

S B

3 7 4

PROPOSED AMENDMENT NUMBER ONE TO SB 374

ON PAGE TWO, LINE NINE

Delete AS 37.17.730

Add AS 37.15.730

PROPOSED AMENDMENT TO NUMBER TWO TO SB 374

On Page 2, Line 12

Delete AS 37.17.760 (7)

Add AS 37.15.760 (7)

# DeVries introduces bill to pave way for new tunnel to Whittier

JUNEAU (AP) — A Whittier Toll Road Authority would be created under legislation introduced in the state Senate — potentially clearing the way for a \$100-million tunnel to that Prince William Sound community.

The measure was introduced by Sen. Edna DeVries, R-Palmer, who said it would amend Alaska law giving the proposed Knik Arm Crossing in Anchorage top billing for toll road money.

Under the bill, either or both projects would be funded depending upon the communities' ability to pay and meet legal criteria.

Building a new tunnel through Mount Maynard

and paying for it with toll-road receipts would be a realistic alternative to public financing, DeVries said.

"Without such an alternative, facilities such as the Whittier road will fall victim to revenue declines," DeVries said Wednesday.

"Whittier is an ice-free port," she said. "Right now, only the Alaska Railroad tunnel provides land access to Whittier. Access is an important thing for economic development."

The resulting benefits from new tourism, transportation and fishing-related businesses would send economic ripples through the entire state, she said.

*Archives 11/31/86*

*Copies mailed to*

*Duane Devorak, City Clerk, Whittier 2/3/86*

PHASE III INTERIM REPORT

System Alternatives &

Recommendations

# Whittier Access Study

PREPARED FOR

STATE OF ALASKA

ALASKA DEPARTMENT

OF TRANSPORTATION

AND PUBLIC FACILITIES

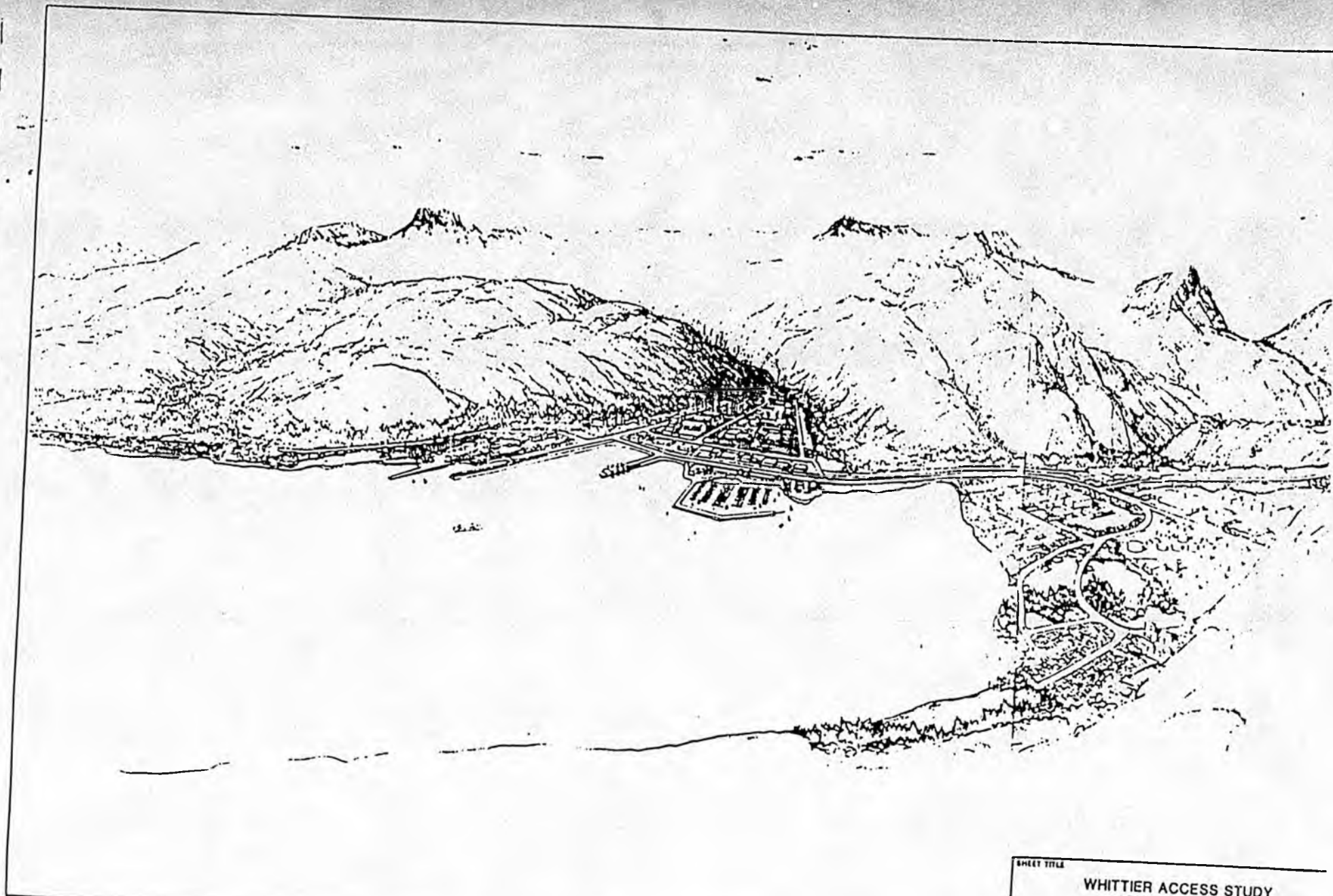
ANCHORAGE, ALASKA 99502

MAY 1, 1980

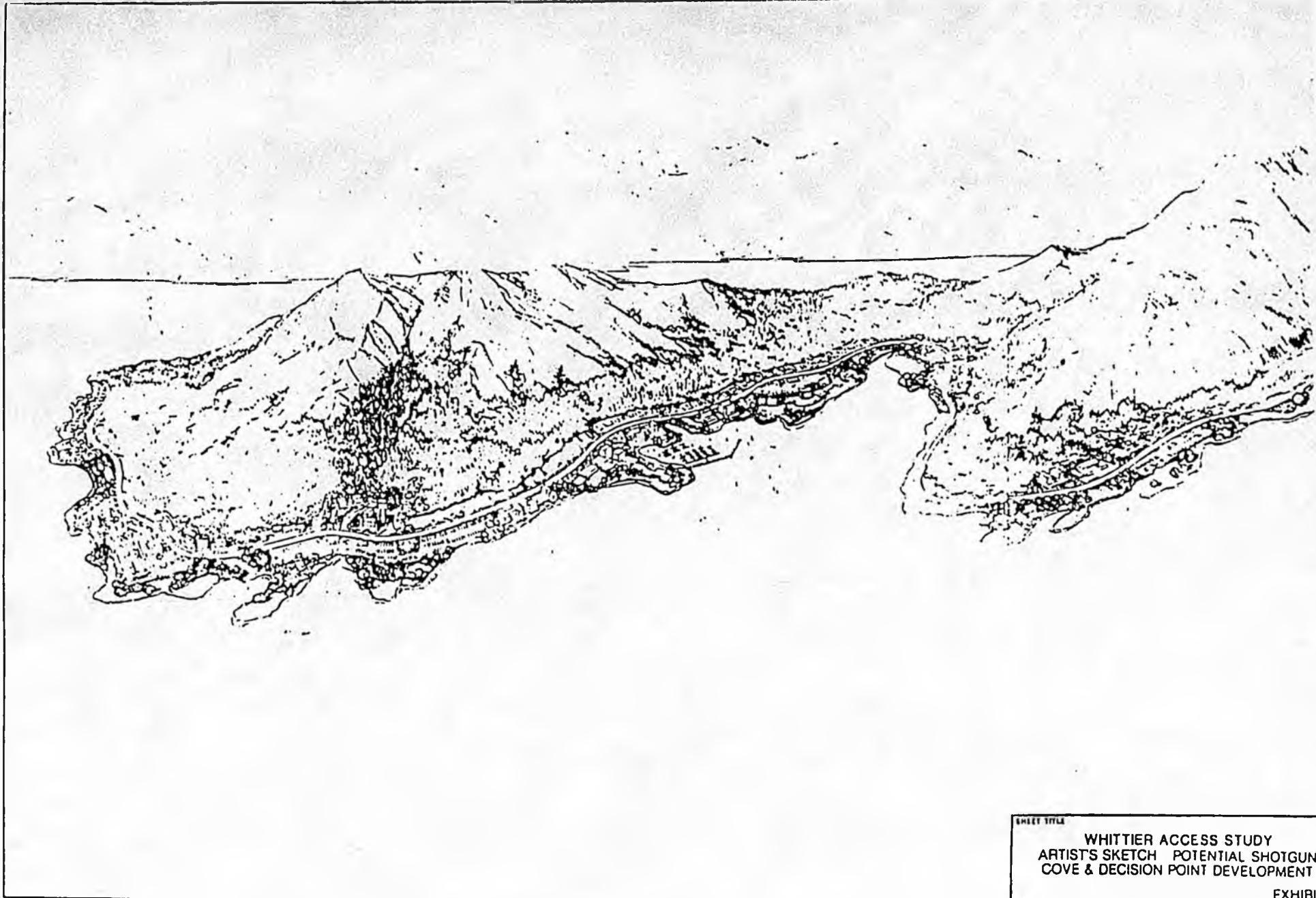
**DMJM** Forssen

420 L Street, Suite 406 • Anchorage, Alaska 99501 • 907/274-1554  
3250 Wilshire Boulevard • Los Angeles, California 90010 • 213/381-3663

