,000
MATANUSKA-SUSITNA BOROUGH	Lucille St. - Phase II	44.	220,000
	Phile Spees	45.	23,500
	Various Locations Access Roads & Streets	46.	35,900
KODIAK-ISLAND BOROUGH	Bayview Drive	47.	91,300
CITY OF KENAI	Main Street Loop Phase II	48.	30,100
CITY OF KODIAK	Baranof Avenue - 6th to 10th	49.	23,100
CITY OF PALMER	North Gulkana Street - Paving	50.	105,100
CITY OF SEWARD	City Streets	51.	13,500
UNORGANIZED BOROUGH 1			
Chenega	Village Streets	52.	117,500

\* Calendar Year 1983 is unfunded with present allocations.





LEGEND  
 TENTATIVE CONTRACT AWARD SCHEDULE  
 PROJECT LOCATION ← 74

3 6 22 25 38 41

ALLOCATION DISTRICT 1 (Map B)

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 2

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1981			
FAIRBANKS NORTH STAR BOROUGH	Service Area Roads	1 ]	
	Badger-Dennis Intersection	2 ]	
	Badger Road Bike Path	3 ]	650,000
	Chena Hot Springs Road Trail	4 ]	
	Hagelbarger Avenue Extension	5 ]	
	Holmes Road - Dennis to Badger	6 ]	
NORTH SLOPE	Point Lay - Community Roads	**7	310,000
CITY OF FAIRBANKS	No Program Submitted		464,400
CITY OF NORTH POLE	No Program Submitted		1,500
UNORGANIZED BOROUGH II			
HEALY/ANDERSON/NENANA	Local Service Roads	8 ]	
EUREKA	Vehicle Bridge @ Boston Cr.	9 ]	
BEAVER	Village Streets	10 ]	
EVANSVILLE	Village Streets	11 ]	1,370,000
EACLE	Access Road	12 ]	
TETLIN	Access Road	13 ]	

\*\* Refer to Map A Allocation District 4

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 2

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1982			
FAIRBANKS NORTH STAR BOROUGH	Arterial Streets	14. ]	351,000
	Service Area Roads	15. ]	
NORTH SLOPE	Atkasook - Road to Airport	** 16.	290,000
CITY OF FAIRBANKS	No Program Submitted		125,000
CITY OF NORTH POLE	No Program Submitted		1,400
UNORGANIZED BOROUGH II			
CENTRAL	Vehicle Bridge @ Miller Creek	17. ]	488,600
NORTHWAY	Village Streets	18. ]	
RAMPART	Mining Access Road	19. ]	
STEVENS VILLAGE	Village Streets	20. ]	

\*\* Refer to Map A Allocation District 4

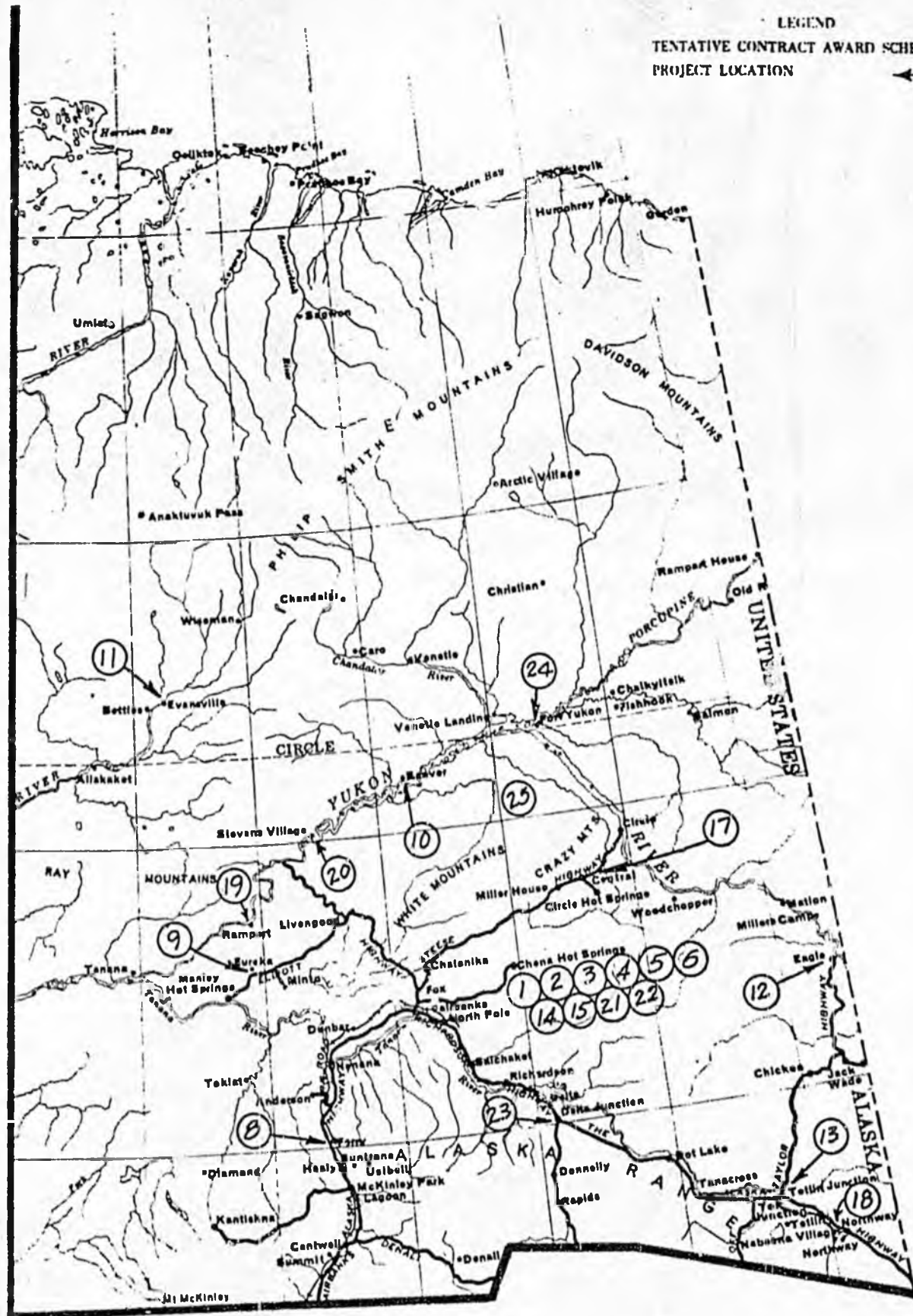
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 2

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1983 *			
FAIRBANKS NORTH STAR BOROUGH	Arterial Streets Service Area Roads	21. ] 22. ]	351,000
NORTH SLOPE	No Program Submitted		289,300
CITY OF FAIRBANKS	No Program Submitted		125,400
CITY OF NORTH POLE	No Program Submitted		1,500
UNORGANIZED BOROUGH II			
DELTA AREA FORT YUKON VARIOUS LOCATIONS	Community Roads City Streets Trails & Access Roads	23. ] 24. ] 25. ]	502,000

\* Calendar Year 1983 is unfunded with present allocations.

