

HCR

46

Alaska State Legislature

House of Representatives

Committee on Transportation



Rep. Bette Cato, Chairman

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

February 26, 1988

COMMITTEE CALENDAR:

HCR 46: Relating to the Copper River Toll Road.

Confirmation Hearings on Capt. Howard K. Elsensohn and Mr. Mark Foster to the Board of Marine Pilots, and Ms. Marlene Johnson to the Railroad Labor Relations Agency

FOR THIS MEETING, YOU HAVE BEEN GIVEN:

a folder on HCR 46 that includes

- item #1: HCR 46
- #2: background information from an engineering firm
- #3: letters - pro & con

a folder for the confirmation hearings that includes:

- item #1: a letter from Captain Howard K. Elsensohn
- #2: a resume from Mr. Mark A. Foster
- #3: a resume from Ms. Marlene Johnson

1 IN THE HOUSE

BY CATO

2

HOUSE CONCURRENT RESOLUTION NO. 46

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

FIFTEENTH LEGISLATURE - SECOND SESSION

5

Relating to a Copper River toll road.

6

BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

7

WHEREAS there is currently no road to Cordova; and

8

WHEREAS the residents of Cordova very much want to be connected by

9

road to other points in the state; and

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WHEREAS a road to Cordova would stimulate economic development and

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encourage tourism in the area; and

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WHEREAS the availability of both state and federal funding for road

13

construction has decreased; and

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WHEREAS the state has authority under AS 37.15.720 to construct and

15

maintain toll roads;

16

BE IT RESOLVED by the Alaska State Legislature that the Governor is

17

respectfully requested to direct the Department of Transportation and

18

Public Facilities to construct ^{under AS.} a toll road along the Copper River via

Chitina to Cordova.



Peratrovich, Nottingham & Drage, Inc.

Engineering Consultants

Telex 090 26436
Telefax (907) 563-4220

1506 West 36th Avenue • Suite 101 • Anchorage, Alaska 99503 • 907-561-1011

January 20, 1988

FEB 11 1988

PN&D K-514

Margy Johnson
Reluctant Fisherman
Box 150
Cordova, Alaska 99574

Re: Copper River Highway

Dear Margy:

As I promised, we are continuing to gather information about the Copper River Highway. Both Roy Peratrovich and I have always thought that this project is of great economic importance to Chitna, Cordova, Valdez and Alaska.

In earlier days, we both worked on route reconnaissance and designed many of the bridges including the large ones at Flag Point.

When work was stopped in the mid 1970's only about 4 miles was left to complete the initial pioneer road stretching from Chitna to the Million Dollar Bridge, according to Bruce Campbell, then Commissioner of Highways. Apparently work crews on both sides of the Tasnuna River were within sight of each other.

The pioneer road was begun at two ends, one near Chitna and the other near the Million Dollar Bridge. Crews pressed forward to around the Tasnuna River.

Photos taken by the late Charles Matlock are enclosed to show typical views of the road along the route. The pioneer road was about 14 feet wide and in condition to allow car passage.

The route crosses a few rivers that need substantial bridges. The Million Dollar Bridge could be repaired, Allen River needs a bridge, Abercrombie Creek, the large Tasnuna crossing would be the most expensive and there could be some lesser crossings of creeks.

Bruce Campbell says that a 14 foot wide gravel road with turnouts every 1/4 mile or so could be readily built in a fairly short time.

The State apparently owns the entire route right-of-way so that should not be a problem.

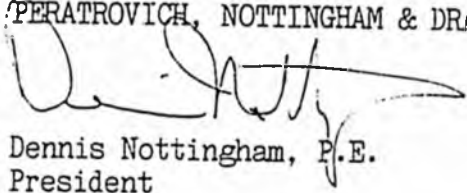
Modern technology involving modular bridges, heavy lift techniques and fast track road construction methods could all be employed on this project.

Margy Johnson
January 20, 1988/K-514
Page 2

We will continue to support your efforts and should you have any questions please call.

Sincerely,

PERATROVICH, NOTTINGHAM & DRAGE, INC.



Dennis Nottingham, P.E.
President

DN/dt/L5

xc: Rep. Bette Cato
Don Moore, Cordova City Manager
w/attachments



THE EYAK CORPORATION

February 16, 1988

Office of The Governor
ATTN: Governor Cowper
Pouch A
Juneau, AK 99811

RE: COPPER RIVER HIGHWAY SUPPORT BY EYAK

Dear Governor Cowper,

The Eyak Corporation strongly supports the building of the Copper River Highway, and has supported it for a number of years. Any method that would expedite the building of the Copper River Highway, including a pioneer road, we feel would be a benefit to our people and all the people of Cordova. A highway would be a more economical way for people and freight to flow in and out of this community.


We feel that the question of whether or not the people of Cordova want a road, has been answered, and that answer was yes. We also would hope that you would be in favor of tying the state together via a highway system especially one that connects Cordova to the rest of the state. It is our understanding that since the Hickel Administration, no new state highways have been built.

The Eyak Corporation passed a resolution that endorsed the Woods Canyon Route otherwise known as the Chitna Route. This resolution is attached.

We also feel that this road would not only benefit the Cordova area, but it would also benefit the entire state. With the increase in tourism, especially in the area of McKinley Park, The Copper River Highway could go a long way to diversifying the areas visited by tourists by opening up the Wrangell St Elias area during the tourist season. Additional attractions that would be opened up and visited, are the Childs Glacier, Copper River Delta, and Sheridan Glacier, all of which are currently enjoyed by only a few people. Another fact that should be considered is the potential stabilization of Cordova's economy with the additional flow of persons and commerce that would travel to Cordova via the Copper River Highway. Many of these persons and businesses might not come without the highway.

Again we ask for your support and hope that the Highway can become a reality soon.