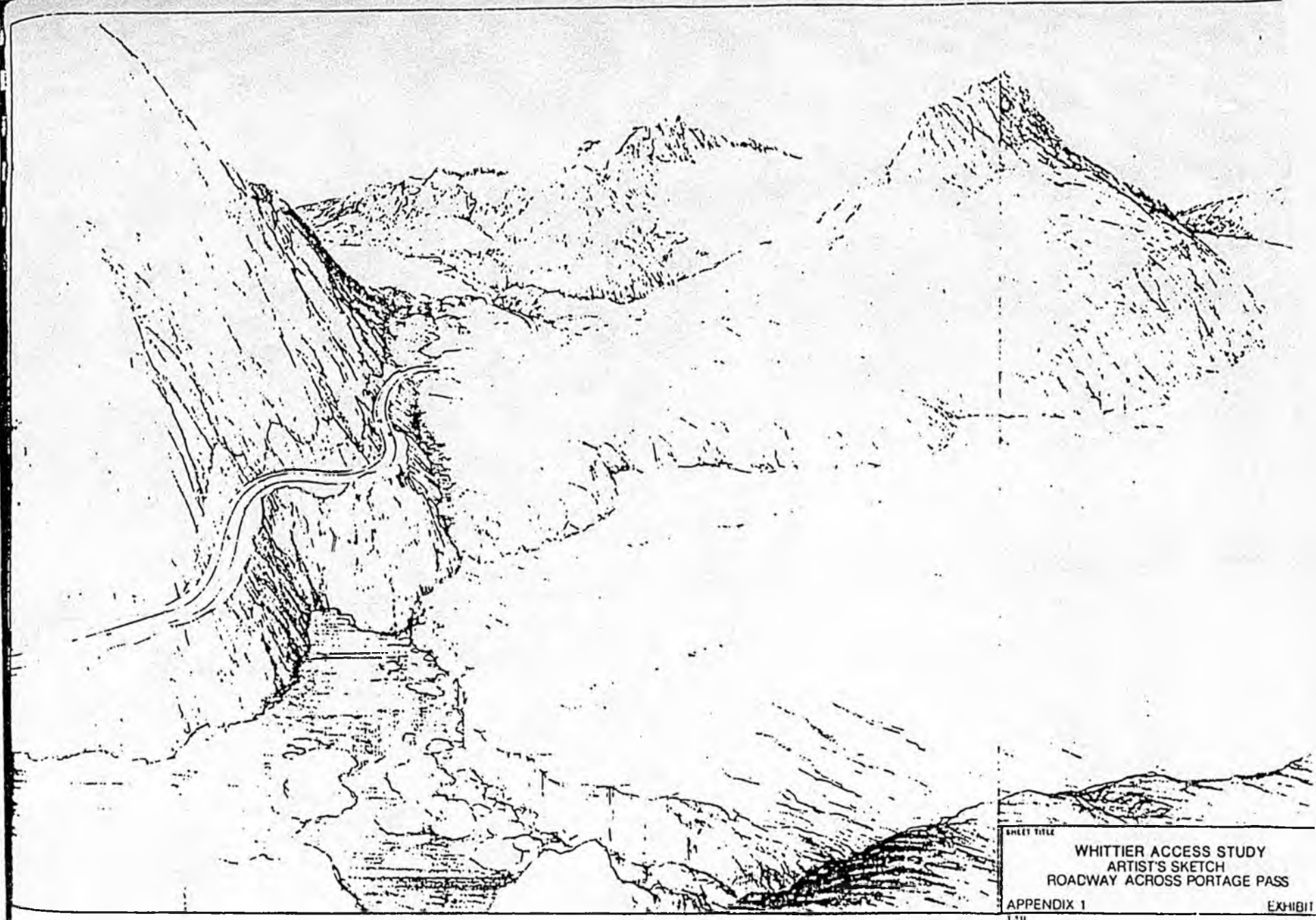
**PRELIMINARY**



SHEET TITLE  
WHITTIER ACCESS STUDY  
ARTIST'S SKETCH  
POTENTIAL WHITTIER DEVELOPMENT  
EXHIBIT



SHEET TITLE  
WHITTIER ACCESS STUDY  
ARTIST'S SKETCH POTENTIAL SHOTGUN  
COVE & DECISION POINT DEVELOPMENT  
EXHIBIT



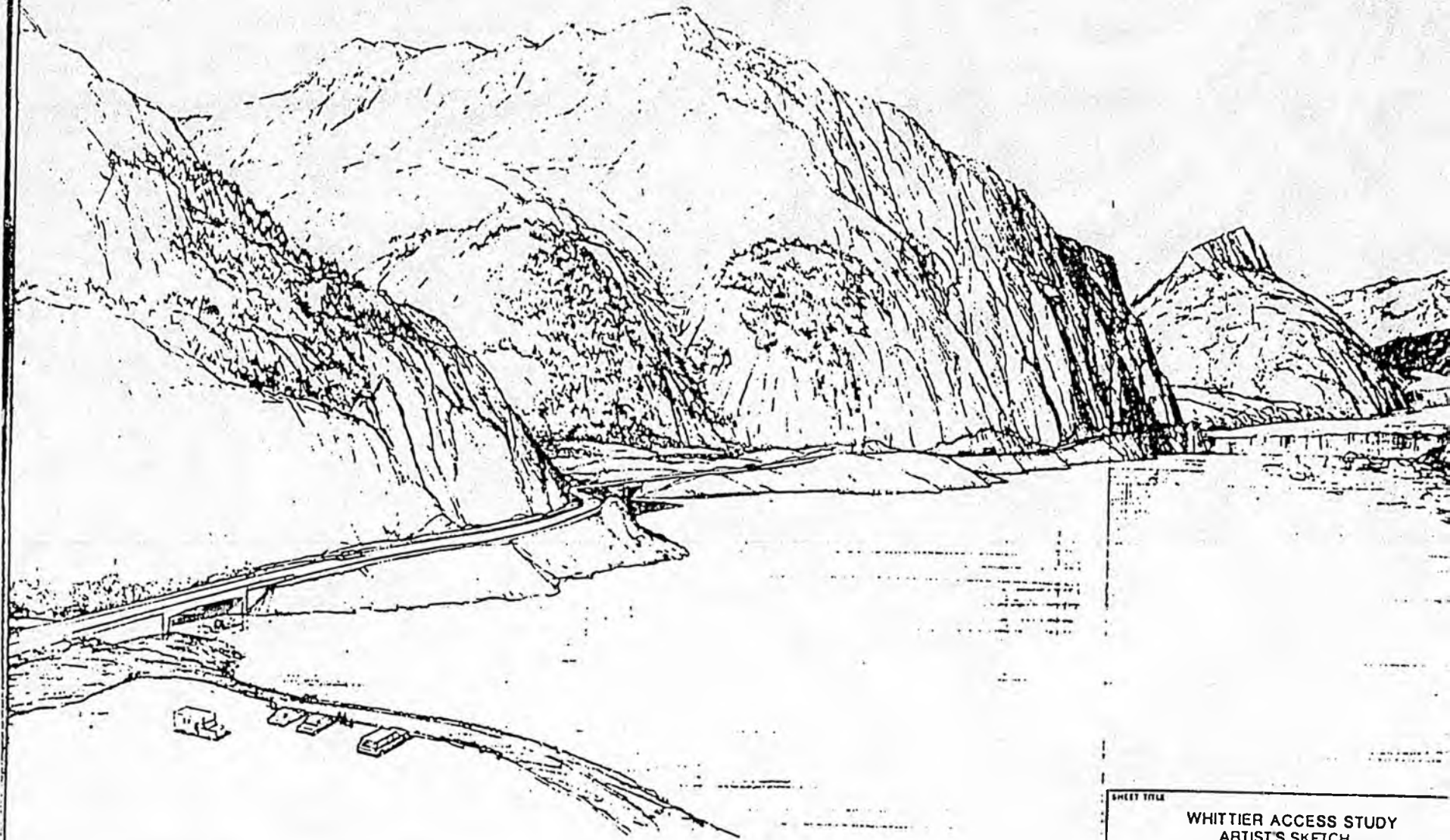
SHEET TITLE

WHITTIER ACCESS STUDY  
ARTIST'S SKETCH  
ROADWAY ACROSS PORTAGE PASS

APPENDIX 1

EXHIBIT

1:24



SHEET TITLE

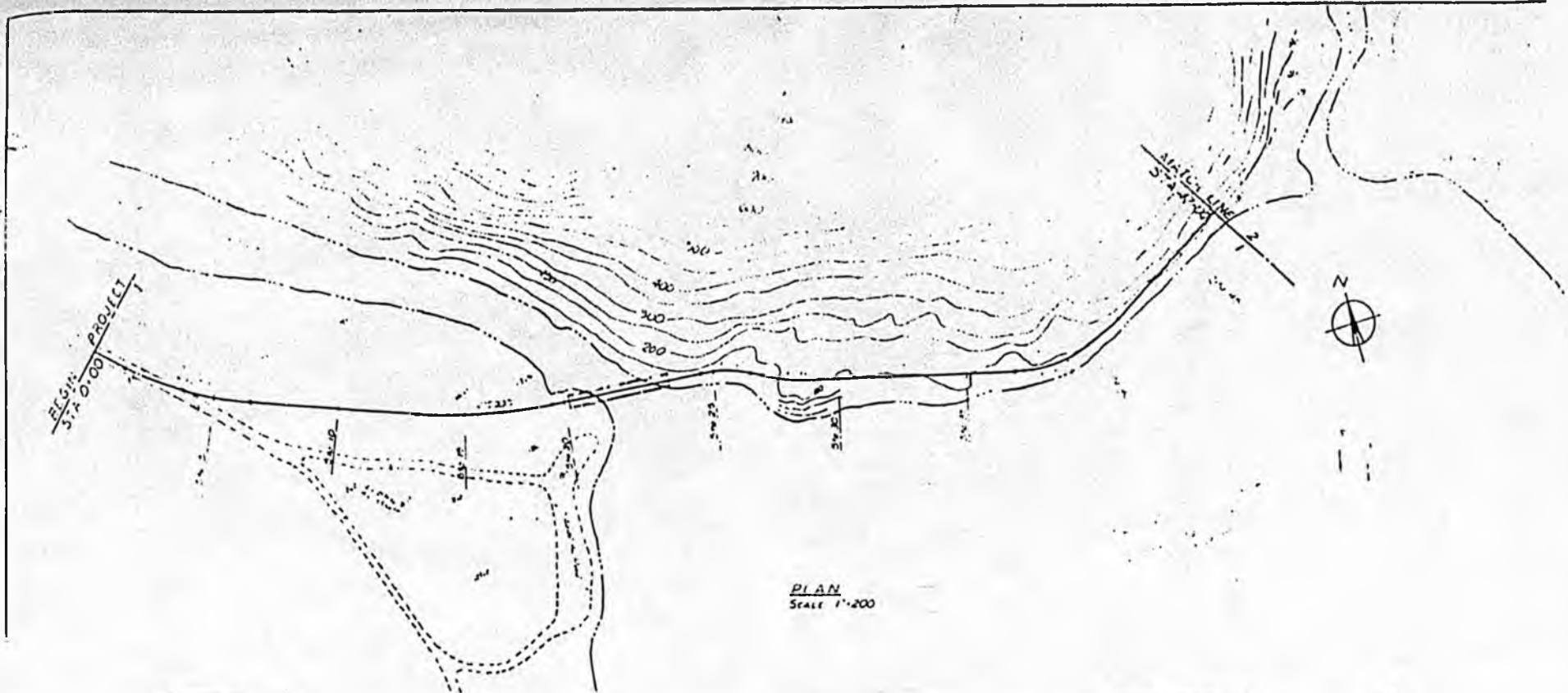
WHITTIER ACCESS STUDY  
ARTIST'S SKETCH  
ROADWAY ALONG PORTAGE LAKE

APPENDIX 1

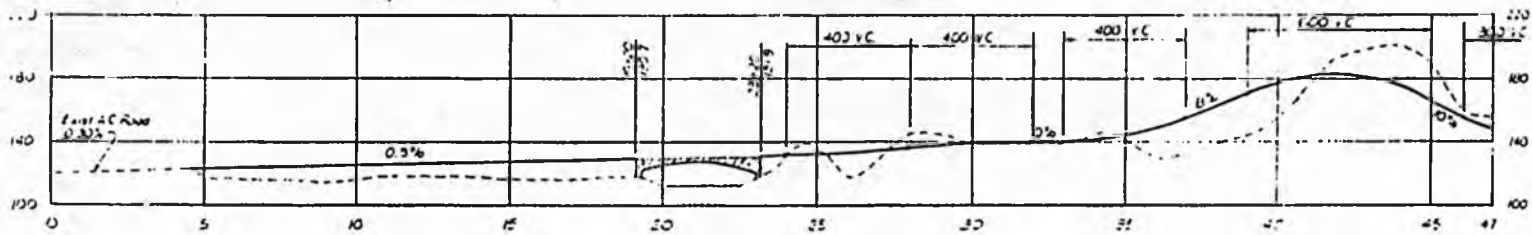
EXHIBIT

147



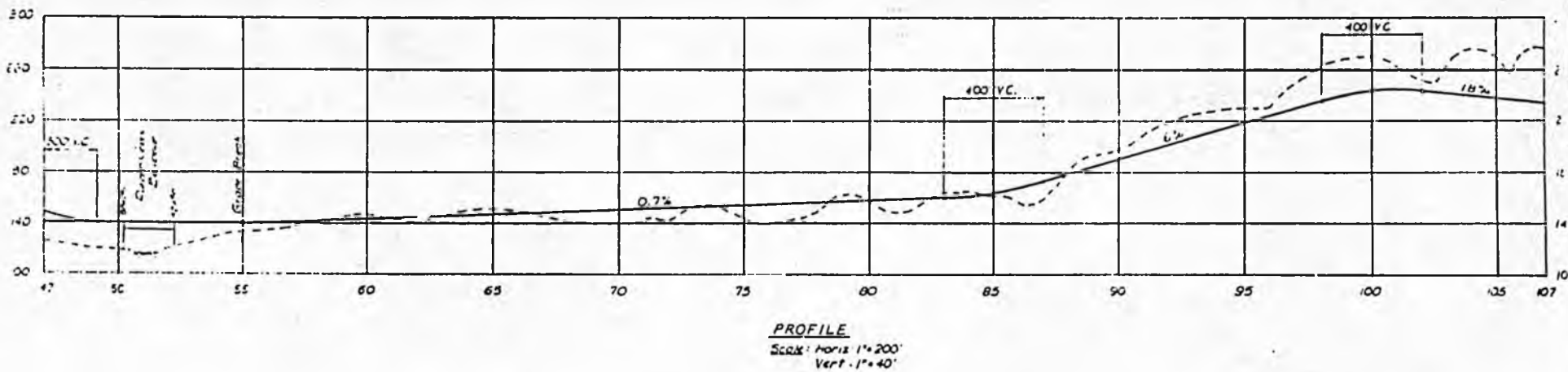
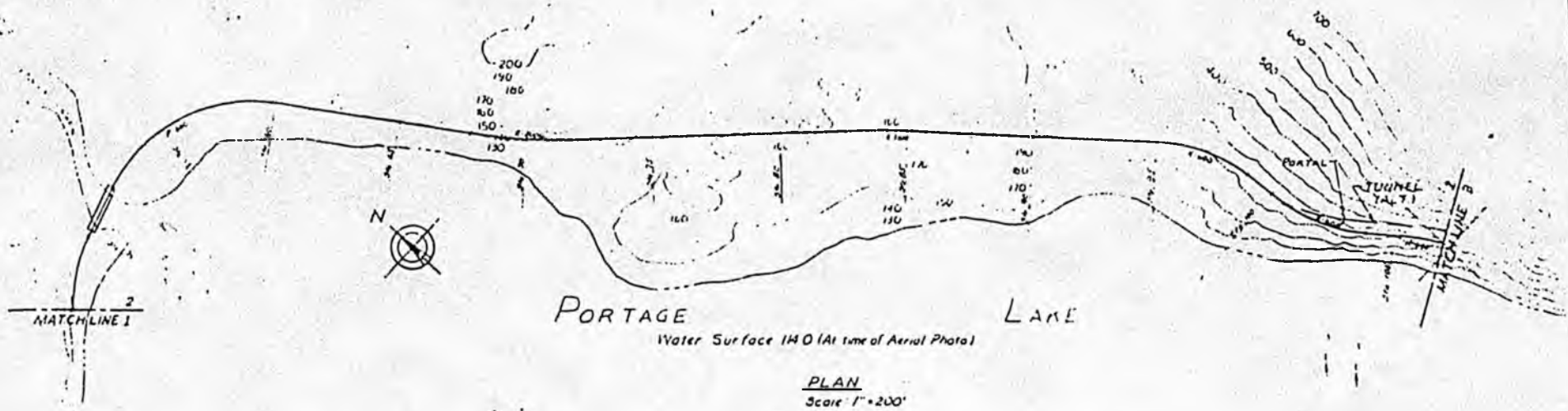