LEGEND  
 TENTATIVE CONTRACT AWARD SCHEDULE  
 PROJECT LOCATION ← 74



ALLOCATION DISTRICT 2 (Map A)

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 3

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1981			
CITY & BOROUGH OF SITKA	Price Street	1 ]	100,000
	Sidewalks	2 ]	
KETCHIKAN GATEWAY BOROUGH	Animal Shelter Access	3	20,000
CITY OF KETCHIKAN	Shoenbar Trail Lighting	4	12,500
	Cook Street Drainage	5	6,000
	4 1/2 Alley Drainage	6	13,100
	Tower Road Drainage	7	12,300
CITY OF WRANGELL	Link Road	8	10,000
	Case Avenue	9	20,000
	Cemetary Access Road	10	2,500
CITY OF PETERSBURG	City Streets or downtown parking	11	22,000
HAINES BOROUGH	Paving local streets	12	22,800
CITY & BOROUGH OF JUNEAU	Davis Avenue	13	40,000
HOONAH	Drainage on Lumbago Street	14 ]	
KAKE	Cemetary Access Road	15 ]	
PELICAN	Mussel Street - Phase II	16 ]	
KLAWOCK	Roadway Drainage	17 ]	240,000
MEYERS CHUCK	Service Trails	18 ]	
SKAGWAY	Sidewalk	19 ]	
ELFIN COVE	Boardwalk	20 ]	
VARIOUS LOCATIONS	Road & Trails	21 ]	

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 3

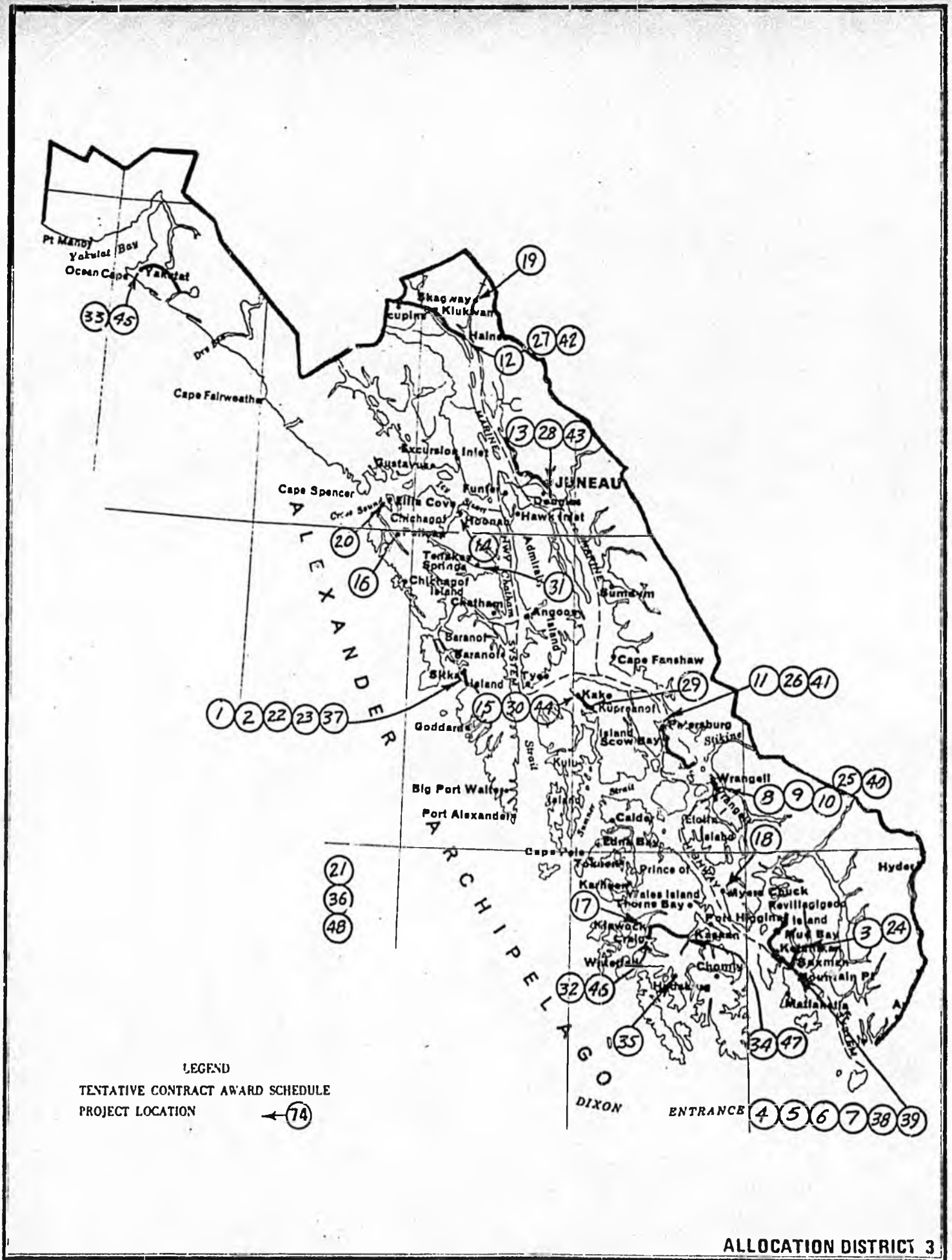
PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
	Calendar Year 1982		
CITY & BOROUGH OF SITKA	Upgrade Dodge Circle Sidewalks	22 ] 23 ]	100,000
KETCHIKAN GATEWAY BOROUGH	Access to subdivisions	24	86,700
CITY OF KETCHIKAN	Funds utilized in Calendar Year 1981		
CITY OF WRANGELL	McKinnon Street	25	22,000
CITY OF PETERSBURG	City Streets or parking	26	22,000
HAINES BOROUGH	Front Street	27	22,800
CITY & BOROUGH OF JUNEAU	Tongass Avenue and Nancy Drive	28	146,000
KUPREANOF	Petersburg Creek to Petersburg Lake Trail	29 ]	
KAKE	Second Street Bulkhead	30 ]	
TENAKEE	Service Trail	31 ]	
CRAIG	Beach Road	32 ]	240,000
YAKUTAT	Bulkheads on Bayview Drive	33 ]	
KASAAN	Drainage on Main Road, Phase I	34 ]	
HYDABURG	Drainage & Surfacing	35 ]	
VARIOUS LOCATIONS	Roads & Trails	36 ]	

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 3

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
	Calendar Year 1983*		
CITY & BOROUGH OF SITKA	Sidewalks	37	65,900
KETCHIKAN GATEWAY BOROUGH	No Program Submitted		41,000
CITY OF KETCHIKAN	Denali Avenue Drainage	38	8,900
	Alaska Avenue Drainage	39	13,100
CITY OF WRANGELL	Church St. from Zimova to Case Avenue	40	42,800
CITY OF PETERSBURG	City Streets or parking	41	21,800
HAINES BOROUGH	Fort Wm. H. Seward Boardwalk	42	22,800
CITY & BOROUGH OF JUNEAU	Radcliff Road	43	93,700
KAKE	Roadway Drainage	44 ]	
YAKUTAT	Access Road to Monit Bay Heights	45 ]	
CRAIG	6th Street, Main to Beach	46 ]	240,000
KASAAN	Drainage on Main Road, Ph. I	47 ]	
VARIOUS LOCATIONS	Roads & Trails	48 ]	

\* Calendar Year 1983 is unfunded with present allocations.



STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 4

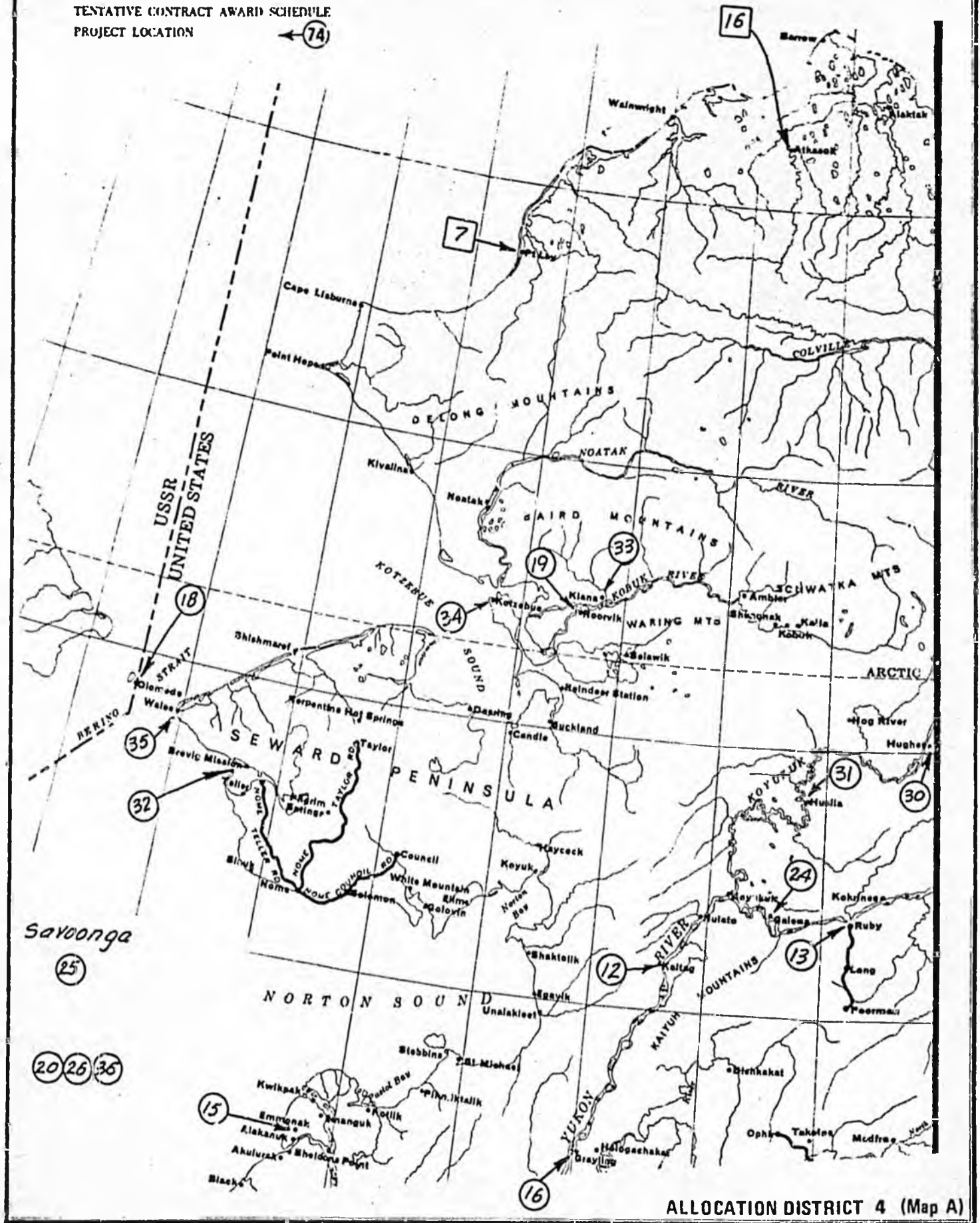
PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1981			
BRISTOL BAY BOROUGH	Savonoski Road - Phase III	1	110,200
UNORGANIZED BOROUGH IV			
CENTRAL REGION			
AKOLMUIT	Boardwalk	2 ]	
ANIAK	Access Road	3 ]	
ATKA	Streets & Vehicle Bridge	4 ]	
ATMAUTHLUAK	Boardwalk	5 ]	
IVANOFF BAY	Boardwalk	6 ]	
KOLIGANIK	Streets & Vehicle Bridge	7 ]	595,000
PERRYVILLE	Vehicle Bridge	8 ]	
SCAMMON BAY	Access Road	9 ]	
TULUKSAK	Boardwalk	10 ]	
TJNTUTULIAK	Boardwalk	11 ]	
INTERIOR REGION			
KALTAG	Streets	12 ]	
RUBY	Streets	13 ]	240,000
WESTERN REGION			
ANVIK	Streets	14 ]	
EMMONAK	Vehicle Bridge	15 ]	
GRAYLING	Streets	16 ]	
HOLY CROSS	Streets	17 ]	
LITTLE DIOMEDE	Foot Trail	18 ]	
NOORVIK	Streets	19 ]	
NULATO-KOYUKUK	Winter Trail Staking	20 ]	
GALENA			660,000

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 4

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1982			
BRISTOL BAY BOROUGH	Funds Utilized in Calendar Year 1981		
CENTRAL REGION			
WAPAKIAK	Boardwalk	21 ]	
NEW STUYAHOK	City Streets	22 ]	203,000
QUINHAGAK	Boardwalk	23 ]	
INTERIOR REGION			
GALENA	Community Roads	24	62,000
WESTERN REGION			
SAVOONGA	Access Road	25 ]	
NULATO-KOYUK GALENA	Winter Trail Staking	26 ]	120,000

LEGEND  
 TENTATIVE CONTRACT AWARD SCHEDULE  
 PROJECT LOCATION



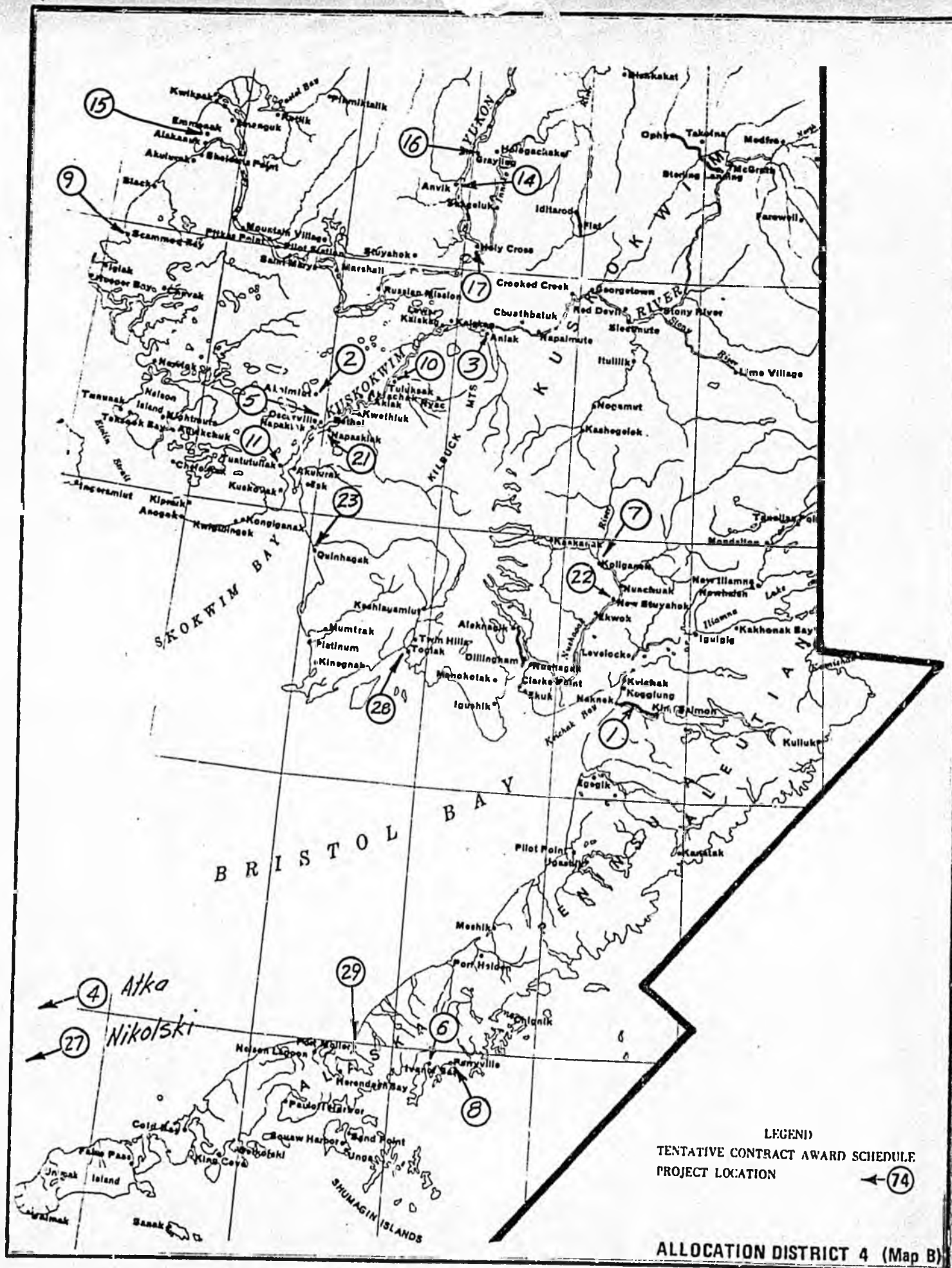
ALLOCATION DISTRICT 4 (Map A)