Sincerely,



Lucas Borer
Chief Executive Officer
The Eyak Corporation

P.O. BOX 340 CORDOVA, ALASKA 99574 (907)424-7161

Betty Lato
Juneau Alaska
99811

FEB 23 1988

The Copper River Highway has long been a dream to most Cordovans. The business community has always supported the completion of our Highway. As you know, we were within 10 miles of completion when the Good Friday earthquake hit. Since then, the project has been a political football.

We ask you to support our legislators in the efforts to secure funding for the Copper River Highway. We are not asking for a deluxe or even paved highway, simply a pioneer access so that our community can be linked to Alaska's road system.

Supporting the development of Alaska's infrastructure through construction of necessary roads is vital to the economic well being of the State of Alaska.

We would be most appreciative of your support.

Sincerely,

David Henry
General Delivery
Cordova Alaska

Governor's Office
Box A, Juneau, 99811-0101
February 19, 1988

FEB 23 1988

Dear Governor Cowper,

I want you to know I am in complete support of completion of the Copper River Highway to Chitna. I was born, raised, and have lived all my life in Cordova. The road would be a real asset to help with all aspects of life here. The ferry is essential and would remain so, but the way things are now the ferry is nearly impossible for the average guy. When I need service on my new truck I have to take a week to go to Anchorage to get the work done. The ferry schedule has always worked this way, and it seems like just by it's very nature it can not provide all our transportation needs. I believe if we had a highway connection with the rest of the state I probably would not have to go to Anchorage for vehicle service, in the long run.

In addition I do not think a road would ruin our town. We who were born and raised here have always had the history of the Copper River and Northwestern Railroad and regular land transportation to the Interior as part of our being and desires. It is very frustrating to have had a bunch of short timers and summer only users telling us a road would ruin our community. Land transportation made this City. It won't ruin anything to have what we grew up expecting to finally be a reality.

Thanks for listening and please help end this very frustrating situation for my community.

Sincerely,



Roger Behymer

Box 614
Cordova

cc.

Bette Cato
Mike Szymanski
Jay Kertulla

Thank you for your help

FEB 23 1988

Feb 13, 1988

Dean Rep. Cate:

Having recently read of the
renewed interest in the Cooper
River Highway, I would like
to express my approval and
hope you will give your full
support.

Sincerely,

J. D. Cate

Box 74

Clinton AR 99566

FEB 23 1988

Office of the Governor
Box A
Juneau, Alaska, 99811

February 15, 1988

Dear Governor Cowper,

This letter is to show my support for the Copper River Highway which would connect Cordova, Alaska to the rest of the State by means of a road. Not only would the road encourage other Alaskan to visit Cordova, it would make it possible for Cordovans to visit and shop outside of Cordova at less expense.

The local merchants use the "high cost of shipping" excuse to inflate local prices to a ridiculous high and then virtually laugh at their customers because we pay these prices. Example: a gallon of milk cost almost \$5.00; a loaf of bread costs \$2.50, chicken sells for \$2.99 a pound. As there is no competition the merchants can set any price they so desire. If Cordovans were able to drive Anchorage without the need to take a ferry to Valdez, they could afford to bring back a truckload of groceries and still save money.

Please lend your support to the Copper River Highway to connect Cordova to the rest of the State.

Sincerely,

Dixie Lambert

Dixie Lambert

PO Box 614

Cordova, AK 99574

cc: Rep. Betty Cato
Sen. Mike Szymanski
Sen. Jay Kertulla

I'd appreciate your support also Betty!

Govenor Steve Cowper
Juneau, 99811-0101
February 15, 1988

FEB 23 1988

Dear Govenor Cowper,

I would like to see the Copper River ROAD COMPLETED. This would be a very strong unifying point for Cordova. You see the people who oppose the road all admit that sooner or later there will be a road. Once the road is finally completed we will be able to start having a city of agreement and purpose. As it is now many people who want the road keep quiet. They are afraid to lose some of the little business there is. Some such as our newspaper editor have very negative feelings about the road for selfish reasons. They do not want TO SHARE THE COUNTRY with others. They want to have rafting business or tour business all to themselves. Some of these few can make life uncomfortable for any of the many who want the road to their community position. Many collect a salary from government in some form or another. These few have made life hard on some of our most energetic community members and they have left the community. Far too many of our young adults have to leave also creating a brain drain , and further erode our ability to have any sense of community except the small group of elite who managed to cheat Cordova out of the road. I know this is somewhat hard to believe, but for instance one might wonder why there is never anything in the newspaper about positive aspects of the Copper River Road. The editor makes it appear ridiculous. She will edit for space or run contradictory information .

None of these type of things is good for a community. We need to have our history back. The railroad went to Chitna and let people move freely into the interior and be Alaskans. We must regain our identity and take our place amongst other Alaskan cities. We need your help.

Respectfully,

Dennis Marchant
P. O. Box 1625
CORDOVA

cc.

Jay Kerttula

Bette Cato

Mike Szymanski

*PLEASE Be our FAIR & good mother
make our hopes come true*

State Legislature

FEB 23 1988

2-16-88

ch V

see Ak 99811

Rep. Cato.

would appreciate it very much if you could call attention to the other Legislature the importance state funding for this year for a pioneer road Chitina to Cordova. This would greatly help our employment crisis.

is an existing road - no environmental study should be done to this existing route. The state owns the ft road right of way.

As for your support

Sincerely
Adina B. Kautern

FEB 23 1988

Govenor Steve Cowper
Juneau, Alaska
Feb. 16, 1988

Dagmar Davis
Box 192
Cordova, 99574

Dear Govenor Cowper,

I have been a resident of Cordova for forty-three years and have always supported the completion of the Copper River Highway. The town has always been in favor of the road except in the very unfair 1982 vote. They said that it was just another unofficial vote but very unfairly doomed the Million Dollar Bridge on the basis of the vote. To many voters it was just another ho-hum vote for something we all knew was desperately needed and long sought. Advertisemennts in the newspaper made it appear like a yes vote would ruin the hunting and fishing and leave us buried in litter. I don't believe any of these things would happen. I know from living at a turn around spot on Eyak Lake that TOURISTS DON'T LITTER, LOCALS DO.