PLAN  
Scale 1"=200'

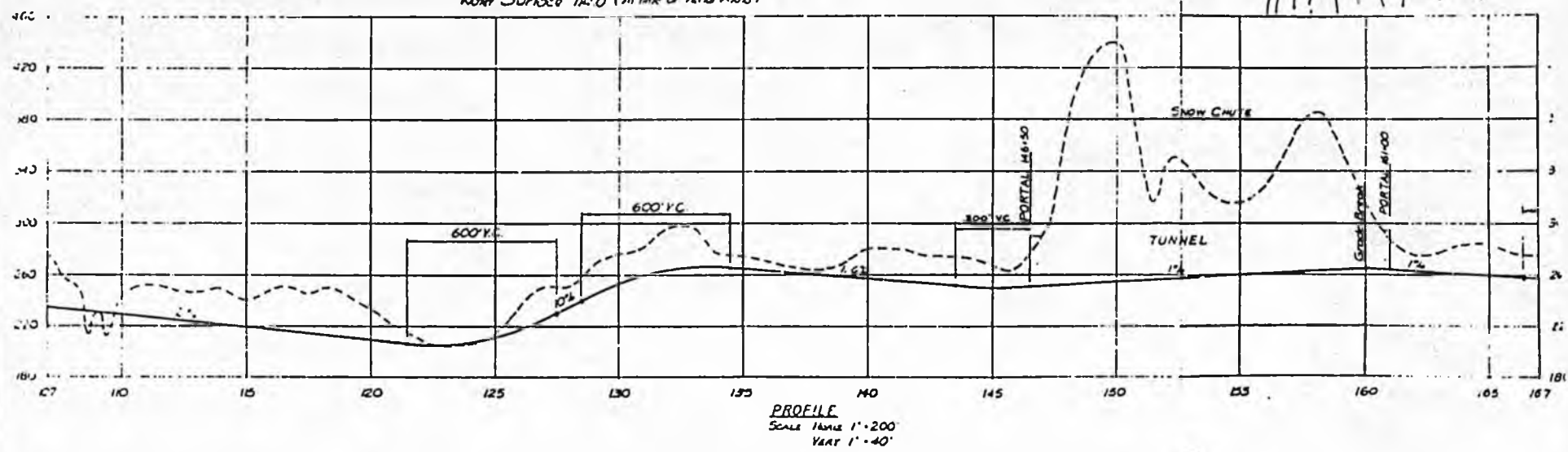
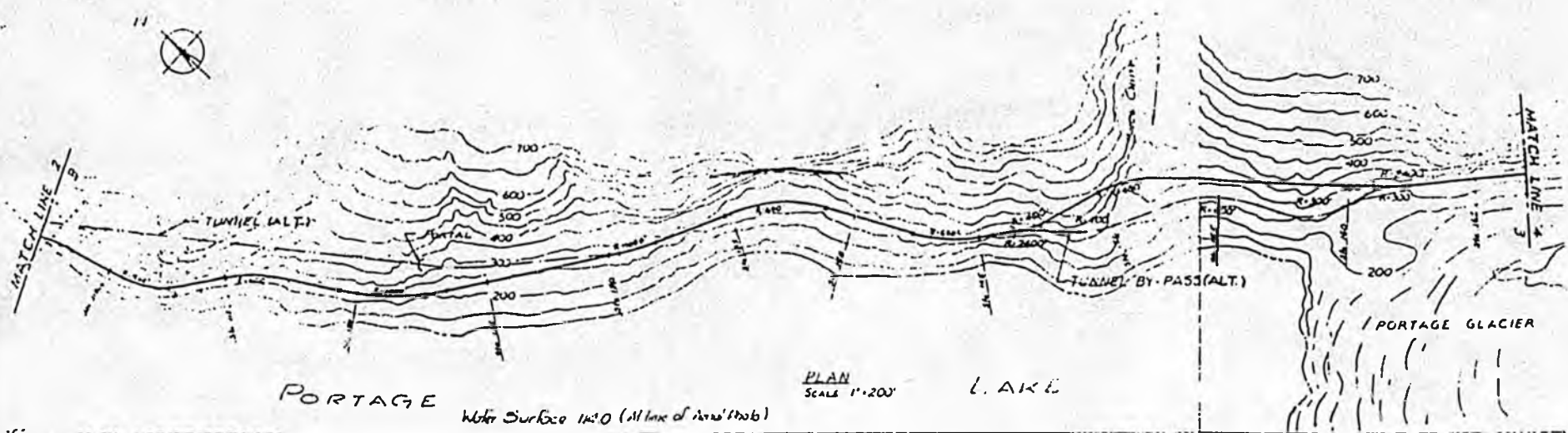


PROFILE  
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VERTICAL 1"=20'

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WHITTIER ACCESS STUDY  
PLAN & PROFILE STATIONS 0+47  
BRIDGE AT PORTAGE CREEK  
APPENDIX 1 EXHIBIT E

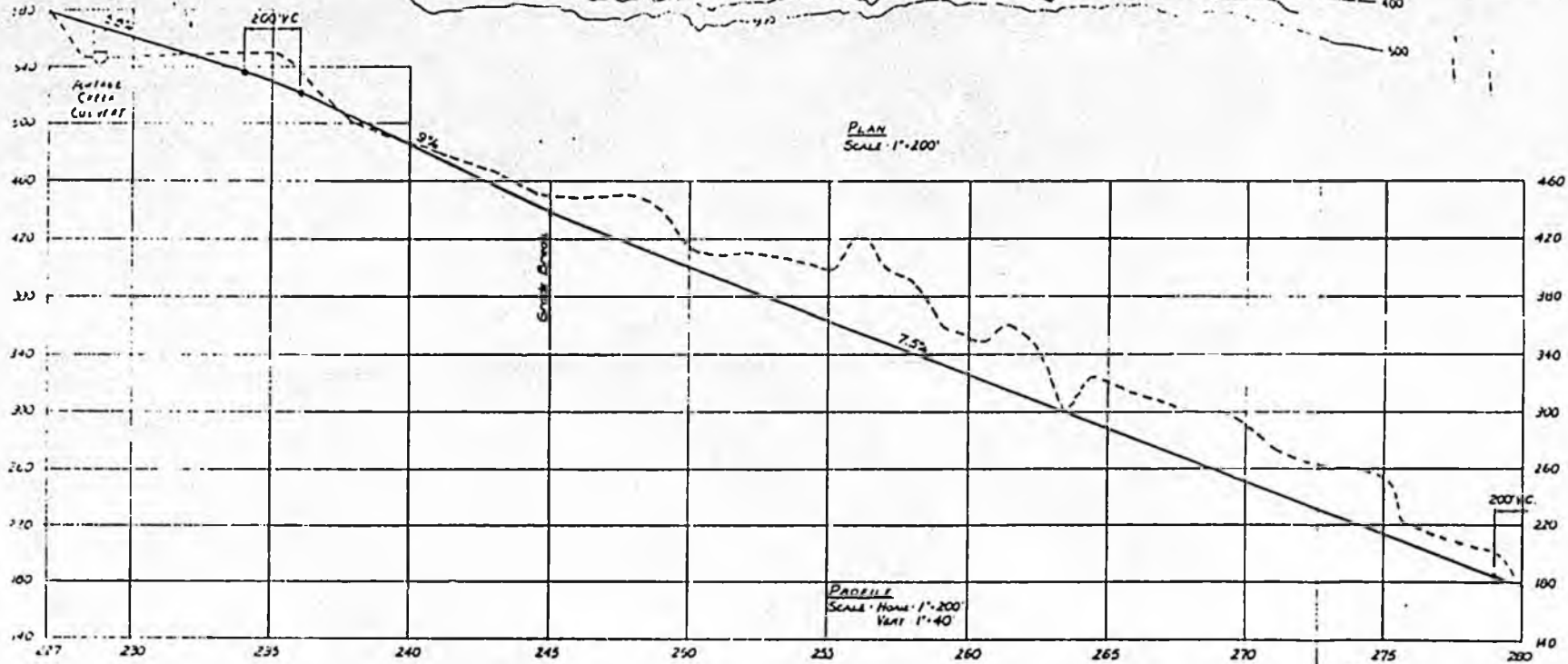
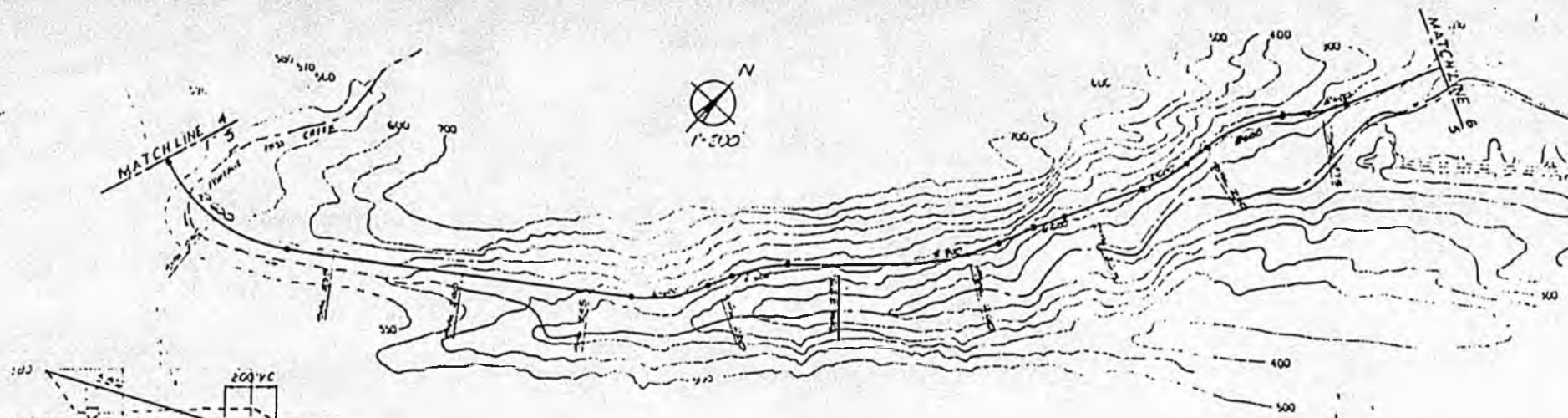


SHEET TITLE	
<b>WHITTIER ACCESS STUDY</b>	
PLAN & PROFILE STATIONS 47-107	
PLACER CREEK BRIDGE TO PORTAGE LAKE	
APPENDIX 1	EXHIBIT 1



Sheet 11 TITLE  
WHITTIER ACCESS STUDY  
PLAN & PROFILE STATIONS 107-167  
PORTAGE LAKE TO PORTAGE GLACIER  
APPENDIX 1 EXHIBIT C