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 4

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1983*			
BRISTOL BAY BOROUGH	No Program Submitted		22,400
UNORGANIZED BOROUGH IV			
CENTRAL REGION			
NIKOLSKI	Access Road	27 ]	
TOGIAK	City Streets	28 ]	420,000
UGASHIK	Village Streets	29 ]	
INTERIOR REGION			
HUGHES	City Streets	30 ]	
HUSLIA	City Streets	31 ]	111,800
WESTERN REGION			
BREVIG MISSION	Boardwalk	32 ]	
KIANA	Access Road	33 ]	
KOTZEBUE	Access Road	34 ]	395,000
WALES	Access Road	35 ]	
YUKON-KOBUK	Winter Trail Staking	36 ]	

\* Calendar Year 1983 is unfunded with present allocation.



LEGEND  
 TENTATIVE CONTRACT AWARD SCHEDULE  
 PROJECT LOCATION

← 74

ALLOCATION DISTRICT 4 (Map B)

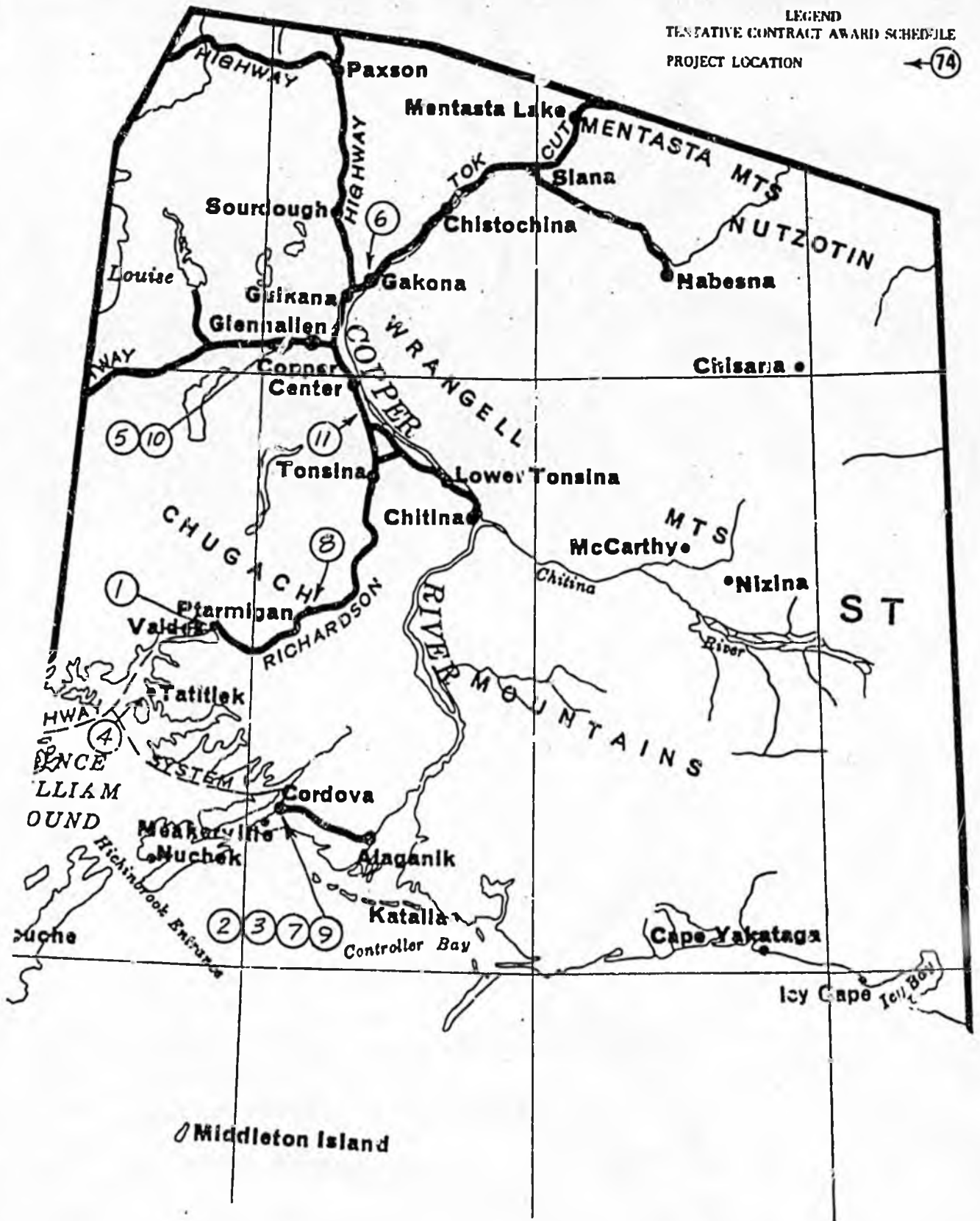
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 5

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1981			
CITY OF VALDEZ	West Egan Drive	1.	120,800
CITY OF CORDOVA	First Street Trestle	2.	69,500
	Railroad Avenue	3.	30,500
UNORGANIZED BOROUGH V			
TATITLEK	Airport Access Road	4. ]	285,000
GLENNALLEN	School Access Road	5. ]	
GAKONA	Foot Bridge	6. ]	
Calendar Year 1982			
CITY OF VALDEZ	Fund Utilized in Calendar Year 1981		
CITY OF CORDOVA	Second Avenue Paving, Phase I	7.	30,400
UNORGANIZED BOROUGH V			
Tzaina (Lost Lake)	Lake Access Road	8.	59,800
Calendar Year 1983*			
CITY OF VALDEZ	No Program Submitted		20,900
CITY OF CORDOVA	Second Avenue Paving, Phase II	9.	30,400
UNORGANIZED BOROUGH V			
GLENNALLEN	Village Street - Paving	10 ]	142,900
TAZLINA	Copperville Subdivision	11 ]	
	Street Paving		

\* Calendar Year 1983 is unfunded with present allocations.

LEGEND  
 TENTATIVE CONTRACT AWARD SCHEDULE  
 PROJECT LOCATION ← 74



ALLOCATION DISTRICT 5

IDITAROD TRAIL COMMITTEE, INC.

POUCH X

WASILLA, AK. 99688

GRANT PROPOSAL



# IDITAROD TRAIL COMMITTEE, INC

January 5, 1983

Pappy H. Moss  
Alaska State Legislature  
Pouch V (MS 3100)  
Juneau, Ak. 99811

Dear Mr. Moss:

Iditarod '83 will start our second decade of the longest sled dog race in the world. And, quite frankly, we are proud of our contribution to promoting Alaska and long distance sled dog racing. Our emphasis has always been on strict rules regarding treatment of dogs on the trail and sportsmanship among the mushers. ITC has always wanted to reflect the most positive image possible on both the Iditarod and the State of Alaska.

This race we are expecting a record breaking number of mushers to sign up. In addition to the teams, we have hundreds of volunteers working hundreds of hours seeing to the details of the race from Anchorage to Nome. Our volunteers give of their time and many put expensive equipment, such as HAM radios and airplanes, on the line for us. People from every walk of life, lawyers, veterinarians, pilots, trappers, engineers clerks, subsistence dwellers, all join together in a special camaraderie.