The ferry system is good but it can not run every day. A road would give us the added dimension of freedom to travel to other Alaskan cities when we need to go. I would be happy to pay a toll to travel at my own convenience and would continue to use the Marine Highway as it fit into my own schedule. I know that the road has been made to appear vey controversial in the past but I do not think this is true. I believe that the '82 vote was generated by a young element who were relatively new to Cordova and wanted it all to themselves. As it is now many of our young people have to move away, and this is not good for our sense of our community.

I hope you will give us strong support in finally finishing the road.
Thank you.

Sincerely,

Dagmar J. Davis
Dagmar Davis

cc.

Bette Cato

Mike Szymanski

Jalmar Kerttula

Thank you for your help

7-20-88

FEB 23 1986

Dear Betty:

Copper River Highway #10 finally has come this far with the help of many of you--Cato, City of Cordova, etc. we now have HCR-46 attached.

I don't need to tell you or stress that NOW IS THE TIME. After 50 years, after 29 years in statehood, and only one highway being built, Cordova's economy, future tourism, and the North Gulf Coast should be opened to some development

I only have two words LET'S BUILD.

Under the toll road option we are not asking for handouts, there can be no more legitimate obstacles. For all Alaska, not just this area, build the highway; let's work together. There can be no other alternative but to support HCR 46.

Marla J. Adkins

Marla J. Adkins
An Alaskan

P.O. Box 461
Cordova, AK 99574

This will so out be
every leg-rollers with some personal
notes
Hope helps!
My
Good Job Lady
lets push pray

Best to everybody

Govenor Steve Cowper
Juneau, 99811-0101
February 15, 1988

Dear Govenor Cowper,

Cordova deserves to be re-connected with the rest of Alaska. The Copper River Route is the easiest way into the interior, and its construction is the history of Cordova. All Americans deserve the chance to travel through the old rail-belt area and see some of the most spectacular scenery on earth. This road has always been a political football. They say copper is the metal people fight the most over. This must be true and have rubbed of on the railroad grade. I hope you can help us rejoin the rest of Alaska.

Sincerely,

Alvin Lander
P.O. Box 1254
Cordova, AK
99574
424-3955

cc.
Betto Cato
Jay Kerttula
Mike Szymanski

Govenor Steve Cowper
Juneau, 99811-0101
February 15, 1988

FEB 19 1988

Dear Govenor Cowper,

Please give your approval to finishing the road up the Copper River to Chitna. It will be important to protect the salmon stock spawning areas that might be adjacent to the road so fish and game can study any effect additional use might have. perhaps some kind of moratorium could be made so as to do no harm. We need the road very badly right now. If you would help us, may be we would not have to wait another fifty years. It seems similar to the question of ANWR, Only it really is not new business, just a return to what we had historically and something that could be managed with very low impact on the enviornment. The Southeastern tourism people have shown quite plainly that the best return from tourism is the independant traveler. I think we can easily double the amount of business the Bartlett Does here, and that would decrease the overall subsidy to the Marine Highway system.

It seems like the kind of proposition where no one can lose. I sincerely hope you can help make the completion of the road a reality in the very near future. Thank you.

Very Truly Yours,

Bruce Lehman
PO 172

cc.

Jay Kerttula
Mike Szymanski
Bette Cato

Copy

Govenor Steve Cowper
Juneau, 99811-0101
February 15, 1988

FEB 19 1988

Dear Govenor Cowper,

Since our only real builder in Cordova has moved over to Valdez to begin a new fish processing plant where there is a road, and the Coast Guard which is ten percent of our winter population will probably be moving out in the fall we need a road into Cordova more than ever.. Please if you can help, help now. Some people say that the army has a plan to put a road into Cordova that would only take one month to complete. Have you ever heard this about a defense road which the Corps of Engineers supposedly has.? This would really be great if it were true. It really doesn't seem like we should have to wait anymore for permits or any of that stuff. After all this road is not new. It was there 75 years ago. It operated as a railroad for 30 years. We have always wanted to still be a part of Alaska, but it isn't easy being isolated without normal transportation.

I have also heard that a toll road might be possible. If this was true then the road could maintain itself and no one could object due to high costs. Then we here in Cordova could share in the beauty that is in the rest of the state, and the rest of the state could come over here to see the Gulf of Alaska. It would be the only place where Alaskans could see the ocean. Amazing, we have more coast than the entire US and this would be the only place to see the Pacific from that you could drive to! I hope you can help all Alaskans share the beauty we have to offer.

Thanks for reading,

Donnita H. Burch

cc.

Mike Szymanski
Jay Kerttula
Bette Cato

STATE OF ALASKA 1988 LEGISLATIVE SESSION
FISCAL NOTE

Bill Version: HCR 46
Publish Date: _____

REQUEST

Revision Date: _____
Title: House Concurrent Resolution 44
Relating to a Copper River Toll Road
Sponsor: Cato
Requestor: Cato

Agency Affected: DOT&PF
BRU: _____
Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING		*	*	*	*	*
CAPITAL		*	*	*	*	*
REVENUE		*	*	*	*	*

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL		*	*	*	*	*

POSITIONS:

FULL-TIME		*	*	*	*	*
PART-TIME		*	*	*	*	*
TEMPORARY						

ANALYSIS: The use of a toll authority is not established procedure in the department. The assumptions expressed in this analysis represent the department's initial reactions to this concept and may need modification to more accurately reflect the opportunity costs of money, the pay back terms and other financial assumptions. In addition, federal aid funds for construction may have to be re-paid prior to establishing a toll.

* See attached page, typewritten analysis dated 2-26-88.