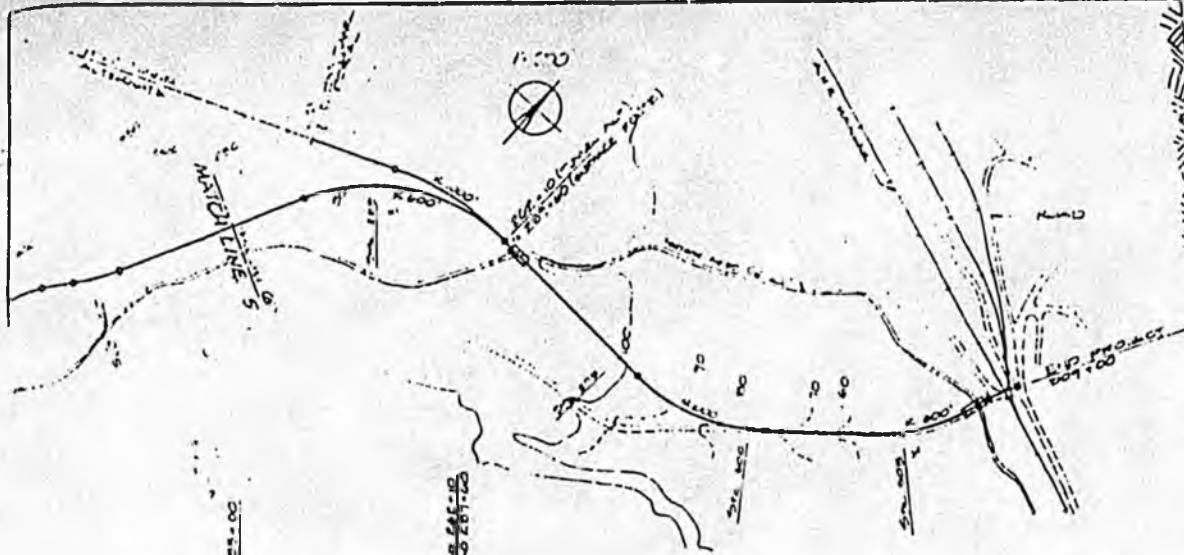


SHEET TITLE

**WHITTIER ACCESS STUDY**  
**PLAN & PROFILE STATIONS 227-277**  
**PORTAGE PASS CREEK DRAW**

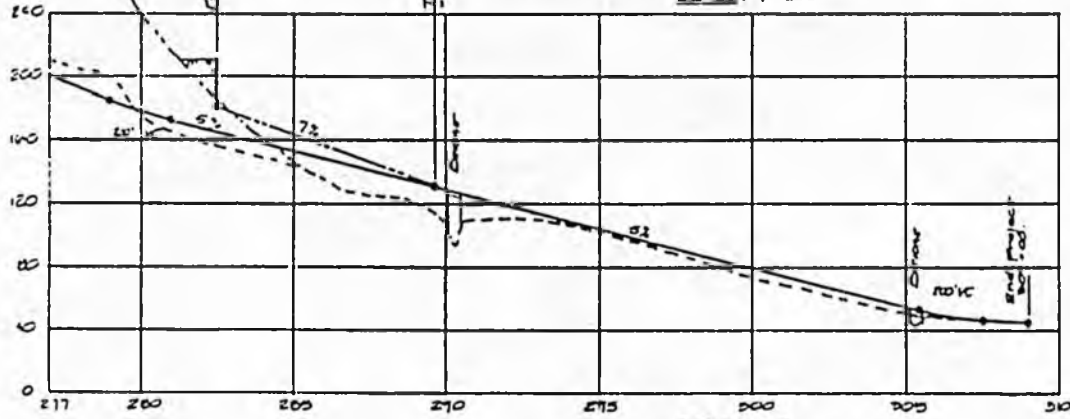
APPENDIX 1 EXHIB

145

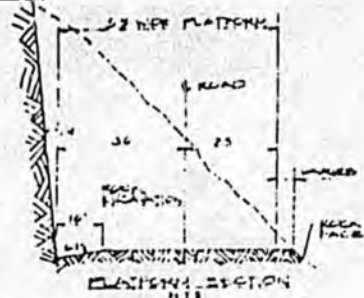


TUNNEL ALTERNATE: West Portal VPI 280.0 Station 200+00  
 East Portal B1 100.0 Station 230+00  
 Tunnel Gradient 1.91%

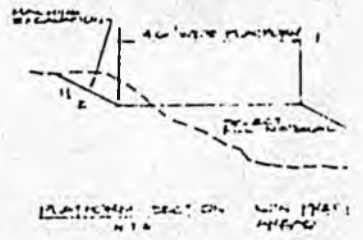
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 SCALE: 1" = 200'



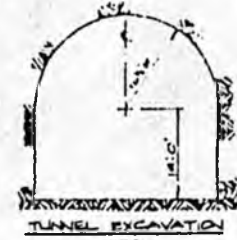
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 Vertical: 1" = 40'



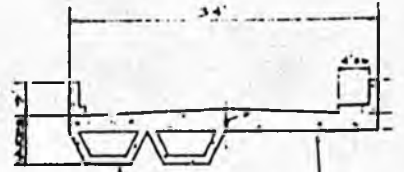
PLATFORM SECTION  
 N.T.S.



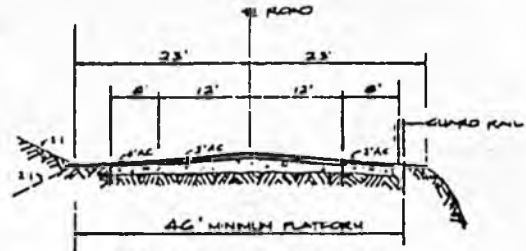
PLATFORM SECTION WITH WALKWAY  
 N.T.S.



TUNNEL EXCAVATION  
 N.T.S.



LONG SPAN PRE-CAST CONCRETE SEGMENTED CONSTRUCTION  
 SHORT SPANS UP TO 40' BUILT IN PLACE CONCRETE SLAB  
 TYPICAL BRIDGE SECTION  
 N.T.S.



TYPICAL ROAD SECTION  
 N.T.S.

SHEET TITLE  
 WHITTIER ACCESS STUDY  
 PLAN & PROFILE STATIONS 277-310  
 PORTAGE PASS CREEK BRIDGE  
 APPENDIX 1  
 EXHIBIT

# Alaska State Legislature

## Senate Transportation Committee



Sen. John B. (Jack) Coghill, Chairman  
Sen. Paul Fischer, Vice-chairman  
Sen. Mitch Alboord  
Sen. Jan Faiks  
Sen. Joe Josephson

Douch V  
Juneau, Alaska 99811

### MEMORANDUM

TO: Committee Members

From: Committee Staff *BL*

Re: SB 374

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The Senate Transportation Committee will be hearing SB 374 today, February 12. The purpose of the bill is to allow the Department of Transportation to set up toll facilities as part of its duties, to amend the Alaska Statutes dealing with toll facilities to include tunnels, and to amend the Statute dealing with the Knik Arm Crossing to include the Whittier Toll Road.

The City of Whittier contends that they are waiting for passage of this legislation before they can go ahead with plans to sell bonds to finance the Whittier Toll Road.

Section 1 of the bill amends the Powers of the Department Section of the Title 19 by adding the word "tunnels" to subsection 11, dealing with toll facilities.

Section 2 amends Title 37 (Public Finance) by adding the word "tunnel" to 37.15.720. This Subsection was added to allow for financing of the Knik Arm Crossing.

Section 3 amends Title 37 by including the Whittier Toll Road in the Section dealing with the order in which state toll facilities would be constructed. 37.15.730 currently states that the Knik Arm Crossing will be the first toll facility to be constructed by the Department of Transportation. SB 374 amends this Section by allowing the Whittier Toll Road to be one of the first two toll facilities.

Section 4 adds a new Subsection, the intent of the Subsection is to allow for one of the facilities to be built without the concurrence of the other project. The Section is mis-numbered in relation to the Statute and proposed amendment #1 is in your packet.

Page 2

Staff Memo to Committee on SB 374

Section 5 is similar to Section 1, in that it adds the word tunnel to a Statute dealing with toll facilities. This Section is also mis-numbered and you will find proposed amendment #2 deals with that problem.



**THE CITY OF WHITTIER**

TELECOPIER COVER LETTER

DATE: 1-28-86

PLEASE DELIVER THE FOLLOWING PAGES TO:

NAME: Edna De Vries 4989

FIRM: U.S. Senate

CITY: Tuneau Ak

TELEPHONE NO: \_\_\_\_\_ TELECOPY NO. 465-3700

FROM: City of Whittier

DESCRIPTION OF MATERIAL: Information letter in support of Highway Std Authority

TOTAL NUMBER OF PAGES (INCLUDING COVER LETTER): 9

If you do not receive all the pages, please call back as soon as possible.

Phone: 472-2327 or 472-2337

Operator: Duane Dvorak

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Unique — even in Alaska!

**THE CITY OF WHITTIER**

TELECOPIER COVER LETTER

DATE: 1-29-86

PLEASE DELIVER THE FOLLOWING PAGES TO:

NAME: Margaret; Senator De Vries Office

FIRM: Alaska Senate

CITY: Juneau

TELEPHONE NO: \_\_\_\_\_ TELECOPY NO. 465 3700

FROM: City of Whittier

DESCRIPTION OF MATERIAL: Typed Issues - Arroyo  
maps from DOT Study - Arroyo

TOTAL NUMBER OF PAGES (INCLUDING COVER LETTER): 11

If you do not receive all the pages, please call back as soon as possible.

Phone: 472-2327 or 472-2337

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Telecopier No. 472-2404

There was not enough time to get  
more info off of you today.

Have to go to ~~Manchester~~ today on the  
train. If you can't get the information

from other sources I will try to get it  
together next week if it is not too late.

(add we please have a membership list

of the committee that you mentioned on the  
phone the other day

Thank You,

PRESS RELEASE (January 29, 1986):

SB 374

Senator Edna DeVries (R-District E) today submitted legislation that would amend Alaska State Statutes to allow for the establishing of the Whittier Toll Road authority and the construction of a new tunnel through Mt. Maynard. At this time, only the Alaska Railroad tunnel provides land access to Whittier.

The Statutes presently give the Knik Arm Crossing priority as the first State Toll Facility to be funded. DeVries' amendment stipulates that either or both project(s) may be funded depending upon the communities' abilities to meet the legal criteria for a comprehensive feasibility study and a financial plan for repaying the bonds with which the facility is funded.

DeVries feels that the Toll Authority may represent an alternative to direct funding of capital projects. Without such an alternative, she said, facilities such as the Whittier Road will fall victim to the revenue decline. DeVries urged that proposals such as this one be seriously entertained by the Legislature.

This project, according to DeVries, is the essential key to the development of Prince William Sound infrastructure. She feels that the resulting tourism, recreation opportunity, transportation and commercial fishing industries would not only provide a strong financial base for the Whittier-Prince William Sound area but would benefit the rest of the State as well.

A very strong statement of support for the project has come from various professional and administrative groups and individuals that serve the Chugach area, State of Alaska and interstate commerce as well as the local residents. DeVries received a petition signed by 108 of the 338 residents of Whittier asking that she sponsor this legislation.

# WINGREN ENTERPRISES

(907) 225-4365  
P.O. BOX 5197  
KETCHIKAN, ALASKA 99901

1 February, 1986

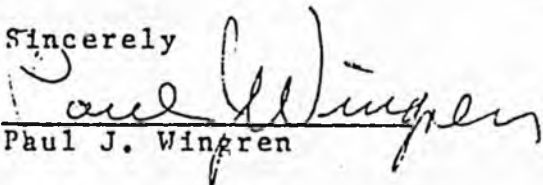
Senator Robert H. Ziegler Sr.  
Alaska State Senate  
Pouch V  
Juneau, Alaska 99811

Dear Bob

I have read with interest about the introduction of SB 374, by Senator DeVries, to create a Toll Road Authority for a tunnel to Whittier.

I have long been an advocate, along with others, of the creation of a Toll Road Authority to build bridges to Pennock and Cravina Islands, to connect Ketchikan with our Cravina Island airport. Unfortunately, in the past, our local legislative delegations have never shown much enthusiasm for such a project. I would hope that now you might be able, with the support of our newer House members, to stimulate to work for such interest, and either amend SB 374 to include our bridges, or introduce a similar bill for the same purpose.

Sincerely

  
Paul J. Wingren

cc: Rep. John Sund  
Rep. Robin Taylor  
Sen. Edna DeVries  
Mayor Ted Ferry, City of Ketchikan  
Mayor Palph Gregory, Ketchikan Gateway Borough  
James Raabe, Chairman, Greater Ketchikan Chamber of Commerce Econ. Dev.  
Paula Easley, Resource Development Council  
Lew Williams, Publisher, Ketchikan Daily News  
Gary Larson, Alaska Airlines



FEB 7 - RECD

**IRELAND TRANSFER & STORAGE CO.**

615 Stedman Street  
Ketchikan, Alaska 99901-6696  
Phone (907) 225-2121

February 5, 1986

The Honorable Robert H. Ziegler, Senator  
Alaska State Senate  
Pouch V  
Juneau, AK 99811

Dear Senator Ziegler:

With reference to the letter from Paul Wingren relating Senator DeVries proposal for a Toll Road Authority for a Whittier tunnel to our need for a hard link to Ketchikan Int'l Airport, he may be right in assuming that there is no other way to finance those construction costs.

I have been against a toll as I have been assuming that the annual employee costs would eat up the income until such a time as Pennock and Gravina are developed by residential and commercial growth. My feelings have been that the state has provided highway connections to all other state airports, and that we should expect that our hard link would also be provided. With the state income going down, it is probable that I would not live long enough to see construction of the project in the time I have left, especially if the state funds are mostly routed to the Susitna project each year.

I have attached the past two years passenger and vehicle totals for our airport ferry operation that could help in any discussions that you may have on this proposal. You are aware that the figures shown are only for airport travel, and that the vehicle number would increase substantially if they could be driven to the airport, whereas most people today do not take their cars across to the airport.