Our news media coverage is international. The race has been filmed and reported by the British, Spaniards, Canadians, Germans, and we are working with STV in Japan on the possibility of filming Iditarod '83. CBS and ABC have covered the race. A thirty minute ABC 20/20 show last spring on the race and Susan Butcher has handled inquiries from all over the lower 48.

The January issue of GEO Magazine has an article on Iditarod. National Geographic will follow with a story in their March issue. And once again, CBS has international rights to live coverage of Iditarod '83.

Iditarod Sled Dog Race has become a year 'round business. Although we have tremendous sponsors for the race, we must turn to the State again and hope you merit our contributions to tourism and State exposure worthy of support of our two proposals.

The first proposal deals with the race itself. These requests are ones we feel will enhance the quality, safety, and organization of the Iditarod.

Our second proposal is for a much needed permanent headquarters. This building would include our offices, a sales outlet, and a museum.

IDITAROD '84

MEDICAL CARE AND DRUG TESTING PROGRAM FOR DOGS

Our veterinarians try to be at every checkpoint to check and administer any needed care to the dogs. The vets have the final say on a dog continuing in the Race. They also have medical supplies available to treat minor irritations and injuries. And, as our rules state, any dog that expires on the trail must have an autopsy.

Because of the rich purse and intense competition among mushers, ITC makes it a priority to keep drugs from being used on a dog. The vets have a right to randomly check dogs during the race for drugs. Then all dogs are checked at the end of the race. These samples are sent to Cornell University in New York for analysis.

For medical supplies, autopsies, drug testing supplies, sample shipping cost, and analysis.

Cost.....\$9,850.00

IDITAROD AIR FORCE

Our trail Air Force is composed of volunteers who are willing to fly their planes along the trail to move dog food, vets, hams, dropped dogs, race officials, and any other person or object needing to go from checkpoint to checkpoint. Because of the financial restrictions on the Iditarod, we have never been able to provide the full protection the private pilot needs. Airplanes and parts have become so expensive, we can no longer recruit pilots and expect them to "out-of-pocket" any damage to their plane while flying for the Iditarod.

Full coverage aviation insurance for Iditarod Air Force during March.....\$5,050.00

AIRCRAFT

Each year our trail manager must start earlier flying up the trail. Checkpoints and checkers must be secured. Trail breaking, marking, and maintenance must be coordinated. All of this is done before the race.

During the race, it is becoming essential ITC have a plane at our disposal. Each year brings different emergencies. We must get our Race Marshal to a checkpoint, or a doctor in to treat an injured musher, or a vet to an injured dog. To ensure the safety of our mushers and their teams, the enforcements of our rules, and a organized operation, we are requesting funding for a Maule M-6 airplane.

Cost.....\$48,000.00

RADIOS

For better communications so we are able to respond to problems and emergencies, we need high frequency portable radios. These radios may be used by our pilots or ground crews.

Four (4) HF Radios.....\$4,750.00

SNOWMACHINES

Of course there are times when all air support is grounded by weather. But our race continues. To enable our officials and trail breaking crews to operate we need double track machines. If we have an emergency somewhere a plane cannot land, we need the machines to get to the location. And, just to have the ability to maintain surveillance between checkpoints, the machines would be invaluable.

Two Alpine double track snowmachines.....\$10,400.00

Each year we offer a \$100,000.00 purse to the top twenty mushers. This distinguished the Iditarod as not only the longest sled dog race in the world, but also the richest. This purse also ensures the Iditarod a place in the major athletic events in the world. The purse gives mushers the incentive to train for the race. Consequently we have mushers and teams that are physically and mentally prepared to challenge the Iditarod Trail.

Money for purse.....\$35,000.00

TOTAL JF PROPOSAL #1

\$113,050.00

## PERMANENT IDITAROD HEADQUARTERS

Each year interest in the Iditarod Sled Dog Race grows.

According to surveys done with our out of state visitors, the Iditarod fulfills the image and fantasy of Alaska. News media from the world over come to report the "Last Great Race." Because of the coverage, more and more tourists want to visit Iditarod Headquarters and see first hand the operation of the race.

After ten years we have collected invaluable paraphernalia connected with each race. These items are a part of our history, but are perilously close to being lost because we have no place to store them. The impression each visitor or reporter leaves our headquarters with reflects on the Iditarod and our great state.

At present we are located above Teeland's Country Store in Wasilla. As our volume of traffic increases, not only is it disruptive to Teelands, but our own space is grossly strained. We have no place to store our race records or paraphernalia. Nor do we have the space to accommodate volunteers working on the race and visitors at the same time.

Because of the problems listed above, the Iditarod Sled Dog Race is requesting funding for a permanent headquartes in Wasilla. We want our building to be in the true spirit of Alaskan history and dog mushing, so our decor would be styled on a log cabin -- Roadhouse theme. To complement our building, we need an acre of land that can be landscaped to encourage visitors to stop and enjoy.

In our headquarters we need office space, storage area, conference room, retail sales outlet and a museum. Maximum exposure for our building is a must to ensure us the tourist and drop in trade we

will count on to cover operation and maintenance.

Our request is for: a 3350 sq. ft. building at \$100 per foot building .

Cost.....\$335,000.00

One acre land located on Parks Highway in or about Wasilla.

Cost .....\$ 26,000.00

Office equipment, furnishings, display cases, cash register, shelves, hangars, and protective equipment for museum.

Cost.....\$ 53,000.00

Landscaping, artwork, outside tables and benches and plaques.

Cost.....\$ 18,000.00

TOTAL REQUEST.....\$422,800.00

\*\*\*\*\* BROWSE FILE IN BILL ORDER \*\*\*\*\*

BILL NUMBER	STATUTE	ACTION
SB 7	01.10.070	REFERENCE
SB 7	19.30.111	REFERENCE
SB 7	19.30.121	REFERENCE
SB 7	19.30.127	REFERENCE
SB 7	19.30.131	REFERENCE
SB 7	19.30.141	REFERENCE
SB 7	19.30.151	REFERENCE
SB 7	19.30.161	REFERENCE
SB 7	19.30.171	REFERENCE
SB 7	19.30.181	REFERENCE
SB 7	19.30.201	REFERENCE
SB 7	19.30.211	REFERENCE
SB 7	19.30.221	REFERENCE
SB 7	19.30.231	REFERENCE
SB 7	19.30.233	REFERENCE
SB 7	19.30.241	REFERENCE
SB 7	19.30.251	REFERENCE
SR 8	35.25.040	ADDED
SB 9	41.20.070	AMENDED

SELECT A BILL NUMBER AND HIT ENTER BILL NUMBER SB 9 STATUTE 4120070

RETURN TO MAIN MENU ?

129 SLA 1968

HB 636 am 5

HC 636

HB 782

Malone

Chapter 0129 SLA 1968

Chapter 0158 SLA 80

/

# COMMITTEE TAPE LOG 1983

tape no. 1, side B

committee: Senate Transportation

date 2/10/83 to \_\_\_\_\_

bill numbers: SB7 | | | | | | | |

other information:

Date/Time	Tape Meter No.	Bill	Significant Information (Witness, Action)
2/10/83	435	SB7	Call to Order
	455		Sen. Ferguson - Prime Sponsor - described Bill and program, discussed phase-out of program
	558		Questions - McMan asked whether communities have difficulty with agreements with DOT due to ongoing maintenance constraints.
	609		Sen. Fabrikowski responds
	615		Sen. Fairs question
	625		Sen. Ferguson's answer
	654		Sen. Kestalla testify on history of SB7 as response to farmed market road project in 71 or 72. Proposed system to build corridors into arterials - only legal way to build secondary roads - local response to regional system of DOT/PE

# COMMITTEE TAPE LOG 1983

tape no. 1, side B

committee: \_\_\_\_\_

date 2/10/83 to \_\_\_\_\_

bill numbers: 

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other information: \_\_\_\_\_

Date/ Time	Tape Meter No.	Bill	Significant Information (Witness, Action)
	749		Sen Fahrenkamp - from a second class bridge. not sure how long when local government chose for themselves where they need roads, rather than DOT choosing roads.
	770		Sen Kestula - only legal way
	784		Sen Fahrenkamp - insurance
	795		Sen Kestula - under constitution
	838		Sen Moss - Delta area
	851		Sen Moss - Delta area Ngt Kenny - <del>St. Louis</del> <sup>San Juan</sup> Loop road - series 56 flume
	860		- good possibility (Moss)
	870		Appare <del>Dean</del> Dean doubled road system
	885		Moss - recognized Bob
	891		Bob Machado - Bay scouts have marked trails - expressed concern over farm <sup>use</sup> site of Sawmill Creek trail.