Prepared by: David W. Truax/Lynn J. Harnisch Phone: 474-2431/451-2210
Division: DOT&PF Regional Director, Northern Region Date: 2-25-88

Approved by Commissioner: Mark S. Hickey *MSH* Date: 2-29-88
Agency: DOT&PF

Distribution (by preparer):

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

ASSUMPTIONS

A) Toll Checkpoint

- 1) One toll checkpoint would be needed to collect tolls.
- 2) Checkpoint costs were based on similar costs for a checkpoint on the Dalton Highway.
- 3) A checkpoint for year round occupancy would be more expensive as it would require additional insulation, permanent utilities systems, larger living quarters, etc.

B) Pioneer Road

- 1) Would be 18ft. wide, screened gravel surface and have trestle type bridges. The cost for this work assumes that 18ft. wide road could be constructed so that it was safe and maintainable and that only minimal reconstruction on the existing railbed would be necessary. Should any of these parameters be forced to change, during the course of actual design, the cost could increase substantially. Cost increases would depend on the type of changes that were necessary.

C) Federal Aid Secondary

- 1) Would be 28ft. wide, crushed gravel surface and have standard bridges. The cost is based on current construction costs for typical gravel surface Federal Aid secondary roads. Assumes construction of access road from the Million Dollar Bridge, Mile Post 49, to Chitina.

D) Copper River Bridge

- 1) To keep per vehicle tolls to a minimum, it was assumed that the estimated \$7,500,000 to construct a bridge across the Copper River, adjacent to the Million Dollar Bridge, would be done with Federal discretionary bridge funds. Therefore, this particular cost does not appear in the overall capital costs. If discretionary funding cannot be obtained the \$7,500,000 construction cost would have to be added to the total capital costs of the project. This would increase the per vehicle toll for capital costs payoff by \$7.00 for seasonal and \$4.00 for year-round.

E) Maintenance Station

- 1) In order to distribute the added mileage evenly, one additional station would be needed in the Tasnuna River area and additional equipment would be needed at the Chitina Station.
- 2) Facilities requirements to meet seasonal needs.
2,400 sq. ft. shop
Generator Bldg. w/two generators
4 each trailer pads for 14X70 trailers.
Utilities and water/well system.
- 3) Facilities requirements to meet year round needs (in addition to above building needs).
2 Trailer pads for 14X70 trailers.
Utilities and water system.
Sand shed 2,000 sq. ft.

2,000 sq. ft. work store building.

F) Maintenance Equipment

- 1) Seasonal (either type road)
 - a) New Tasnuna Station
 - Motor graders CAT 14 Type (2)
 - Dump Truck 8 Yd.
 - Loader 4 yd. type (1)
 - Dozer D-8 type
 - 2 4WD 3/4 ton pickups
 - Low tractor trailer
 - b) The mileage this road would add to the existing system would be slightly more than a new station should handle. Therefore, some additional equipment would be needed at the existing Chitina Station to cover the extra northernmost portion of the additional mileage. This additional equipment would also be used on other state-maintained roads in the Chitina area.
 - c) Chitina Station (additional equipment)
 - Motor grader CAT 14 type (1)
 - Loader 4yd. type (1)
 - Dump Truck 8 yd. type (1)
- 2) Year-round (in addition to season equipment needs) [either type road]
 - a) Tasnuna Station
 - Truck type Rotary snowblower 2 each 2200 tph
 - 4x4 Oshkosh with V-nose plow, belly blade and wing, 2 each
 - Sander

G) Building and equipment needs are based on:

- 1) Historical information from old railroad records, which show that a substantial maintenance effort was required to keep the alignment open and in good repair at all times of the year.
- 2) Personal on-site observations of substantial slide and erosion activity by DOT&PF maintenance staff and other individuals at various times of the year.
- 3) If the Pioneer Road is built, it will be heavily used. The one-lane road will not be able to handle the volume of traffic very long. By building and staffing an adequate camp, maintenance forces can make many of the upgrades that will be required by the traffic volume.

H) Maintenance Costs - Manpower Needs

- 1) Seasonal
 - a) Tasnuna Station (New Positions)
 - i) 1 WG 52 Foreman
 - ii) 2 WG 53 Operations
 - iii) 1 WG 53 Operator/Mechanic
 - b) Chitina Station
 - i) 2 WG 53 Operators
- 2) Year Round
 - a) Tasnuna Station
 - i) above 4 Positions @ Full-time
 - ii) Plus 1 additional WG 53 Operator and 1 additional WG 54 Operator

I) Toll Program Administration

- 1) Based on estimates of manpower needs for similar checkpoint program on Dalton Highway at \$7,000 per month for a staff of 3.
- 2) Accounting support assumes accounting clerk, range 9, part-time.

J) Average Annual Traffic

- 1) Based on historical traffic generating data for similar sized communities, future growth patterns as demonstrated in the draft Cordova Comprehensive Plan and the area's location relative to major population centers and recreational/resource opportunities. This resulted in an average daily traffic count forecast of 375 vehicles a day, or 11,250 a month based on a 30-day month.
- 2) The average monthly traffic count for a year round rate will be less than a seasonal route. This is because the year round average takes in a 7-month period where historic traffic declines by approximately 60% from the five-month summer period.

K) Capital Costs

- 1) Capital costs for check point construction, maintenance equipment, maintenance station construction, and Pioneer Road would all have to be funded initially from General Funds.
- 2) Capital costs for constructing the Federal Aid Secondary Road would be split 91.35% Federal and 8.65% State General Fund match.
- 3) Costs for Pioneer Road construction could be recovered from the FHWA upon upgrade of this road to Federal Highway Secondary standards. However this recovered cost would come from federal obligation authority which could otherwise be used on other projects.

- L) Toll charges for private vehicles may be able to be lessened by charging on the basis of vehicle gross weight. This would increase the cost to truck traffic, but assumably increase shipping costs as well. Because we have no way to determine gross weight at this time, such a charge schedule would have to wait until traffic data could be collected on the road, so that a determination could be made as to whether or not actual truck traffic was substantial enough to invoke such a schedule. An annual reassessment of toll charges could be done if changes in traffic level, maintenance costs, and/or toll program costs change.

- M) Analysis does not include "cost of money."