The lack of a hard link is a leading cause of our failure to attract the air tour industry as they can't load tour buses at the airport for delivery to hotels or for visitor tours. This in turn, keeps us from being able to support the hotel industry and contributes to our failure to be able to handle the convention circuit. Any of our industrial or commercial proposals at the airport also fail as the first question we get is how do we get our trucks or employees back and forth.

Our future residential growth would probably be on Pennock and Gravina Islands if the hard link is ever constructed. As you know, we have approximately 4,000 acres of Borough land on those islands, and it is of little value if future owners have no wheeled access.

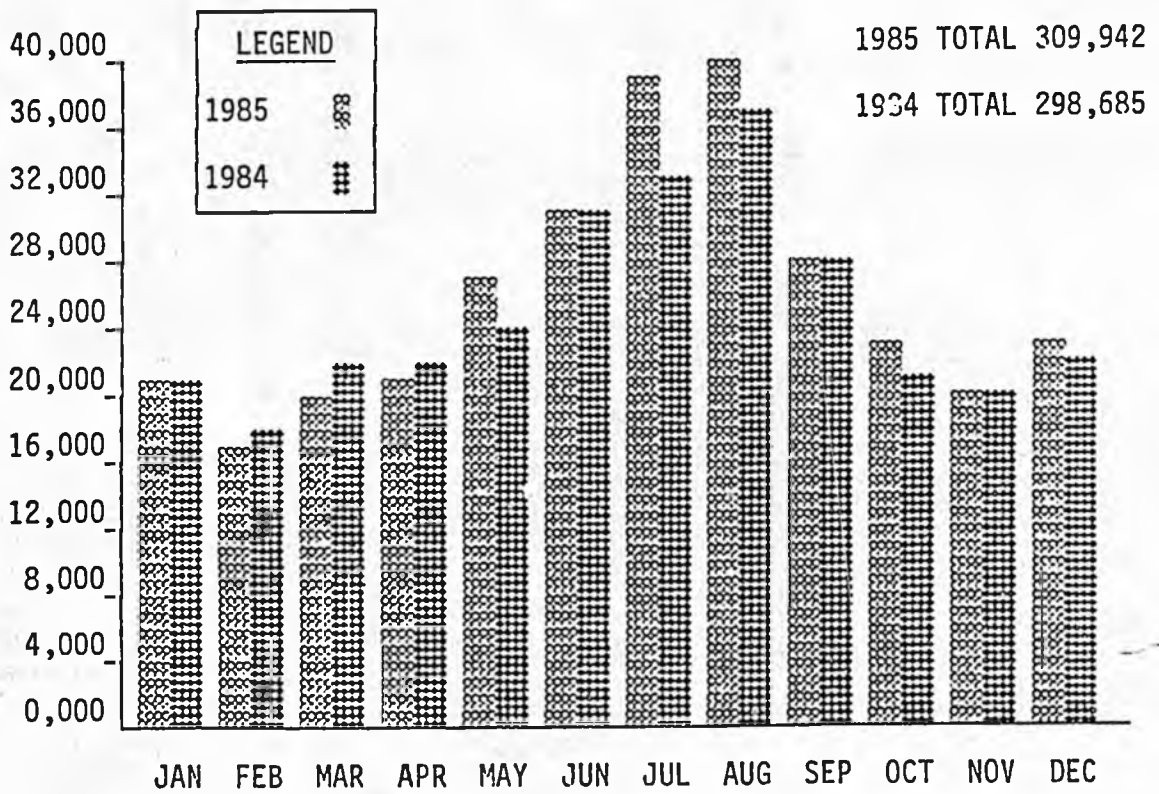
Thanks for keeping this project active.

Sincerely,

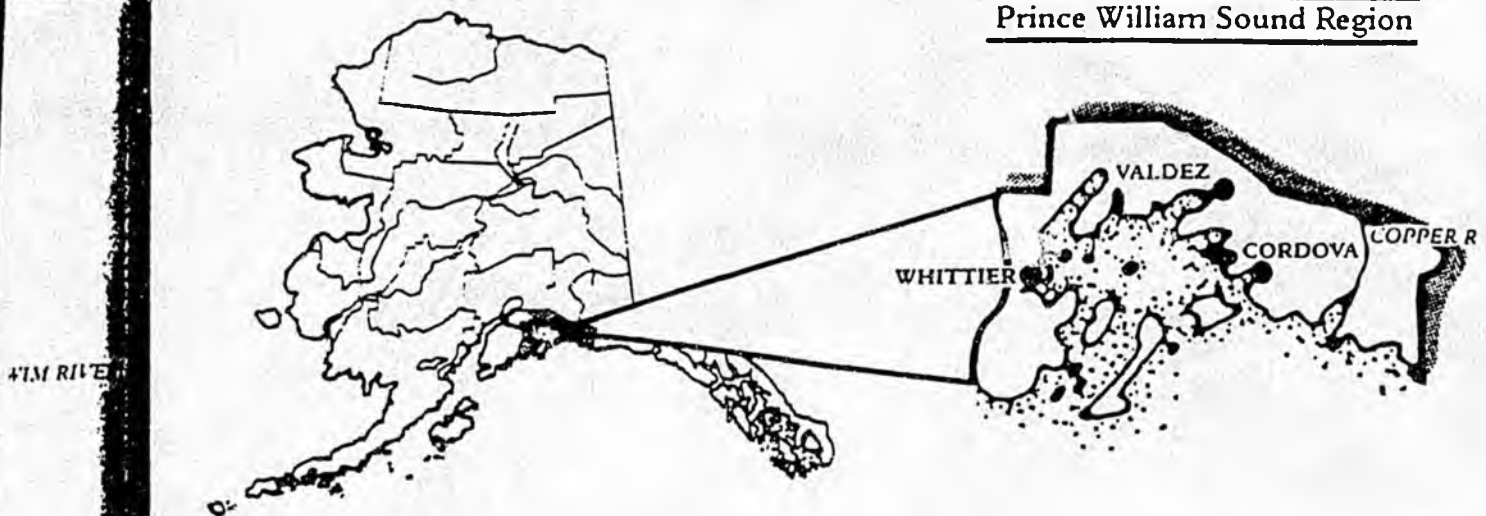
Ralph M. Bartholomew

cc: Sen. DeVries, Rep. Sund & Taylor

KETCHIKAN INTERNATIONAL AIRPORT  
TOTAL PASSENGERS CARRIED BY AIRPORT FERRY  
 1985 VS. 1984



## Prince William Sound Region



## PRINCE WILLIAM SOUND REGION

### A. Introduction

The Department of Natural Resources is currently preparing the Prince William Sound Area Plan for this region. The plan will be finished in 1987 and develop the policy the department will follow for offering land in this area. Until this plan is completed, the department will follow the policy outlined below.

### B. Supply and Demand for Settlement Land

The state owns or has selected approximately 850,000 acres in the Prince William Sound Area. Approximately 70,000 acres of this state owned land is accessible and suitable for settlement. Almost all this accessible and suitable land is located on the water in the area's many attractive bays and fjords. Most of the land with potential for settlement is also valuable for either recreation, fish and wildlife and/or mining.

Although the great majority of land in the Prince William Sound region is federally owned, Native corporations own several large blocks of land in the region that also are suitable for settlement. The Native corporations own almost all the land between Valdez and Cordova, and much of the land near Chenega and Latouche Islands.

To date, the state has offered only the Blying Sound remote parcel area. Despite difficult access, this disposal was one of the most popular in the state's history. Any additional waterfront land the state offers in this region will be extremely popular.

### C. State Land Offerings

#### 1. Total Land Designated for Disposal

The total amount of land that is likely to be identified for offering over the next twenty years as a result of the Prince William Sound area planning process is between 1,500 and 15,000 acres. Through the Prince William Sound Area Plan, the Commissioner of DNR will determine the amount

and location of state settlement areas, establish the land disposal policies that will guide the department's actions in the area and help determine the pacing of annual land offerings.

2. Average Amount of Land for Disposal Each Year

The average amount of land sold each year for settlement over the next twenty years will be identified by the Commissioner through the Prince William Sound area planning process. Until the plan is completed, land sales will proceed at a moderate rate in Prince William Sound.

3. State Land Offerings - FY86 through FY88

Table 1 below shows the preliminary list of disposal projects the department currently intends to offer in FY86, 87 and 88. These projects are now in various stages of DNR's Land Availability Determination System (LADS) process. LADS is the detailed three year process DNR uses to evaluate, design and offer all planned state land offerings. The process includes an evaluation of building conditions, title to the land, access, regulations of other agencies affecting the planned disposal, public opinion, etc. Because the projects have not completed this assessment process and also because not all projects are funded, the disposal project timing, design and acreages are all subject to change.


TABLE 1

PRINCE WILLIAM SOUND REGION  
PLANNED LAND DISPOSAL OFFERINGS, FY86 - FY88

FISCAL YEAR	PROJECT NAME/ TYPE	ACREAGE		ACCESS IMPROVEMENTS REQUESTED	LOCATION
		GROSS	NET		
FY86	Heiden View Sub	171	100	Yes-fill or barricade wash out in existing road	North of Valdez
	Eccles Creek Odd Lot	1.3	1.3	None needed	Near Cordova
	Jack Bay Hstd.	755	400	None needed	On coast west of Valdez
FY87	Poe Bay Sub	750	140	None needed	Passage canal near Whittier
FY88	Logging Camp Bay	280	160	None Needed	Passage canal near Whittier

4. State Land Offerings—After FY88

Currently, there are no specific projects identified for sale after 1988. The planning team for the Prince William Sound Area Plan will identify projects that will be offered after FY88. One project will be identified in this region this fiscal year to start through the three year LADS process.



Unique — even in Alaska!

THE CITY OF WHITTIER

January 31, 1986

The Office of Senator DeVries  
Alaska State Legislature  
Pouch V (MS 3100)  
Juneau, Alaska 99811

Attention: Margaret

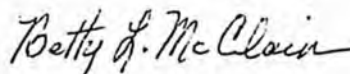
Dear Margaret:

Enclosed is some material which Councilmember, Fred Joiner has asked me to forward to you.

I am also enclosing information which the City Clerk compiled and attempted to fax to you on Wednesday. This is all the information he could locate at that time. I believe that he intends to forward additional information at a later date.

In the meantime, if you think of any other information that would be helpful to you, please let us know.

Sincerely,



Betty L. McClain  
Deputy City Clerk

Enclosures

cc: The Honorable Bette Cato  
The Honorable Jalmer Kerttula



## Whittier Small Boat Harbor

P. O. Box 608  
Whittier, Alaska 99693  
472-2330

July 26, 1985

Mr. Fred Joiner, Jr.  
Whittier, AK 99693

Dear Fred:

In response to your request, a copy of the economic and traffic flow study conducted for the new Portage Visitor Center was obtained from the Chugach National Forest. I've enclosed a copy of Scenario I, Alternative A for your information.

As a caution, do not take the average expenditure column at face value. This was calculated on the dollar turn over in the local economy. It is therefore an indicator of value in an economic system and is not true dollar income.

The increase in use was projected on the basis of per cent of past increase. There may be some hazard in use of this concept since it could well be affected by the recent economic down turn. The study was completed in 1981. Also, I would doubt that the Resident-Visitor projection will increase at the rate shown. The population growth curve for south central Alaska has leveled out faster than expected.

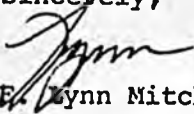
I think we can safely assume that the capacity figures shown in year 13 will be reached; however, it may be further in the future than projected. The expected use in Portage Valley will ultimately reach 2,183,800 plus residents and 608,200 visits or a total of 2,792,000 visits per year. As a general rule an average of three people per vehicle can be expected. This would mean about 930,666 vehicles will enter Portage Valley when use reaches the capacity of the area.

Some questions that can be asked then are (1) How many of these vehicles will come into Whittier if there is an access or transportation capacity? and (2) If Portage Valley is receiving use to capacity, how much of the future growth will come through to Whittier for an alternative recreation recreation experience or maybe even select this area for a primary experience? Regardless, there will be an exciting future for Whittier if things are

are encouraged to proceed, as planned, in an orderly manner.

If I can provide additional information, please let me know.