# COMMITTEE TAPE LOG 1983

tape no. \_\_\_\_\_

committee: Senate Transportation

date \_\_\_\_\_ to \_\_\_\_\_

bill numbers: 

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other information:

Date/ Time	Tape Meter No.	Bill	Significant Information (Witness, Action)
2:00	931		Unnamed road needs Moss - this bill would help your historical society
	950		Ed Kieker - Boy Scouts of America - wants bicycle trail
	969		Moss - Bond appropriation in 1978
	980		Ed - money is not supposed to be used outside city limits
	985	Moss	Clyde will check it out - not enough money
	003		Moss - Linda, any other else
	11		buschpage - no participants Saldana - no answer
	19		Fairbanks - no answer
	25		Valdez - Gene Wright will speak - Engineer for city of Valdez - 2 discontinuous sections of lake path. Historic goat trail through Keystone

# COMMITTEE TAPE LOG 1983

tape no. 6 side B

committee: Senate Transportation

date 2/10/93 to \_\_\_\_\_

bill numbers: SB 7 | | | | | | | |

other information:

Date/ Time	Tape Meter No.	Bill	Significant Information (Witness, Action)
	042		Moss - hope this program will help you out
	046 051		Moss - any other cannot Gilman - Bates, Quinter John Bates, North Commander of DOT/PE
	061		Gilman - we have heard that DOT/PE does not want to take on any more roads for maintenance
	075		Bates - we have tried to get local
	083		Gilman - DOT/PE has made a <del>continuous</del> conscience effort not to accept.
	120 138		Bates - quoted from legislator Gilman. not that I am opposed to this bill, but money may not be used if DOT/PE won't maintain.
	154		Bates - if they have road powers, we would like them to
	161		



# Alaska State Legislature

SENATOR  
H. PAPPY MOSS  
P.O. BOX 182  
DELTA JUNCTION, ALASKA 99737  
(907) 895-4384



WHILE IN JUNEAU  
POUCH V  
JUNEAU, ALASKA  
99811  
(907) 465-4921

## State Senate

### FIVE-DAY NOTICE OF FIRST PUBLIC HEARING

SENATE TRANSPORTATION COMMITTEE

DATE: February 2, 1983

<u>BILL NUMBER</u>	<u>TITLE</u>	<u>DATE OF HEARING</u>	<u>TIME</u>	<u>PLACE</u>
SB 7	"An Act making an appropriation to the Department of Transportation and Public Facilities for local service roads and trails; and providing for an effective date."	2-10-83	1:30 p.m.	Butrovich Room

STATE OF ALASKA  
PRELIMINARY STATEMENT OF FISCAL IMPACT

Bill No: SB7 Date on Bill: 1/18/83  
 Title: An Act making an appropriation to DCTPF for local service roads and trails  
 Sponsor: Ferguson, Kerttula, and Moss  
 Requestor: \_\_\_\_\_

1. Estimated fiscal impacts on:

a. Expenditures:

(Thousands of Dollars)

	FY 83	FY 84	FY 85	FY 86
Capital	10,000.0			
Operating		209.0	218.0	
Total	10,000.0	209.0	218.0	

b. Revenues:

Revenue				
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2. Source of funds to offset fiscal impact of bill:

Not identified by sponsors of bill.

3. Assumptions:

4. Disclaimer:

This statement has not been reviewed by the OMB in the Office of the Governor. It does not represent the policy of the Sheffield Administration or the final estimate of fiscal impact.

Prepared By: Wayne Weeks Phone: 465-4070  
 Division: Planning and Programming Date: 2/10/83  
 Approved by Commissioner: *J. Brate* Date: 2/10/83  
 Department: Transportation and Public Facilities

Jistribution:

- Original to Legislative Finance
- Copy to OMB
- Copy to Sponsor
- Copy to Requestor

2/8/83

HERE TO OBSERVE:

- 1. ROBERT ANDER, VALDEZ TRAILS SERVICE COMMISSION, BOX 543, VALDEZ 99686  
835-1909
- 1. GENE WRIGHT, CITY OF VALDEZ PROJECTS ENGINEER, BOX 370, VALDEZ 99686  
835-4713

NXT MSG U/R/C \_ PREV MSG U/R/S \_ RESEND \_ CANCEL \_

MSG 83-00007594 PRTY 1 02/10/83 13:47:50 ORIG: LF01 IN= 0001 OUT= 0001  
 FROM: ANNIE IN FAIRBANKS TO: JUNEAU T/C  
 TARGET: LJ20 SUBJ: SEN. TRANSP. S.B.7 T/C 2/10/83 PAGE 001

HERE TO OBSERVE:

- 1. THOMAS SCHWETZ, FAIRBANKS NORTH STAR BOROUGH, P.O. BOX 1267, FAIRBANKS  
99701 452-4744

NXT MSG U/R/S \_ PREV MSG U/R/S \_ RESEND \_ CANCEL \_

MSG 83-00007593 PRTY 1 02/10/83 13:43:40 ORIG: LD00 IN= 0005 OUT= 0001  
 FROM: LINDA/DELTA TO: TIN  
 TARGET: LJ20 SUBJ: SB 7 ROADS & TRAILS T/C PAGE 000

TIN:

ADDITIONAL PART: ED KIKER, BOX 15, DELTA JCT. ALASKA 095-4718  
 REP. BOY SCOUTS

NXT MSG U/R/S \_ PREV MSG U/R/S \_ RESEND \_ CANCEL \_

MSG 83-00007592 PRTY 1 02/10/83 13:30:34 ORIG: LD00 IN= 0004 OUT= 0001  
 FROM: LINDA/DELTA TO: TIN  
 TARGET: LJ20 SUBJ: SB 7 ROADS AND TRAILS T/C PAGE 001

- PART # 1 NAT KENNEY, BOX 1080 DELTA JCT. 99737 095-4443  
REF. SELF
- # 2 JOANN DEAN, CITY CLERK, CITY OF DELTA JCT.  
BOX 229, DELTA JCT. 095-4656
- # 3 BOB MACHADO, MILE 1414 AK. HGH. DELTA JCT.  
095-4750 REP. SELF..

OBSERVER:

- # 1. FERN BARKNESS, BOX 852 DELTA JCT.  
REF. SELF..

COMMITTEE REPORT  
SENATE

1/18/83

FURTHER: FINANCE

Date: 2-10-83

Mr. President:

The Committee on TRANSPORTATION has had SENATE BILL NO. 7

An Act making an appropriation to the Department of Transportation and Public Facilities for local service roads and trails; eff. date.