FISCAL NOTE ANALYSIS OF

HCR 46-COPPER RIVER HIGHWAY TOLL ROAD

COSTS	SEASONAL		YEAR-ROUND	
	PIONEER RD	FED. AID RD.	PIONEER RD.	FED. AID RD
Capital (Total)	\$16,925,000	\$92,255,000	\$18,405,000	\$93,405,000
Toll Check Pt.	50,000	50,000	150,000	150,000
Rd. Construction	15,000,000	90,000,000	15,000,000	90,000,000
Maint. Station	730,000	730,000	1,120,000	1,120,000
Maint. Equipment	1,145,000	1,475,000	2,135,000	2,135,000
Maintenance (Total)	600,000	800,000	1,200,000	1,600,000
Toll Prog. Admin. (Total)	50,000	50,000	120,000	120,000

REVENUES	CAPITAL COSTS		MAINTENANCE COSTS		TOLL PROG. COSTS	
	SEASONAL	YEAR-ROUND	SEASONAL	YEAR-ROUND	SEASONAL	YEAR-ROUND
Pioneer Road	\$16,925,000	\$18,405,000	\$ 600,000	\$ 1,200,000	\$50,000	\$120,000
Pay Back Basis	20 yrs.	20 yrs.	Annually	Annually	Annually	Annually
Annual Pay Back	846,250	920,250	600,000	1,200,000	50,000	120,000
Average Annual Traffic	56,250	135,000	56,250	135,000	56,250	135,000
Per Vehicle Toll	\$15.00	\$7.00	\$11.00	\$9.00	\$.90	\$.90
Federal Aid Road	\$92,255,000	\$93,405,000	\$ 800,000	\$ 1,600,000	\$50,000	\$120,000
Pay Back Basis	20 yrs.	20 yrs.	Annually	Annually	Annually	Annually
Annual Pay Back	4,612,750	4,670,250	800,000	1,600,000	50,000	120,000
Average Annual Traffic	56,250	135,000	56,250	135,000	56,250	135,000
Per Vehicle Toll	\$82.00	\$35.00	\$14.00	\$12.00	\$.90	\$.90

FISCAL NOTE

REQUEST

Revision Date: _____
Title: "Relating to a Copper River Toll Road"

Agency Affected: Public Safety
BRU: Alaska State Troopers

Sponsor: Rep. Cato
Requestor: House Finance

Components: Detachments

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY88	FY89	FY90	FY91	FY92	FY93
PERSONAL SERVICES					72.6	72.6
TRAVEL					2.0	2.0
CONTRACTUAL					8.5	8.5
SUPPLIES					3.3	3.3
EQUIPMENT					22.3	
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	0	108.7	86.4

CAPITAL						
---------	--	--	--	--	--	--

REVENUE						
---------	--	--	--	--	--	--

FUNDING: (Thousands of Dollars)

GENERAL FUNDS					108.7	86.4
FEDERAL FUNDS						
OTHER						
TOTAL	0	0	0	0	108.7	86.4

POSITIONS:

FULL-TIME	0	0	0	0	1	1
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary)

See attached page.

Prepared by: Francis C. Allan
Division: Alaska State Troopers

Phone: 269-5691
Date: 3/9/88

Approved by Commissioner: *Arthur E. ...*
Agency: Public Safety

Date: 3-9-88

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

HCR 46
Fiscal Analysis

In order to provide emergency response and regular road patrol, one commissioned State Trooper position would be required. The current Alaska State Trooper staffing level does not allow for the picking up of these additional responsibilities. Presumptions made in preparing this fiscal note are that actual construction would not begin until July 1, 1991. No inflation is accounted for and the equipment requirement will exist in the first year only.

1.	POSITION TITLE State Trooper				RANGE/STEP 76 / A	BARG. UNIT PSEA	PAGE/LINE	GOV.	APPROV.	DISAPP					
2.	TYPE OF POSITION PFT	STAFF MONTHS 12	RP NUMBER	PCN NUMBER	BRU PRIORITY	LOCATION Cordova (DWA)	ELECTION DISTRICT 6	LEG.							
3.	CONTINUATION LEVEL				JUSTIFICATION:										
4.	TYPE OF EXPENDITURE			AMOUNT	<p>A fully trained and experienced law enforcement officer is needed to provide accident response, patrol, investigation, and Search and Rescue along the Copper River Toll Road. This Trooper position would require a 4x4 vehicle (A152P) in order to be able to patrol the road during wet conditions. All other costs are average Trooper costs and are based upon experience.</p>										
	1	2	3												
	PERSONAL SERVICES														
5.	Salary		48,517												
6.	Benefits		19,568												
7.	Supplemental Benefits		4,478												
8.	Fixed Benefits														
9.	TOTAL PERSONAL SERVICES	01	72.6												
10.	Travel	02	2.0												
11.	Contractual	03	8.5												
12.	Commodities	04	3.3												
13.	Equipment	05	22.3												
14.	Other														
15.	TOTAL COST		108.7												
	RECEIPT CODE	FUNDING SOURCE													
16.		Federal Receipts 1002													
17.		G.F. Match 1003													
18.		General Funds 1004		108.7											
19.		I-A Receipts 1005													
20.		Program Receipts 1028													
21.		Other													
FOR B&M USE ONLY KEY NUMBER - - - - -															

REQUEST FOR
NEW POSITION

AGENCY Department of Public Safety

BRU Alaska State Troopers

COMPONENT Detachments

FY92

Page 1 of 1

Revised Date

GOOD MORNING - I AM THE SPONSOR OF HCR 46. I AM VERY PROUD OF THIS RESOLUTION AS I FEEL IT IS A STEP IN THE RIGHT DIRECTION. WITH DECLINNING FEDERAL HIGHWAY DOLLARS AND, REDUCED STATE MONIES WE NEED TO BE MORE INNOVATIVE. WE CAN NO LONGER LOOK TO THE STATE AND FEDERAL GOVERNMENTS TO CONTINUE TO PROVIDE US WITH OUR HIGHWAYS AND ROADS. THE AMOUNT OF FEDERAL MONIES FOR THE UPCOMING FISCAL YEAR HAS BEEN REDUCED FROM 148 MILLION TO AN EXPECTED \$128 MILLION FOR THE FY 89. IN ORDER TO CONTINUE TO EXPAND AND DIVERSIFY IN THIS STATE, WE NEED TO LOOK TO NEW AND CREATIVE METHODS OF FINANCING THE INFRASTRUCTURE WITHIN THE STATE.