Sincerely,



E. Lynn Mitchell  
Harbor Master

SCENARIO 1

ALTERNATIVE A KCM DESIGN

Assume VC in full operation CY 86

Max. visitation/year 2 592,000

year	NON RESIDENT VISITORS	RESIDENT VISITORS	AVG. EXPENDITURE NON RESIDENT	AVG. EXPENDITURE RESIDENT	TOTAL EXPENDITURE
	Visits	Visits	\$84/VISIT	\$16/VISIT	
0-1985	424,800	165,900	35,683,200	2,654,400	38,337,600
1	560,700	207,375	47,098,800	3,318,000	50,416,800
2	633,600	228,100	53,222,400	3,649,600	56,872,000
3	715,900	250,900	60,135,600	4,014,400	64,150,000
4	809,600	276,000	68,006,400	4,416,000	72,422,400
5-1990	914,200	303,600	76,792,800	4,857,600	81,650,400
6	1,033,000	333,900	86,772,000	5,342,400	92,114,400
7	1,167,400	367,300	98,061,600	5,876,800	103,938,400
8	1,319,000	404,200	110,804,400	6,467,200	117,271,600
9	1,490,600	444,500	125,210,400	7,112,000	132,322,400
10	1,624,400	502,285	141,489,600	8,036,560	149,526,160
11	1,903,300	537,900	159,877,200	8,606,400	168,483,600
12	2,150,800	591,700	180,667,200	9,467,200	190,134,400
13*	2,183,800	608,200	183,439,200	9,731,200	193,170,400
14	2,183,800	608,200	183,439,200	9,731,200	193,170,400
15-2000	2,183,800	608,200	183,439,200	9,731,200	193,170,400
16	2,183,800	608,200	183,439,200	9,731,200	193,170,400
17	2,183,800	608,200	183,439,200	9,731,200	193,170,400
18	2,183,800	608,200	183,439,200	9,731,200	193,170,400
19	2,183,800	608,200	183,439,200	9,731,200	193,170,400
20-2005	2,183,800	608,200	183,439,200	9,731,200	193,170,400
	<u>32,277,800</u>	<u>9,479,260</u>	<u>2,711,335,200</u>	<u>15,166,816</u>	<u>2,863,003,360</u>

∴ 20 = 143,150,160  
year average

\* Maximum capacity reached.

NOTE: Constant 1981 dollars without adjustment for inflation.

STATE OF ALASKA 1986 LEGISLATIVE SESSION  
FISCAL NOTE

Revision Date: \_\_\_\_\_

**REQUEST**  
 Bill/Resolution No.: SSSB 374  
 Title: An Act Relating to State Toll Facilities  
 \_\_\_\_\_  
 Sponsor: DeVries and Faiks  
 Requestor: Senate Transportation  
 Date of Request: 2/10/86

**FISCAL DETAIL**  
 Agency Affected: DOT&PF  
 BRU: Design and Construction  
 \_\_\_\_\_  
 Components: \_\_\_\_\_  
 \_\_\_\_\_

**EXPENDITURES/REVENUES: (Thousands of Dollars)**

OPERATING	FY 86	FY 87	FY 88	FY 89	FY 90	FY 91
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
<b>TOTAL OPERATING</b>		0.0	0.0	0.0	0.0	0.0
<b>CAPITAL</b>		0.0	0.0	0.0	0.0	0.0
<b>REVENUE</b>		0.0	0.0	0.0	0.0	0.0

**FUNDING: (Thousands of Dollars)**

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
<b>TOTAL</b>		0.0	0.0	0.0	0.0	0.0

**POSITIONS:**

FULL-TIME		0.0	0.0	0.0	0.0	0.0
PART-TIME		0.0	0.0	0.0	0.0	0.0
TEMPORARY		0.0	0.0	0.0	0.0	0.0

**ANALYSIS:** There is no fiscal impact in adding tunnels to existing toll authority. The specific fiscal impacts of a Whittier Toll Road would be subject to AS 37.15.730.

Prepared By: William R. Snell, Deputy Commissioner (Signed) Phone: 266-1440  
 Division: Central Region DOT&PF Date: 2/11/86

Approved by Commissioner:  Date: 2/11/86  
 Agency: DOT&PF

Distribution (by Agency preparing fiscal note):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)

10/25/85




## Dept. of Transportation & Public Facilities

# Position Paper

**BILL NO:** SSSB 374

**TITLE:** An Act Relating to State  
Toll Facilities

**APPROVED:**   
R. J. Knapp  
Commissioner

**DATE:** 2/11/86

---

The Department of Transportation and Public Facilities supports expanding the current toll facility authority to include tunnels. In addition, we support the addition of the Whittier Toll Road facility to AS 37.15.730. This legislation reinforces the desire to ensure that projects such as this are financially feasible and able to produce revenues to cover their costs whenever possible.

The Department is currently conducting an economic analysis and financial plan for transportation access to Whittier. A key part of this financial plan, which will be available in mid-March, will be to look at funding the project through the use of revenue bonds generated from tolls.



## THE CITY OF WHITTIER

January 27, 1986

The Honorable Edna DeVries  
Pouch V  
Juneau, AK 99811  
Mail Stop 3100

Dear Senator DeVries,

Thank you for your inquiry of January 27, 1986, regarding information on the request from the City of Whittier for a Highway Toll Authority. Before considering this, perhaps some of the City's goals can be discussed. Overall, the City plans an orderly development program to encourage and support tourism, recreation, transportation and commercial fishing. (including fish processing)

To facilitate this program an overall goal has been established to improve access from Portage Valley to Shotgun Cove. Admittedly, this is an expensive undertaking, but it is supported by a willingness to require users to pay associated costs over an extended time period. Hence, our inquiry into the establishment of a toll authority to cover the entire length of the Access route. This will be discussed further in this letter.

Before the City can accommodate much of an increase in vehicular traffic, space must be developed for them. This has led to development of a proposal to divide access improvements into segments, with supporting facilities being developed simultaneously.

### LANDS

A major factor which could influence growth in Whittier stems from the recent acquisition by the State of about 4800 acres of what was previously federal land. Of this land grant, 600 acres has already been designated as an entitlement to the city of Whittier. Another 418 acres has been designated as settlement to the Chugach Native Corporation. Out of the remaining lands, several areas in the Whittier vicinity have been designated by the State for potential disposal into private hands.



Edna DeVries  
January 27, 1986  
Page 2

These areas are, Pigot Bay, 295 acres; Poe Bay 440 acres; Logging Camp, 325 acres and Billings Creek for a yet unknown amount of acreage. These areas will eventually require service from Whittier and will support user funded access when it is realized.

#### SHOTGUN COVE - WHITTIER SUBDIVISION

According to the Shotgun Cove Steering Committee, a joint organization of Whittier and the Chugach Native Corporation, the first stage of development in support of improved access should be the Shotgun Cove Road. Total cost of this will be 19.5 million dollars, based on the existing engineering design. This project may be broken into two parts with a requirement of approximately 10 million dollars needed to build the road from Whittier to Trinity point beginning in 1986.

If the road can be started this year, the City will advertise a request for proposals to develop 200 acres of Municipal Entitlement Land known as the Whittier Subdivision. This could be by a private developer with the lands being furnished by the City of Whittier. Application for these lands has been filed with the Alaska Department of Natural Resources and a letter of entry is expected before the coming spring.

A preliminary site plan indicates approximately 197 residential lots can be developed. In addition, the Chugach Alaska Corporation owns approximately 318 acres adjacent to the proposed subdivision. This is proposed for residential and commercial development through private capital. At a density of about 2 people per acre this combined development could support up to 1030 people depending on the actual form development may take.

Before the summer of 1986, the City of Whittier and Chugach Alaska Corporation will, through a joint venture, select an additional 400 acres of Municipal Entitlement Land and 100 acres of Corporation Land in Shotgun Cove. The Shotgun Cove Steering Committee has recommended that a request for proposals for private development should be advertised soon after the land selection has been finalized. While the ultimate form of development is unknown, it has been agreed that the RFP will include some high density residential development, harbor facilities, commercial enterprises and improved marine freight handling and passenger facilities as standards for the project. If future population density were to reach 4 people per acre, not an exceptionally high figure, the combined development could support about 2000 residents.

Edna DeVries  
January 27, 1986  
Page 3

Again, this aspect of future development could easily be accomplished with private capital, with a long range benefit to the City being a stable tax base. The Chugach Alaska Corporation has mentioned on occasion the potential for winter recreation facilities they could develop. If followed through, this would result in a year round influx of recreational enthusiasts. Access to the area would cost another 9.5 million dollars in road construction as it is currently engineered.

Once the Whittier Subdivision and Shotgun Cove projects are under way, access improvement from Portage Valley to Whittier, via a toll road, could easily be supported by the increased traffic generated by the developments.

We understand that a report is forthcoming to this legislature from the Alaska Department of Transportation evaluating the feasibility of financing alternatives for Whittier access based on various studies completed in the past. This study is apparently due about February 15, 1986. We have deep concerns that this study will reflect only traffic projections to Whittier at it's existing level of development and not what the potential will be with development as proposed above. However, we believe that access from Portage to Whittier should be user paid. The best way to provide for this would be to charge those who derive the most benefit from the development. In order to establish this as a possible alternative however, will require ammendment of the toll authority established for the proposed Knik Arm Crossing.

Obviously the above proposals are quite ambitious. However, we are certain they are reasonable. We have collected some information which supports our position. The following will show some of the diverse considerations that are operative in our area which may not have been adequately adressed elsewhere.

#### HARBOR FACILITIES

Harbor facilities, or the lack thereof, is a major concern. The existing harbor was constructed in 1972. It was full the following year. In 1980 the size was doubled. It was again immediately over subscribed.

At present, there are 332 slips in the harbor. Of these, 279 are permanently assigned. 53 are held open for transient vessels.

Presently, 86 transient vessels are spending the Winter

Edna DeVries  
January 27, 1986  
Page 4

moored in the harbor. This is a 29% increase over the same period last year. The only problem is, They are large vessels which occupy most of the slips for the larger size classes. It is getting more difficult to accomodate winter use primarily from fishing vessels.

In the summer, from April 15, through September 15, the situation becomes chaotic. There was an approximate increase of 15% use in the harbor. With July 1985 being an example, there was 279 assigned berths with an average of 227 transient boats in the harbor for and average of 506 boats in the harbor designed for 332 boats. On five occasions in 1985, the Harbormaster broadcasted to all boats entering the harbor that there was no more space available. Up to 105 boats were on the priority list awaiting permission to enter the harbor. Some were anchored up for three days before space could be make available. The need for additional harbor space is desparate. Shotgun Cove can provide it.

In the analysis of the reason for this demand the following facts can be verified.

1. 87% of the vessels using the harbor are from Anchorage and Eagle River.
2. 3% are from the Mat-Su Borough.
3. 1% are from Whittier.
4. 7% are from either Seward, Homer, Cordova or Valdez.
5. 2% are from other areas including out of state.

Arthur Young and Associates has prepared a summary of various studies conducted between 1979 and 1983 to prepare a demand analysis of boating requirements for Anchorage and the Kenai Penninsula. It was concluded that 1 in every 13 people in that area require boating facilities.

If the population of Anchorage is approximately 244,000, as mentioned in the 1985 Municipal Officials directory, then there is a demand for 18,769 slips to satisfy Anchorage alone. Less than a third of these are available in the Anchorage/Kenai Penninsula area.

Whittier is only 60 miles from this demand; compared to over twice that distance to Seward and over four times that

Edna DeVries  
January 27, 1986  
Page 5

distance to Homer. In addition Whittier is a major gateway to Prince William Sound, which contains some of the best recreational waters in the state. All that prevents it from being used to its potential is access and facilities.

The U.S. Army Corps of Engineers is nearing completion of the feasibility study for a harbor in Shotgun Cove. This report is due for completion by the Spring of 1986. The Preliminary draft shows definite feasibility. There are two viable alternatives for construction. One alternative is for approximately 832 slips. The other, approximately 790 slips for a total of 1622 spaces which could ultimately be developed. While this does not meet all of the Anchorage needs, it would certainly help.

If the State is unable to help in construction of a new harbor in Shotgun Cove, then perhaps a private corporation could develop it. For example part of the slips could be sold into private ownership on a condo arrangement to recover a large part of the investment.

#### MARITIME ACTIVITIES

In 1986 there are 34 Cruise Ship dockings scheduled into the Port of Whittier. Each of these ships carry about 800 passengers to and from Alaska. This adds up to a total of 27,200 people entering and 27,200 departing for a total of 54,000 passengers that will pass through Whittier and Anchorage next season. In addition each ship carries approximately 200 crew members for a total of 6800 crew person visits to the city. This is a considerable contribution to the economy of Alaska. It constitutes a tremendous impact on the City however, which provides EMS, Fire and Police support, in addition to water and sanitation services.

In addition to the above, 18,066 passengers were accommodated by private cruise ship between Whittier and Valdez. This number will increase significantly in 1986 with the addition of two more vessels of about ninety foot in length, catering to the demand. It is conceivable that this number will triple in the next two years.

This is in large part due to lack of capacity on the Marine Highway System (M.V. Bartlett) which operates at over capacity during the summer months. This vessel in 1984 transported about 22,000 walk on passengers between Whittier and Valdez and about 5000 automobiles and recreational vehicles. It can accommodate no more. Perhaps it is only proper that additional demand be met by the private sector. However, moorage must be provided for the private vessels.

Edna DeVries  
January 27, 1986  
Page 6

The City port facilities are already over taxed. Added harbor facilities in Whittier and Shotgun Cove will help provide the necessary moorage facilities and passenger services which are now totally lacking.