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

- do pass  do not pass
- do pass with attached amendments(s)
- replace with CS for \_\_\_\_\_  same title  
 new title
- and recommends \_\_\_\_\_
- AND attaches a "Letter of Intent"  New Fiscal Note
- reports it back without recommendation
- referred to the \_\_\_\_\_ Committee

MEMBERS SIGNING  
DO PASS

MEMBERS HAVING  
OTHER RECOMMENDATIONS:

\_\_\_\_\_

\_\_\_\_\_

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CHAIRMAN

# Alaska State Legislature

SENATOR  
H. PAPPY MOSS  
P.O. BOX 182  
DELTA JUNCTION, ALASKA 99737  
907/895-4794



WHILE IN JUNEAU  
POUCH V  
JUNEAU, ALASKA  
8981  
907/465-4921

## State Senate

### MEMORANDUM

Date: February 9, 1983

Subject: Some DOT/PF Correspondence Concerning the Local Service Roads and Trails Program

To: Committee Members  
Senate Transportation Committee

From: Senator H. Pappy Moss, Chairman,  
Senate Transportation Committee *HPM*

Please find attached three pieces of correspondence included to provide some documentation on the position of DOT/PF regarding the LSRT program.

The first letter, dated November 24, 1982, is included to illustrate the response given by DOT/PF to local communities requesting funding under the LSRT program. The bracketed portion is highlighted as the relevant text concerning DOT/PF's philosophy toward the program.

The second letter, dated April 16, 1982, is included to provide an example of a local community's response to DOT/PF's attitude toward the LSRT program.

The third piece of correspondence is included to show the positive attitude of DOT/PF field managers toward the program.

# STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
Division of Planning and Programming, Interior/Western Region

University Plaza - West, Suite D  
600 University Avenue  
Fairbanks, Alaska 99701  
(907) 479-4284

November 29, 1982

Robert L. Brean  
Executive Director  
Upper Tanana Development Corporation  
P.O. Box 459  
Tok, AK 99780

Dear Mr. Brean:

RE: Tok Homesite Tract Road

We are responding to your letter of November 1, 1982 to Mr. Don Ronken, Regional Local Service Roads and Trails Engineer, regarding an access road to Homesite Tract ASL Survey #77-164.

The Department has not requested funding for continuance of the Local Service Roads and Trails Program in recent budget requests, since the functions of this program have been largely supplanted in recent years by the Municipal Grant Program and by line item appropriations added by the legislature to our Departmental request. Determination of projects to be added as grants or line item insertions is a prerogative of the legislature.

This policy has enabled the Department to concentrate its resources on the urgent needs of the regional transportation system, from reconstruction and rehabilitation of the existing major roads and bridges to upgrading essential rural airport runways and lighting systems.

Our statewide transportation needs assessment already includes in excess of four billion dollars worth of needed improvements to the existing system. This tremendous backlog of identified projects coupled with the reduced state revenues now being projected makes it increasingly difficult to include in our budget our priorities for the facility improvements required for inter-community transportation, and certainly precludes us from budgeting for new facilities to service strictly local needs.

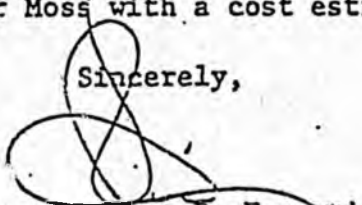
While your request is relatively small and for good purposes, there are far too many local needs of this type in our region for us to make an exception to our policies for your particular request.

November 29, 1982

We would be happy to provide technical assistance, in terms of engineering expertise and cost estimates, but are unable to include an actual funding request in our annual Capital Improvement Program.

Given these situations in relationship to your immediate need, it is suggested that you contact your local legislative contingent to ascertain if they might be willing to include a grant or appropriation for the access road during the coming session. We will be forwarding a copy of your letter to Senator Moss with a cost estimate.

Sincerely,



Robert R. Venusti  
Director

cc: Senator H. "Pappy" Moss ✓

# fairbanks north star borough

p.o. box 1267 520 fifth ave. fairbanks, alaska 99707 907-452-4761



April 16, 1982

Commissioner Bob Ward  
State of Alaska  
Department of Transportation  
Pouch Z  
Juneau AK 99811

Dear Commissioner Ward:

I am responding to your March 12 letter in which you expressed your plans to phase out the Local Service Roads and Trails program.

I regret that you feel the need for this action, since the LSR&T Program provides a real and an essential service to people in this area. I do understand the impact of this program on your department and the problems which can arise--and have done so--in this regard. I would ask, however, that we first attempt to safeguard these services to the public and attempt to prevent the negative consequences which an abrupt elimination of the program would generate.

Your letter makes several statements with which I cannot concur, at least in regard to the comments on local government.

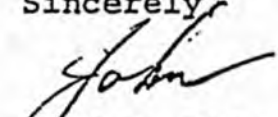
I think we are all aware that the state capital projects funding to local governments, as well as to state agencies, is being drastically reduced this year because of declining revenues to the State of Alaska. The special capital project funds we have received in the last two years have been for one-time activities and were specifically designed not to involve the Borough in expanded program operations.

Consequently, I can assure you that we do not have special funds in reserve which could be called upon to fund phased-out LSR&T activities. I would ask that, in view of the serious consequences which could flow from the elimination of this program, that DOT officials contact

Commissioner Bob Ward  
April 16, 1982  
Page two

their appropriate Borough counterparts to discuss ways and means by which a mutually beneficial arrangement might be reached, without first taking action that might later result in some harm to the public at large.

Sincerely



JOHN A. CARLSON  
Borough Mayor

/sek

TO: Charles D. Karella  
State LSR&T Engineer  
DOT/PF  
Headquarters/Juneau

DATE November 24, 1982

FILE NO

TELEPHONE NO 443-5266

FROM: Jeffrey S. Chandler *JSC*  
Acting LSR&T Manager  
DOT/PF  
Interior Region/Nome Residency

SUBJECT: LSR&T Program In Rural Communities

In response to your enquiry regarding the involvement of the Local Service Roads and Trails Program in rural communities of Western Alaska, and the attitudes held by the rural communities towards the Program, I offer the following information.

The LSR&T Program generally has been highly regarded and supported by the bush communities. The underlying reasons for this are as follows:

### I. LOCAL PRIORITIES

The City Council of each community sets the priorities for local service projects needed in that community.

This process insures the Program's responsiveness to local needs. Within the limits of available funding, a community may designate access roads, local streets, bridges, boardwalks, or trail repairs for inclusion under the Program. Since LSR&T is primarily a reimbursement program, the local governing body may start construction as soon as a Project Agreement is approved and materials or equipment available, and is then reimbursed periodically for expenses. For larger heavy construction projects utilizing State equipment or a private contractor, costs are generally paid directly by the State.

### II. LOCAL INVOLVEMENT

The local community has direct input into all phases of each project, from planning through construction.

The scope of the project selected is determined by the City Council, within the limits of sound engineering principles. For locally constructed projects, flexibility is preserved through the construction phase, allowing alterations to accommodate local concerns which may not have been anticipated initially. Although LSR&T administers the project, it is basically a community enterprise in which the community shares responsibility. Through cooperative effort the State provides a helping hand rather than a hand-out. A completed project becomes a source of pride for residents of a rural community because they were integrally involved in creating the end product.

### III. LOCAL HIRE

Locally hired crews are employed to construct most rural LSR&T projects.

With labor intensive projects such as boardwalks and trail construction, the crew is hired locally by the local governing body which also appoints a local foreman.

Day to day operations of small scale heavy construction projects involving local equipment are also handled by a local foreman. On larger heavy construction projects involving State equipment, LSR&T may provide a foreman and/or a heavy-duty mechanic, while the construction crew is hired locally. In the event the local labor pool is exhausted, workers are generally sought from neighboring villages. The primary exception to this procedure occurs when a project has been let to contract, where hiring is done by a contractor whose policies generally tend to be more restrictive than those of local managers.

#### IV. LOCAL TRAINING

Training of local residents in new skills is necessary for most remote LSR&T road projects.