INITIALLY, I WAS VERY FRUSTRATED AT THE LACK OF FUNDING FOR CONSTRUCTION OF THIS ROAD. AFTER SEVERAL MEETINGS WITH THE DEPARTMENT OF TRANSPORTATION, IT BECAME VERY CLEAR TO ME THAT WE HAD BECOME VERY ACUSTOMED TO ASKING FOR FEDERAL AND STATE DOLLARS AND RECEIVING THEM. I REALIZED THEN, WE NEED TO CHANGE OUR WAY OF THINKING, OTHER AREAS THROUGHOUT THE COUNTRY HAVE BEEN VERY SUCCESSFUL IN THIS AREA, WE MUST ALSO BEGIN TO LOOK IN OTHER DIRECTIONS. I CONTACTED NUMEROUS OTHER STATES AND SPOKE WITH MANY TRANSPORTATION REPRESENTATIVES, THIS RESOLUTION OFFERS WHAT I CONSIDER TO BE THE BEST CREATIVE FINANCING METHOD AVAILABLE TO US.

IT IS A STAND ALONG PROJECT, NO CAPITAL ON MAINTENANCE COSTS WILL BE INCURRED BY THE STATE. NO FEDERAL DOLLARS WILL BE ASSOCIATION INITIALLY WITH THIS PROJECT. THIS IS CERTAINLY A CHANGE FROM THE METHODS WE ARE ACUSTOMED TO FOR FINANCING ROAD

HCR 46

I HAVE INTRODUCED HCR 46 - A RESOLUTION RELATING TO THE COPPER RIVER TOLL ROAD. THIS RESOLUTION RESPECTFULLY REQUESTS THE GOVERNOR TO DIRECT THE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES TO CONSTRUCT A TOLL ROAD ALONG THE COPPER RIVER VIA CHITINA TO CORDOVA.

THIS TOLL ROAD WOULD BE CONSTRUCTED UNDER AUTHORITY GRANTED UNDER AS.73.15.720. THIS PROVIDES THE STATE WITH THE AUTHORITY TO ACQUIRE, CONSTRUCT, EQUIP AND MAINTAIN TOLL BRIDGES, HIGHWAYS, ROADS, CROSSINGS, AND CAUSEWAYS FOUND TO BE NECESSARY BY THE COMMISSIONER OF TRANSPORTATION AND PUBLIC FACILITIES.

AS. 37.15.730 SETS DOWN CRITERIA TO BE MET IN ORDER FOR THE TOLL FACILITY TO BE FINANCED. THIS CRITERIA INCLUDES:

1. THE DEPARTMENT SUBMITS TO THE GOVERNOR AND THE LEGISLATURE A FEASIBILITY STUDY THAT FINDS THAT THE PROJECT IS FINANCIALLY FEASIBLE AND ABLE TO PRODUCE REVENUE ADEQUATE TO REPAY THE BONDS WITH WHICH IT IS FINANCED.
2. IF FINANCING IN ADDITION TO REVENUE BONDS IS ANTICIPATED, THE DEPARTMENT SUBMITS TO THE GOVERNOR AND LEGISLATURE A FINANCE PLAN TO INCLUDED AN ESTIMATE OF THE TOTOAL COST OF THE PROJECT AND A DESCRIPTION OF THE SOURCES OF MONEY THAT WILL BE USED TO FINANCE THE TOTAL COST OF THE PROJECT.

THE DEPARTMENT OF TRANSPORTATION HAS PROVIDED A FISCAL NOT WHICH SHOWS THE COST TO CONSTRUCT A PIONEER ACCESS ROAD AND A FEDERAL AIDE HIGHWAY. THE INFORMATION ALSO SHOWS THE COST TO MAINTAIN AND OPERATE THIS ROAD ON A YEAR ROUND BASIS. WITH DECLINING FEDERAL AND STATE DOLLARS WE NEED TO FIND NEW AND INNOVATE WAYS TO FINANCE VITAL PROJECTS IN OUR STATE. I FEEL THIS METHOD OFFERS A VERY GOOD ALTERNATE FOR THE STATE TO FINANCE CONSTRUCTION OF ROADS AND HIGHWAYS WITHOUT THE USE OF STATE AND FEDERAL FUNDS.

IN THE CASE OF CORDOVA, THE PIONEER ACCESS ROAD WOULD BE CONSTRUCTED AT A COST OF \$18,405,000, THIS AMOUNT WOULD BE REPAID OVER 20 YEARS. THE YEARLY M & O COSTS ARE ESTIMATED TO BE \$1,200,000 AND THE TOLL PROGRAM COSTS TOTAL \$120,000 YEARLY. THE TOTAL PER VEHICLE TOLL CHARGE TO REPAY THE CONSTRUCTION COST AND OFFSET THE EXPENSES INCURRED WOULD BE \$16.90. THIS AMOUNT IS CONSIDERABLY LESS THAN LOCAL RESIDENTS CURRENTLY PAY TO TRAVEL TO OR FROM CORDOVA, AND THE ROAD PROVIDES THEM WITH THE FREEDOM TO TRAVEL AT THEIR OWN CONVENIENCE.

I ASK YOUR SUPPORT FOR HCR46 - I FEEL THIS IS AN EXCELLENT RESOLUTION AND PROVIDES THE STATE WITH A NEW AND INNOVATIVE FINANCING CONCEPT THAT WILL NO IMPACT THE GENERAL FUND BUT STILL ALLOW THE STATE TO CONTINUE TO GROW AND DIVERSIFY.