Another form of maritime activity is the amount of rail barge freight which passes through Whittier every year. An estimate from the largest of the rail barge companies serving Whittier, Alaska Hydro Train, places a figure of over 500,000 tons on the amount of freight which is shipped northbound alone through Whittier. The Alaska Railroad has plans to expand their capabilities to handle rail barge traffic by upgrading their second slip, which is now used only for staging. This project has been slated to begin in the Spring of 1986.

#### ALASKA RAILROAD

The Alaska Railroad and the other transportation companies plan on moving more freight through Whittier to Anchorage than ever before. Present summer passenger and vehicle shuttles are increasingly coming into conflict with the movement of freight. Additionally it is well documented that rail passenger service does not pay for itself when the tourist season and the off season are averaged together. More passengers are showing up each year than the Alaska Railroad cares to handle between Portage and Whittier in the summer.

According to Alaska Railroad conductor estimates, about 160,000 people rode the shuttle in 1985. In addition, 22,000 vehicles, including buses, motor homes, van trucks and personal vehicles were transported. When considered on the basis of train days, or the number of day per year that the train makes at least one regularly scheduled shuttle run, it appears that an average of 615 passengers were served each day. Since the train runs every day for the four months of summer, that equals 120 train days. In the 8 winter months the train runs three days a week or 15 days a month also equal to 120 train days.

Obviously the people moved in 1984 were not all Whittier residents of Whittier. In 1985 Whittier had only 338 residents, based on revenue sharing information filed with the state. If the projection for the 1986 cruise ship schedule and the actual number of people served by public and private ferry service in 1985, are subtracted from the 1985 railroad figures, the average daily figure for activity on the train would still nearly equal the population of Whittier or about 334 passengers a day.

Edna DeVries  
January 27, 1986  
Page 7

#### U.S. ARMY PETROLEUM TANK FARM

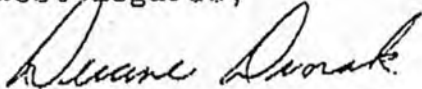
While there is not a lot of information available, the U. S. Army Petroleum Tank Farm is continuing its program to expand and upgrade facilities. This is bound to have an effect on Whittier. They will complete three new tanks in summer of 1986 and this may require either more rail tank service or more tanker ship service to be brought to the area.

#### CONCLUSION

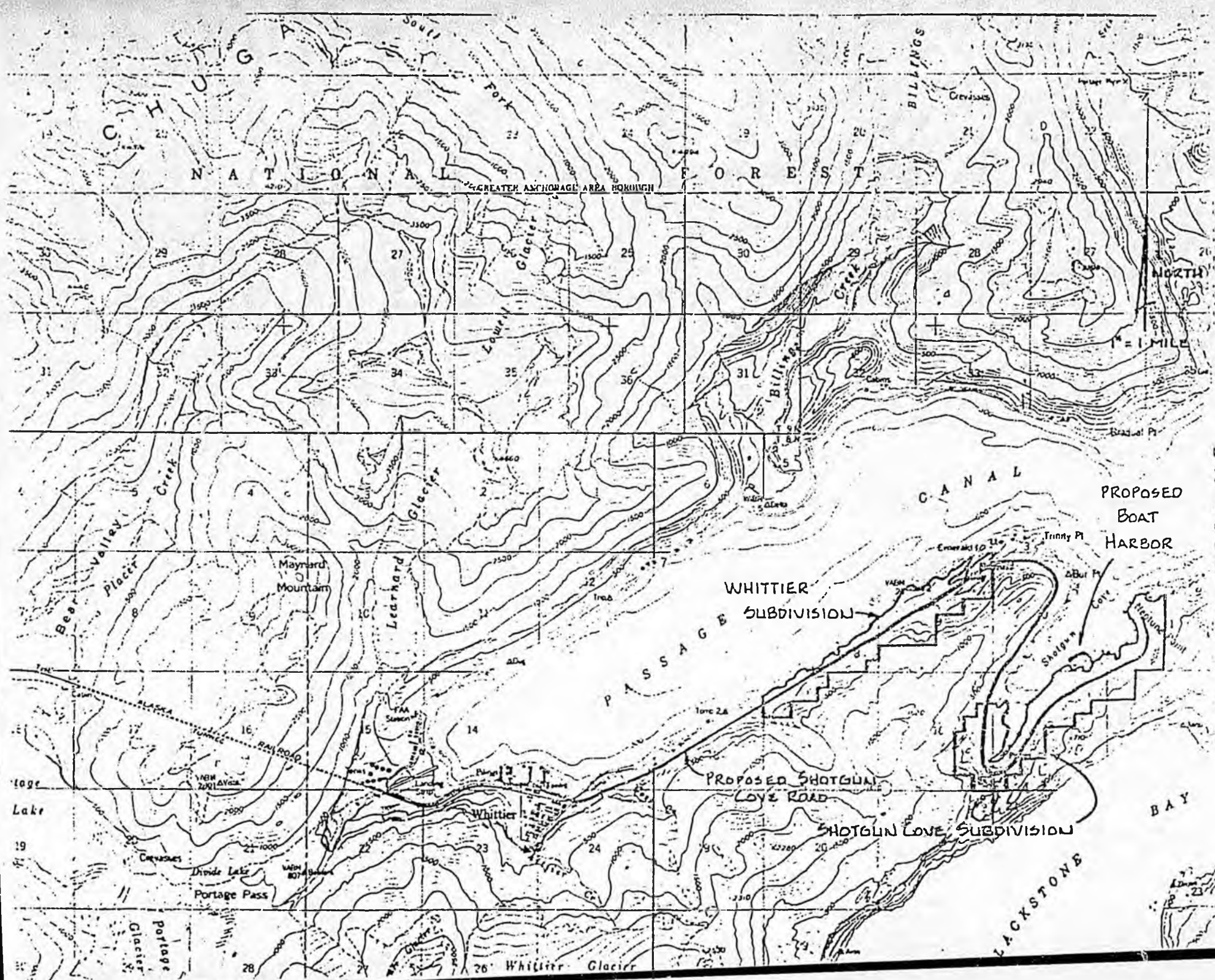
We of the City of Whittier visualize a great future for our community. The potential is here. To realize it, your support and assistance is badly needed. The demand exists for what we can offer. If we do not guide our growth, it will happen in a manner which will not reflect well on our city or the state. The major key is providing access and facilities on a timely basis.

We are asking for help from the legislature and administration in making it happen.

Best Regards,



Duane Dvorak  
Acting City Manager, Whittier





Unique — even in Alaska!

## THE CITY OF WHITTIER

January 17, 1986

JAN 28 1986

The Honorable Edna DeVries  
P.O. Box 321  
Palmer, AK 99645

Dear Senator DeVries,

The enclosures of this letter are the result of a project that was undertaken by our city council and other community members at the close of last summer. Through administrative oversight, these documents were not distributed in a timely fashion; however, the Whittier City Council felt it would be a shame to lose the efforts of so many people. Therefore, the City of Whittier humbly submits a petition, a resolution, and a state information guide that was used as a basis for our discussions of a toll authority for the Whittier area.

We hope that you may find time to share our information and our concerns with your colleagues in Juneau. We realize the economics of funding access is not very favorable at present. Yet, we feel strongly that a toll would, in the long run, provide a large measure of revenue toward amortizing a project of the type proposed to link Whittier with the greater Anchorage area.

To live and work in Whittier is to know just what this location can mean to the rest of the state. With our physical proximity to the largest economic and population center in the state, Anchorage, we are aware almost daily of the potential for increased freight handling and recreation opportunities for the entire region.

If there is any further information that you require, please call our city office at 472-2327, or FAX 472-2404. Thank you for your attention.

Sincerely,

Duane Dvorak  
City Clerk, Whittier

A RESOLUTION SETTING FORTH THE LEGISLATIVE PRIORITIES FOR THE CITY OF WHITTIER, ALASKA, FOR CONSIDERATION DURING THE 1985-86 STATE LEGISLATIVE SESSION.

WHEREAS, the City of Whittier is in need of funding to continue the growth and improvement of the community, and;

WHEREAS, funding is available from the Alaska State Legislature for development projects within small communities, and;

WHEREAS, the City Council, realizing that the Legislature has limited funds available, has met and carefully considered and determined their priorities for funding,

NOW, THEREFORE, THE WHITTIER CITY COUNCIL RESOLVES:

That, the City Council of the City of Whittier requests funding from the Legislature for the following projects, which are presented as a statement of needs assessment.

"Our priority is to support development of improved access from Bear Valley (Portage Galacier Visitors Center), situated in the southeastern corner of the Anchorage borough, to Shotgun Cove, located on Passage Canal in beautiful Prince William Sound. This corridor encompasses access from Bear Valley to the Whittier core, from the core area to Whittier subdivision, and from the subdivision to Shotgun Cove."

PASSED AND APPROVED THIS 5<sup>th</sup> day of November, 1985 by a duly constituted quorum of the City Council of Whittier, Alaska.

*Rawson E. Knight*  
Rawson E. Knight, Mayor

*Mei Wooten*  
Mei Wooten, Councilmember

*Sue Rains*  
Sue Rains, Councilmember

*Kent Barker*  
Kent Barker, Councilmember

*Amanda Hale*  
Amanda Hale, Vice-Mayor

*Georgia Buck*  
Georgia Buck, Councilmember

*Fred Joiner*  
Fred Joiner, Councilmember

ATTEST: *Duane Dvorak*  
Duane Dvorak,  
City Clerk, Whittier

... RESOLUTION OF THE CITY OF WHITTIER, ALASKA, CARRIED FOR THE AMENDMENT OF AS 37.15, AS 19.05, TO INCLUDE THE FINANCING AND CONSTRUCTION OF TUNNELS AS PROPER ACTIVITIES SUBJECT TO THE INTENT AND AUTHORITY OF THE ACTS.

WHEREAS, the current ferry, barge and rail lines linking Whittier and Anchorage constitute an important, established supply link for the State of Alaska and its citizens; and,

WHEREAS, increased demand for supplies by a growing economy has resulted in a stricture on the growth potential of Whittier and the State of Alaska because of the lack of adequate access by road; and,

WHEREAS, increasing economic activity has been shown to increase employment as well as revenue for state and local government; and,

WHEREAS, the cost-effective and timely movement of goods to the major economic and population centers of the state would result in lower cost to consumers and improved distribution to remote communities; and,

WHEREAS, the City of Whittier expects to one day benefit from a road which would connect the community, via a tunnel, to the major economic and population centers of the state; and,

WHEREAS, the City Council wishes to express that which would be beneficial to the state and the general public whenever possible;

NOW, THEREFORE, THE WHITTIER CITY COUNCIL RESOLVES:

FIRST: That legislation which pertains to the financing and construction of toll road facilities be amended to allow for the consideration of a tunnel and concomitant road to connect Portage, Alaska with Whittier, Alaska; specifically, Alaska Statute 37.15.730 to be amended to read that a Portage to Whittier access road with tunnel to be the first state toll facility.

SECOND: In addition, Alaska Statutes 37.15.720, 37.15.760, and 19.05.040, in referring to those activities of potential toll authority be amended to include the term tunnel as part of the definition.

PASSED AND APPROVED this 3<sup>rd</sup> day of September, 1985 by a duly-constituted quorum of the city council of Whittier, Alaska.

Rawson E. Knight  
Rawson E. Knight, Mayor

Amanda L. Hale  
Amanda L. Hale, Vice-Mayor

T. Kent Barker  
T. Kent Barker, Councilmember

Don Hatmaker  
Don Hatmaker, Councilmember

Fred L. Joiner  
Fred L. Joiner, Councilmember

Don Shofner  
Don Shofner, Councilmember

Clyde M. Wooten  
Clyde M. Wooten, Councilmember

ATTEST: Diane Donohue  
City Clerk  
Whittier, Alaska

OF A STATE TOLL AUTHORITY A TOP PRIORITY SO THAT NEW ROADS MAY BE CONSTRUCTED WITHIN THE STATE WITHOUT CAPITAL APPROPRIATIONS FROM THE STATE BUDGET.