It is unusual to find the required number of qualified equipment operators and truck drivers locally available for the typical local road construction project. Training is therefore provided by an LSR&T representative or designated foreman and mechanic. Emphasis is placed on proper equipment care and usage, not only for safety reasons, but also to avoid unnecessary downtime. Safety awareness is encouraged through the life of a project in order to reduce the chances for injury or accident. This policy of training employees allows a greater proportion of local residents to obtain jobs than is the case with contractors, who generally require skilled workers for available positions. It also results in an added benefit outlasting the life of the project: a pool of trained workers who may be able to later obtain jobs for which they were previously unqualified.

#### V. LOCAL EQUIPMENT

Local equipment, public or private, is utilized for heavy construction projects whenever available.

For local road projects, LSR&T encourages the use of locally available equipment: from the local governing body, from DOT/PF, or from other public or private sources, in any combination necessary to perform the work. This practice results in substantial cost savings and production increases for the project, by avoiding the extra costs of mobilizing equipment from outside the community. LSR&T also has its own construction fleet, which is generally moved from project to project on an annual basis to supplement local equipment. In the event that adequate equipment is not available either locally or from LSR&T, and when private enterprise is available, then a project is generally put to contract with a contractor who is preferably already mobilized on site. It should be noted here that due to age and the phase-out of the LSR&T Program, most of the LSR&T equipment fleet will have been exceeded by the end of the year.

#### VI. REGION WIDE PROJECTS

All local communities in the Nome Residency area are eligible for participation in LSR&T's region-wide projects.

Winter Trail Staking and Shelter Cabins are two projects in which most rural communities participate annually. Although a limited amount of funds are available, these are distributed among local communities to help defray the costs of marking trails each winter, and the costs of putting up shelter cabins on the most heavily used trails for the use of the traveling public. A limited number of permanent trail markers are installed each year during Trail Staking. Permanent trail markers could be installed on the 1,400 miles of primary overland

trails in the Nome Residency area within two years, if current funding levels were doubled.

#### VII. PROFESSIONAL SUPPORT

Technical support services are provided to each project in proportion to the demands of the project and the needs of the community.

Engineering, supervisory, mechanical expertise, and expediting services are available for each LSR&T administered project. Where sufficient local initiative, labor, and expertise is available, periodic visits of the LSR&T Engineer is all that is required, resulting in lower administrative charges to the project. For small scale heavy construction projects, LSR&T provides a highly qualified roving heavy-duty mechanic, who periodically visits each project as needed to assist the local foreman in handling complex emergency mechanical repairs. For larger scale projects, the LSR&T Engineer or designated representative may direct the project and provide experienced foreman and qualified heavy-duty mechanic for the duration of the work. The key to this approach is flexibility: the fewer the resources of a local community, and/or the more complex the nature of the project, the greater the level of direct assistance provided, and vice-versa.

#### VIII. ADMINISTRATIVE SUPPORT

Most rural communities need some administrative support to keep their projects from bogging down.

This applies to a majority of local development projects involving local administration, whether funded through LSR&T, special legislative appropriations expended through LSR&T, or direct legislative grants to the villages. This need can be met by consulting engineering firms and contractors where funds are sufficient. However, for smaller projects a little common sense advice and direction is frequently all that is required, rather than a costly and lengthy study which doesn't help the local governing body with the day to day problems associated with doing its own construction projects. Although not mandated to do so, LSR&T has been providing technical information, quantity and cost estimates, and alternative recommendations to villages seeking guidance for the application of their direct grants for new construction equipment, new equipment storage buildings, and local transportation-related construction projects. The Nome office has handled seventeen such calls from different villages in the last five months.

#### IX. SUMMARY

Given the limits of available funding for rural areas, the LSR&T Program has made some substantial contributions in helping local communities to meet their own transportation needs. By and large, remote communities have not requested advanced development projects. Basic projects have been the rule, providing boardwalks, access roads, or streets for the community, frequently for the first time. Additionally, the Program has received strong support from the Bering Straits and NANA Regional Native Corporations, in the form of streamlined permit procedures, free use materials, and expedited right-of-way reconveyance agreements. Finally, the LSR&T Program has retained the flexibility to fund those projects requested by villages which have not been addressed through the legislative process under line-item appropriations or specific grants. Hopefully this information will assist in the evaluation of the LSR&T Program as it has functioned in the Nome Residency, and contribute to the formation of a policy or program through which rural communities may continue to receive State support in alleviating their transportation problems.

MEMORANDUM

Date: February 8, 1983

Subject: Transportation Committee Meeting

To: Senator Frank Ferguson

From: *HM* Senator H. Pappy Moss, Chairman,  
*1/11/83* Senate Transportation Committee

The purpose of this memo is to remind you of the Senate Transportation Committee meeting concerning SB 7, Local Service Roads and Trails. The meeting is at 1:30 p.m., February 10, 1983, in the Butrovich Room. According to our records, you are scheduled to testify concerning this legislation.

STATE OF ALASKA  
PRELIMINARY STATEMENT OF FISCAL IMPACT

Bill No: SP7 Date on Bill: 1/18/83  
 Title: An Act making an appropriation to DOTPF for local service roads and trails  
 Sponsor: Ferguson, Kerttula, and Moss  
 Requestor: \_\_\_\_\_

1. Estimated fiscal impacts on:

a. Expenditures:

(Thousands of Dollars)

			FY 83	FY 84	FY 85	FY 86		
Capital			10,000.0					
Operating				209.0	218.0			
Total			10,000.0	209.0	218.0			

b. Revenues:

Revenue								
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2. Source of funds to offset fiscal impact of bill:

Not identified by sponsors of bill.

3. Assumptions:

4. Disclaimer:

This statement has not been reviewed by the OMB in the Office of the Governor. It does not represent the policy of the Sheffield Administration or the final estimate of fiscal impact.

Prepared By: Wayne Weeks Phone: 465-4070  
 Division: Planning and Programming Date: 2/10/83

Approved by Commissioner: *W. Bates* Date: 2/10/83  
 Department: Transportation and Public Facilities

- Jistribution:
- Original to Legislative Finance
  - Copy to OMB
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  - Copy to Requestor

2/8/83

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Prepared By: Wayne Weeks Phone: 465-4070  
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2/8/83



Official Business

# Alaska State Legislature

## House of Representatives

Pouch V  
State Capitol  
Juneau, Alaska 99811

### MEMORANDUM

TO: House Minority Republican Caucus Members

FROM: Sarah Robinson, Staff

DATE: June 19, 1983

RE: SB 7

Senate Bill 7 has been selected as a House Minority Republican Caucus priority. This legislation appropriates \$10,000,000 from the general fund to the Department of Transportation and Public Facilities for grants for local service roads and trails authorized by AS 19.30.111-AS 19.30.251 under Section 1. Section 2 of the bill provides an immediate effective date.

The local service roads and trails system (LSR&T) is a program of vital importance to both urban and rural communities in the state. This legislation has been placed on the priority list of the Governor and the House Democratic Minority, as well as the House Minority Republican Caucus for bills to be addressed and passed this Session. The program provides funding for construction of local roads and trails that are not eligible to receive matching federal highway funding.

The Hammond Administration began a phase-out of the LSR&T program last year. The rationale for this policy action has been stated publicly by DOT/PF as an overlap between the municipal grant program and line item appropriations. It should be pointed out that line item appropriations and municipal grants are effectively the same thing in most cases. When making a line item appropriation to a community, the legislature designates it as a municipal grant. The municipal grant program is essentially a legislative procedure allowing the state to contract with local communities. The LSR&T program has traditionally been viewed by the Legislature as a mechanism for funding road projects the Administration and Legislature were unable to consider due to time constraints but were in need of construction or repair immediately.

The \$10 million supplemental will allow DOT/PF to enter into contract agreements with local communities for projects that have been identified as in need of funding. Due to the phase-out begun by the Hammond administration DOT/PF has not been entering into contracts for projects

they have recognized as priorities. Since the LSR&T program did not receive funding this fiscal year, the \$10 million will allow DOT/PF to enter into agreements for new projects this construction season and continue operations into the next fiscal year.