3. THE OFFICE OF MANAGEMENT AND BUDGET REVIEWS THE FEASIBILITY STUDY AND THE FINANCE PLAN, IF REQUIRED, AND REPORTS ITS FINDINGS AND RECOMMENDATIONS TO THE GOVERNOR AND LEGISLATURE NOT LATER THAN 90 DAYS AFTER THE STUDY AND PLAN ARE RECEIVED BY THE OFFICE.

I FEEL THE ABOVE CRITERIA PROVIDE ADEQUATE OVERSIGHT AND REVIEW TO ENSURE THAT ANY PROJECTS FINANCED UNDER AS.37.15.720 DO NOT PLACE THE STATE AT RISK.

I WOULD LIKE TO INFORM YOU ABOUT THE PROJECT ITSELF. THERE IS CURRENTLY NO ACCESS TO CORDOVA OTHER THAN PLANE OR FERRY. CORDOVA RESIDENTS AND LOCAL CITY OFFICIALS WOULD LIKE TO SEE THEIR COMMUNITY DIVERSIFY AND GROW HOWEVER, WITHOUT ROAD ACCESSIBILITY IT IS VERY DIFFICULT TO ATTRACT NEW INDUSTRY TO THE COMMUNITY AS MANY OF THE EVERYDAY TRANSPORTATION COSTS ARE VERY HIGH. CORDOVA HAS A LOT TO OFFER, A LARGE PORT AND DOCKING FACILITY, BEAUTIFUL SCENERY, TREMENDOUS FISHING WATERS, AN ABUNDANCE OF BUILDABLE LAND AND A COMMUNITY ATTITUDE THAT IS VERY SUPPORTIVE OF NEW INDUSTRY. REGARDLESS, WITHOUT ROAD ACCESS MANY OF THE PROJECTS LOOKED INTO ARE NOT FEASIBLE WITHOUT ROAD TRANSPORTATION.

THE ROAD PROPOSED IS VIA THE COMMUNITY OF CHITNA 130 MILES TOTAL SOME OF THE ROAD BED ALREADY EXISTS, IN FACT THE COPPER RIVER ROAD CURRENTLY EXISTS TO THE MILLION DOLLARS BRIDGE, 49 MILES FROM CORDOVA. THIS SECTION OF THE ROAD IS IN GOOD REPAIR AND IS USED TODAY. FROM 49 MILE TO 72 MILE IS DRIVABLE WITH A TWO OR FOUR WHEEL DRIVE. 72 MILE TO MILE 105 WOULD NEED TO BE CONSTRUCTED WITH THE REMAINING 25 MILES IN NEED OF OVERLAY OF EXISTING ROADWAY.

STATE OF ALASKA
THE LEGISLATURE

LEGISLATIVE AFFAIRS AGENCY
LEGISLATIVE REFERENCE LIBRARY

POUCH Y - STATE CAPITOL
JUNEAU, ALASKA 99811
907-465-3800

May, 1988

Copies of minutes listed below were originally included in this file. The minutes are available on the STAIRS database CMPR. In order to save space copies of minutes have not been left in the files.

Mary Van Nimwegen

H. TRANS.

2-26-88

1:30 p.m.

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

OFFICE OF THE COMMISSIONER

STEVE COWPER, GOVERNOR

P.O. BOX Z
JUNEAU, ALASKA 99811-2500
PHONE: (907) 465-3900

February 12, 1988

The Honorable Ted Stevens
United States Senate
522 Hart Building
Washington, D.C. 20510-6025

Dear Senator Stevens:

Thank you for your letter of January 19, 1988 and Marla Jean Adkins' letter of November 21, 1987 concerning the Copper River Highway. A copy of my November 12, 1987 letter to Ms. Adkins is enclosed. I believe it will give you our perspective of the past and present problems facing the Copper River Highway. Following are some comments on Ms. Adkins' letter and an update on our Copper River Highway work.

In Ms. Adkins' November 21 letter she states that the department's estimated cost of \$177 to \$200 million to construct the highway to federal secondary standards is too high compared to the \$50 to \$60 million quoted by private engineering firms.

We advised Ms. Adkins some time ago that the information base for these estimates is over 14 years old and that these costs were updated to reflect a more inflationary period in time (1984). We agree that these estimates do need to be re-evaluated and they will be as part of our current reconnaissance study.

Ms. Adkins' November 21 letter also refers to an FHWA comparison data sheet which shows FHWA recommending \$3.6 million for 1988 urban projects and State DOT allotting \$51.4 million. I am not aware of the existence of such a comparison data sheet, nor do I know how the figures were derived.

We are currently preparing a scope of work and cost estimate for the option of a pioneer access type road as one element of our reconnaissance study for the Copper River Highway. Our preliminary estimate includes \$1 million for permits and preconstruction work, plus at least \$9.5 million for actual construction. We have included various trestle bridges along the route, but no additional costs for reconstruction of the "Million Dollar Bridge" near Cordova. A pioneer access approach assumes that a road would be constructed along the old rail bed from Cordova to Chitina. A state-owned right-of-way exists along that route.

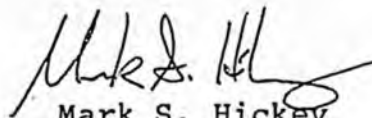
February 12, 1988

If a pioneer access road were constructed, it would be a very basic road similar to the present road from Chitina to McCarthy. The road would be 18-20 feet wide and would have, at best, a screened gravel surface. Minimal summer only maintenance would cost approximately \$600,000 each year.

Before proceeding with any funding for any route for the Copper River Highway, a systematic analysis must be made to support a decision as to whether or not a highway between Cordova and the existing highway system should be built. We are proceeding with the reconnaissance study for the Copper River Highway in order to make this decision and to preserve the option of a federally funded route.

If we can be of any further assistance regarding this issue, please contact me.