<u>NAME</u>	<u>ADDRESS</u>	<u>TELEPHONE NO.</u>
<u>MARINA BULLER OSMI</u>	<u>PO Box 748 Whittier</u> <u>AK 99693</u>	<u>472-2545</u>
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<u>MARY Lee BROWN</u>	<u>P.O. Box 714 Whittier</u> <u>AK 99693</u>	<u>29077</u> <u>472-2355</u>
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<u>Annif Parks</u>	<u>P.O. Box 695</u> <u>Whittier AK 99693</u>	<u>907-472-2502</u>
<u>Froy Carleso</u>	<u>P.O. Box 1002</u> <u>Whittier AK 99693</u>	<u>907-472-2305</u>
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<u>Pauline P. Svers</u>	<u>P.O. Box 663</u> <u>Whittier, AK 99693</u>	<u>107-472-2517</u>
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<u>Alma Walker</u>	<u>P.O. 614</u> <u>Whittier, AK</u>	<u>907-472-2511</u>
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<u>Roscoe Daniel</u>	<u>Box 634 Whittier</u> <u>99693</u>	<u>472 2587</u>
<u>Helen M. <del>Remer</del> Remer</u>	<u>P.O. Box 626</u> <u>Whittier Alaska</u>	<u>907-2551</u>
<u>Lucy D. Toney</u>	<u>7426 E 20th</u> <u>Anchorage, AK 99504</u>	<u>333-1217</u>

<u>John W. [unclear]</u>	<u>GEN DEL WHITTIER</u> <u>ALASKA 99693</u>	
<u>Babs [unclear]</u>	<u>Box 665</u> <u>Whittier, AK</u>	<u>472-2374</u>
<u>Francis Smith</u>	<u>Box 617</u> <u>Whittier, AK</u>	<u>472-2351</u>
<u>Andrew R. Mori</u>	<u>Box 619</u> <u>Whittier AK 99693</u>	<u>472-2510</u>
<u>Douglas J. Bolle</u>	<u>Box 712</u> <u>Whittier AK 99693</u>	<u>472-2572</u>
<u>Ronda G. Bolle</u>	<u>Whittier AK 99693</u> <u>GEN DEL</u>	<u>472-2572</u>
<u>Bruce Solom</u>	<u>WHITTIER AK 99693</u>	<u>472-2411</u>
<u>Janice J. Parks</u>	<u>P.O. Box 695</u> <u>WHITTIER, ALASKA 99693</u>	<u>472-2502</u>
<u>Wick M. Johnson</u>	<u>P.O. Box 623</u> <u>Whittier, AK 99693</u>	<u>472-2338</u>
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<u>W. Brewster</u>	<u>Box 737</u> <u>WHITTIER, AK</u>	<u>472-2542</u>
<u>P. J. [unclear]</u>	<u>P.O. Box 697</u> <u>WHITTIER, AK 99693</u>	<u>472-2408</u>
<u>Wm. C. [unclear]</u>	<u>P.O. Box 624 Whittier, AK</u> <u>AK</u>	<u>472-2514</u>
<u>Randall Hartman</u>	<u>P.O. Box 675</u> <u>Whittier AK</u>	<u>472-2378</u>
<u>David V. Bender</u>	<u>P.O. Box 711</u> <u>Whittier, Alaska PT.</u>	<u>472-2353</u>
<u>Karson E. Knight</u>	<u>P.O. Box 698</u> <u>Whittier, AK</u>	<u>472-2523</u>
<u>Russell [unclear]</u>	<u>Whittier, AK</u>	<u>472-2514</u>
<u>D. J. [unclear]</u>	<u>PO BOX 698</u> <u>WHITTIER AK 99693</u>	
<u>L. [unclear]</u>	<u>2201 [unclear] St.</u> <u>Whittier, AK</u>	<u>472-2210</u>
<u>John D. Casue</u>	<u>Box 666</u> <u>Whittier AK 99693</u>	<u>472-2334</u>

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Jerry Marlow	Whittier AK P.O. Box 642	472-2400
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Genevieve Sherman	Whittier AK 99643 P.O. Box 777	472-2354
Frank P. Jones	Whittier, AK 99683 Gen. Del.	472-2348
Grace Adkins	Whittier, AK	
Ed. O'Neil	Box 643 Whittier AK 99683	472-2344
Paul L. Jones	P.O. Box 722 Whittier AK	472-2393
Leslie R. Buck	PO Box 747 Whittier Alaska 99683	907-412-2379
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Terrence Zeigler	Apt 511 Branch Towers Box 686 Whittier AK	472-2318
Kay Shepherd	Box 727 Whittier, AK Gen Del.	472-2350
Tom Fox	Whittier AK Box 645	
Alvin L. Howard	Whittier, AK PO Box 645	472-2526
Pamela K. Howard	Whittier, AK	472-2526
Dorinda K. McCall	Box 732 Whittier AK	472-2369
Tom H. McCall	Box 732 Whittier AK PO Box 724	472-2369
Sue Lains	Whittier AK 99683 P.O. Box 724	472-2347
Charles Rand	Whittier AK	472-2347

Tom Kuhl	WILLOW, AK. 99617 Box 1194	424-3589
Lois M. Roberts	Cordova, AK 99574 Box 713	472-2364
Lyle C Roberts	Whittier, AK 99693 Box 713	472-2364
J. J. J.	Whittier AK 99693 #1412	
Laura J Kottler	Whittier #908	⊕
Mark L. Kottler	GENERAL DELIVERY #908	
Boni S. Colbert	P.O. Box 642 Whittier Alaska	472-2324
Camilla Leonard	P.O. Box 676 Whittier Alaska	⊕
Naki Christensen	Whittier Alaska P.O. Box 635	472-2314
Christy M. Wilson	Whittier, AK 99693	472-2375
Catherine J. Paulson	P.O. Box 953 Whittier AK 99693	472-2558
Lord McKenley	P.O. Box 687 WHITTIER, AK. 99693	NO PHONE
Julie Trillingham	General Delivery Whittier, AK. 99693	472-2589
Joe Wilcox	Whittier AK 99693 P.O. Box 613	472-2541
David Keyton	Whittier, AK 99693	472-2517
Chou Shan	P.O. 746 Whittier AK 99693	472-2354
Ray Thomas	8330 E. 20th Anchorage AK	277-5987
Brenda Lewis	Whittier PO 746	472 2354
Kathy Bartels	Whittier. 99693	472 2453
K. Christensen	Box 676 Whittier AK. 99693	472-2314

<u>Arnold S. Hale</u>	<u>WHITTIER AK 99693</u> <u>POB 671</u>	
<u>Flavence Rawhouser</u>	<u>WHITTIER AK 99693</u> <u>P.O. Box 685</u>	<u>472-2336</u>
<u>Walter W. Fells</u>	<u>Whittier, AK 99693</u> <u>P.O. Box 738</u>	<u>472-2535</u>
<u>Donna M. Latta</u>	<u>Whittier, AK 99693</u> <u>P.O. Box 738</u>	<u>472-2535</u>
<u>Linda Barber</u>	<u>WHITTIER, AK 99693</u> <u>Box 671</u>	<u>472-2376</u>
<u>Jackie Barber</u>	<u>Whittier, AK 99693</u> <u>Box 671</u>	<u>472-2376</u>
<u>BJ Smith</u>	<u>Whittier Alaska 99693</u> <u>Key Del.</u>	
<u>Claudia Smith</u>	<u>Whittier AK</u> <u>99693</u>	
<u>Marion D. Wilson</u>	<u>Same as above</u> <u>Box 635 Whittier AK</u>	<u>472-2375</u>
<u>J. Hogan</u>	<u>1800 Pellin Ave.</u> <u>418 CAMELOT DR. #7</u>	<u>349-1857</u>
<u>Ken Taylor</u>	<u>ANCH, AK 99608</u> <u>PO Box 657</u>	<u>337-3187</u>
<u>Dennis Hoyt</u>	<u>Whittier, AK</u> <u>PO Box 747</u>	<u>472-2528</u>
<u>Georgia Buck</u>	<u>Whittier Alaska</u> <u>PO Box 611</u>	<u>472-2379</u>
<u>C.W. Salton</u>	<u>WHITTIER, AK 99693</u> <u>GEN. DEL.</u>	<u>472-2316</u>
<u>Ed. Brown</u>	<u>WHITTIER AK 99693</u> <u>5630 Rabbit Cr. Rd.</u>	<u>472-2306</u>
<u>Paul W. Kube</u>	<u>Anchorage AK 99516</u>	
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<u>Mr &amp; Mrs Bill Stranberg</u>	<u>Box 627</u> <u>Whittier, AK 99693</u>	<u>472-2389</u>



Typed Names of Toll Road  
Authority Personnel

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MARY LEE BROWN BOX 714  
MARILYN C. SCOTT  
FROY CARLISLE BOX 602  
APRYLE WOOTEN BOX 681  
NYAL WORSHAM BOX 673  
PAULINE R. IVERS BOX 663  
VICKI L. HARTMAN BOX 675  
ROBERT L. WARDLOW BOX 721  
BRENDA TOLMAN BOX 704  
PATSY HATMAKER BOX 624  
WILMA WILCOX BOX 614  
MARE E. ROBERTS BOX 727  
ROSCOE HARRELL BOX 634  
HEIDI M. REMER BOX 626  
LUCY D. TERRY 7426 E. 20TH ANCHORAGE 99504  
AARON REMER BOX 626  
THOMAS J. TEL  
BABS REYNOLDS BOX 665  
STACY SMITH BOX 612  
LAWRENCE MORIN BOX 669  
DOUGLAS BOLLE BOX 712  
RONDA BOLLE BOX 712  
BRUCE SOLEM  
JAMES L. PARKS BOX 695  
VICKY M. JOHNSON BOX 623  
D.E. MCELHANEY JR. BOX 623  
W. BREWSTER BOX 737  
C.D. EWING BOX 697  
DON C. HATMAKER BOX 624  
RANDALL HARTMAN BOX 675  
DORIS V. BENDER BOX 711  
RAWSON E. KNIGHT BOX 698  
ROSEANNE M. BAKKER  
D.J. ROBERTS BOX 698  
S. HAZLETT 1201 DENALI #112, ANCHORAGE  
JOHN I. CASUE BOX 666  
ED BECKER  
LARRY ROBERTS BOX 727  
JOHN BAILY 1510 BEAVER ANCHORAGE  
LARRY MALOW BOX 716  
THOMAS N. TOWNSEND BOX 642  
YEN WEN SHEN BOX 746  
FRED D. JOINER BOX 777  
GRACE ADDINGTON  
JACK COFFMAN BOX 643  
FRED L. JOINER BOX 722  
PEIR A. BUCK BOX 747  
CECIL ZEIGLER BOX 686  
BERNADINE ZEIGLER BOX 686  
KAY SHEPARD BOX 727  
TOM FOX  
ALLEN L. HOWARD BOX 645

PAULINE K. MCCA HILL BOX 732  
TOM H. MCCA HILL BOX 732  
SUE RAINS BOX 724  
CHARLES RAINS BOX 724  
TIM MCDANIEL BOX 1118 CORDOVA 99574  
TOM KOHLER BOX 1194 CORDOVA 99574  
IONE M. ROBERTS BOX 713  
LYLE C. ROBERTS BOX 713  
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LAURE J. KOTTER  
MARK KOTTER  
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CAMILLA TOWNSEND BOX 642  
VICKI CHRISTENSEN BOX 676  
DORTHY M. WILSON BOX 635  
CATHERINE J. CAWTHON BOX 753  
LOYD MCKINLEY BOX 687  
JULIE TRILLINGHAM  
JOE WILCOX  
DAVID KEYTON BOX 613  
CHOU SHEN BOX 746  
RAY DIWEUTS 833 E. 20TH ANCHORAGE  
BEN LENOZ BOX 746  
KATHY BARTELS  
KIT CHRISTENSEN BOX 676  
THEODORE A. MELCHER  
AMANDA L. HALE BOX 654  
FLORENCE RAWHOUSER BOX 685  
DOUGLAS W. LATTA BOX 738  
JANICE M. LATTA BOX 738  
LINDA H. HARKER BOX 671  
GRADY LEE HARKER BOX 671  
B. J. SMITH  
CLAUDIA B. SMITH  
MARION D. WILSON BOX 635  
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KEN TAYLOR 418 CAMELOT DR. #7 ANCHORAGE 99508  
DENNIS HOYT BOX 657  
GEORGIA BUCK BOX 747  
C.W. TALTON BOX 611  
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PAULA V. KREBS 5620 RABBIT CREEK RD. ANCHORAGE 99516  
BRENDA D. COFFMAN BOX 643  
LAURA STEGER 35810 VIEW LANE SOLDOTNA 99669  
ANNA YOUNG BOX 1644 SEWARD 99664 --  
MR. AND MRS. E. ODIN STRANDBERG BOX-627  
IVAN COOK  
ADAM PENEBERG  
WALT CODY  
RICHARD PARRY BOX 105 GIRDWOOD 99587  
JOHN CUNNIFE PLAZA 7, #180 BOX 2117 EAGLE RIVER 99577  
DOUG WILSON  
CHANCE YOUNG  
FRED MORINO 935 GAMBELL ANCHORAGE

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DEBORAH A. MCDONALD 3205 DAVIS PL.  
HAROLD BISHOP BOX 707  
JUANITA FARRINGTON 202 BUNNELL ANCHORAGE 99508  
CYNTHIA SMITH 1200 W. DIMOND ANCHORAGE  
JOHN KRISTOVAL 617 KATLIAN A17 SITKA 99835  
VERA HALL BOX 954 CORDOVA  
CHERI PROBST  
WILLIE E. BRAGG BOX 8726 ANCHORAGE 99508

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