Sincerely,



Mark S. Hickey
Commissioner

cc: The Honorable Frank Murkowski, U.S. Senator
720 Hart Bldg., Washington, D.C., 20510
The Honorable Don Young, U.S. Congress
2331 Rayburn House Office Bldg., Wash. D.C., 20515
Lynn J. Harnisch, P.E., Regional Director, Northern Region
Marla Jean Adkins, Box 461, Cordova, Alaska 99574
Don Moore, Cordova City Manager, Cordova, Alaska 99574
Representative Bette Cato, P.O. Box V, Juneau, Alaska 99811
Senator Jalmar Kerttula, P.O. Box V, Juneau, Alaska 99811
Senator Mike Szymanski, P.O. Box V, Juneau, Alaska 99811

November 12, 1987

Ms. Marla Jean Adkins
Box 461
Cordova, AK 99574

Dear Ms. Adkins:

I am in receipt of your letter dated October 23, which supports completing the Copper River Highway through Chitina to the Interior highway system.

In your letter you point out that other small communities have road access, and that Department of Transportation and Public Facilities construction funds are going to other road projects while the community of Cordova has been waiting for a road for many years.

Your frustrations with all this are understandable, but a few things might help to put this into proper context. Unlike the other roads you mentioned, the road to Cordova is a victim of history. One only needs to look at the many obstacles that have delayed this road over the years: (1) the 1964 earthquake; (2) a stop-work court injunction in 1972; (3) the resolution of land ownership through the Alaska Native Claims Settlement Act and Alaska National Interest Land Conservation Act, which did not occur until 1980; and (4) the need to complete the Prince William Sound Transportation Study to satisfy DOT&PF's out-of-court settlement of the 1972 stop-work injunction, which was not completed until 1982. If not for these problems, it is likely there would now be a road to Cordova.

By the time all these problems had been settled, the state was facing a downturn in revenues, while needs on the existing road system and in the fast-growing urban areas were increasing. This led to yet another obstacle to working on the road to Cordova: the lack of state financial resources. This has put us into the current position of being able to only program major projects that could qualify for federal funds. Because the road to Cordova is eligible for federal funds, the decision was made to seek funding from the Federal Highway Administration (FHWA). The FHWA in turn has required that we, update our reconnaissance study work before any more federal funds can be forthcoming.

If state funds were made available for construction of a road to Cordova, some non-construction work would still need to be done in order to satisfy mandatory permit requirements, such as Army Corps of Engineers wetland permits. Although 100% state funded construction would allow the road to be built with less total

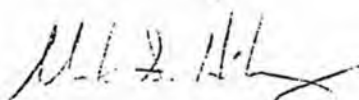
...unding because federal standards would not apply, it would still need to be built to safe standards, which means that construction would still be many millions of dollars.

In your October 23 letter you also requested the amount of construction contracts let over the last 2-3 years, per area. We are working on this now and will have these figures to you shortly. I did not want to hold up this response to wait for the data to be collected.

How completion of the Copper River Highway using federal funds will compete with the ever increasing demand for our every decreasing amount of federal funds is another matter. To complete this road under federal standards will cost a considerable sum of money. Additionally, without funding support for maintenance, DOT&PF would be hard pressed to assume the additional responsibility. We are barely able to keep up with current duties. This is the reality I face in trying to manage the department and will influence the advice I give the Governor and Legislature regarding this project.

The one assurance I will give you is to deal with the issue on the merits and make myself as knowledgeable as I can be about the trade-offs and the desires of the people of Cordova. In that regard, I intend to visit Cordova at some point between now and next summer, and would like to meet you to discuss this further.

Sincerely,



Mark S. Hickey
Commissioner

- cc: Lynn J. Harnisch, P.E., Regional Director, Northern Region
- W. Keith Gerken, Deputy Commissioner, Operations
- Ray Price, Special Staff Assistant, Office of the Governor
- Bob Evans, Legislative Liaison, Office of the Governor
- Don Moore, Cordova City Manager, Cordova, Alaska 99574
- Frank Murkowski, United States Senate, 720 Hart Bldg., Wash. D.C., 20510
- Ted Stevens, United States Senate, 522 Hart Bldg., Wash. D.C., 20510



THE CITY OF HAINES, ALASKA

P.O. BOX 5761049
HAINES, ALASKA 99827
(907) 766-2231

FEB 24 1988

In Repl:
Refer To:

February 22, 1988

Senator Bette Cato
Alaska State Legislature
Pouch V (MS 3100)
Juneau, AK 99811

Re: House Concurrent Resolution #46

Dear Ms. Cato:

The repair of the bridge and the extension of the road to Cordova would create a much needed link in the State highway system. Please support HCR #46.

A toll bridge would set a dangerous precedent and I would recommend instead that general fund monies or other general tax funds be used.

Sincerely,

A handwritten signature in cursive script, which appears to read "Walter Wilcox".

Walter Wilcox
City Administrator
CITY OF HAINES

WW/svj

P.O. Box 516
CORDOVA, ALASKA 99574

Phone: (907) 424-3562

February 20, 1988

FEB 24 1988

Governor Steve Cowper
Governor's Office
Box A
Juneau, Ak. 99811

Dear Governor,

In less than a year - Jan. 1989- We Alaskans will be celebrating 30 years of Statehood.

We are once again reminded that one of the main reasons for gaining statehood was to share in Federal Funds for the building of roads. And to put an end to isolationism. THIRTY YEARS! WHERE ARE OUR ROADS?


An Alaskan road map today looks much the same as it did 22 years ago when I arrived in Cordova to work on the building of the Copper River Highway.

Frankly we are stunned at the lack of progress on this worthy project that would benefit the entire state.

We would urge you and the legislature to make highway transportation the priority as it was set forth in the statehood act.

We request your full support of Resultion N. 46 (By Bette Cato) relating to a Copper River Toll Road.

Sincerely,



Glenn S. Criner

cc:

B. Cato
J. Kerttula
M. Szymanski
J. Paiks