

S B

479

SENATE COMMITTEE REPORT
FIRST COMMITTEE OF REFERRAL

DATE: 2/12/90

FURTHER: Finance

Date of 5-Day Notice: 2-22-90
(in accordance with Uniform Rule 23)

DATE TURNED INTO OFFICE: 3-1-90

Transportation Committee considered SB 479

"An Act making an appropriation to the Department of Transportation and Public Facilities for construction of the Copper River Highway to pioneer road standards; and providing for an effective date."

and recommended:

- replace with _____ CS _____ same title
- attached amendment(s) new title
- _____ letter of intent adopted

do pass

do not pass

no recommendation

individual recommendations

further referral to _____

ATTACHES NEW FISCAL NOTE(S):

Department(s)/Date:

Department(s)/Date:

fiscal note(s) _____

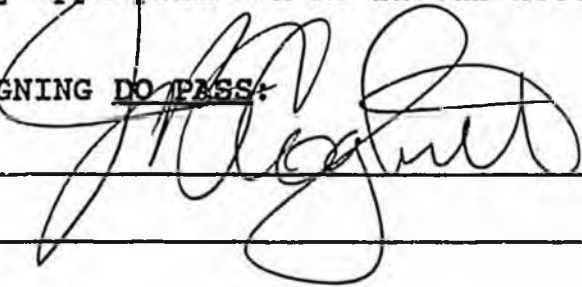
zero fiscal note(s) _____

appropriation-no fiscal note

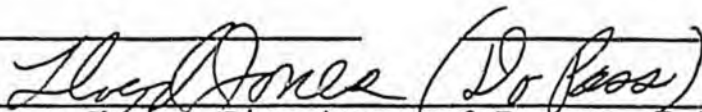
Governor's bill w/fiscal note

SIGNING DO/PASS:

OTHER RECOMMENDATIONS:



Fast forward no rec
Paul Grish No Rec
John King No Rec


Chair: Signature and Recommendation

STATE OF ALASKA
1990 LEGISLATIVE SESSION

BILL VERSION: SB 479
PUBLISH DATE: 2/12/90

REQUEST: FISCAL NOTE

Revision Date:
Title: An Act making an appropriation to the DOT/PF for construction of the Copper River Highway to pioneer road standards.
Sponsor: Kelly
Requestor: Kelly

Agency Affected: DOT&PF
BRU: Northern Region

Components:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTURAL	0	0	0	0	0	0
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING	0	0	0	1,186.1	1,186.1	1,186.1
CAPITAL	2,060.0	11,230.0	11,230.0	0	0	0
REVENUE	0	0	0	0	0	0

FUNDING: (Thousands of Dollars)

GENERAL FUND	2,060.0	11,230.0	11,230.0	1,186.1	1,186.1	1,186.1
FEDERAL FUNDS	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
TOTAL	2,060.0	11,230.0	11,230.0	1,186.1	1,186.1	1,186.1

POSITIONS:

FULL-TIME	0	0	0	10	10	10
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

ANALYSIS: See attached.

NOTE: Maintenance costs are estimated in 1990 dollars.

Prepared by: W. Keith Gerken
Division: Deputy Commissioner, Operations

Phone: 465-3900
Date: March 1, 1990

Approved by Commissioner: Mark S. Hickey
Agency: Department of Transportation and Public Facilities

Date: 3/1/90

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

Figure 2-2
 Construction Phase Cost Estimate*
 Copper River Highway**

ITEM	LOW	ANTICIPATED	HIGH
PreConstruction Costs			
Survey and Design Engineering	1.08	1.28	1.54
Right-of-Way	.25	.50	.75
Environmental Assessment/Permits	.10	.28	.50
Subtotal Preconstruction	1.43	2.06	2.79

Construction Type/Length			
Minor--47.9 Miles	\$ 3.35	\$ 3.94	\$ 4.48
Major--12.9 Miles	2.03	2.56	2.69
Major With Sidehill--17.4 Miles	3.30	3.34	4.29
Bridges and Drainage	3.36	4.30	5.25
Excess Rock (for embankment)	.20	.40	.48
Subtotal Road Construction	\$12.04	\$14.38	\$17.09
Other Construction Phase Costs			
Construction Engineering	1.32	1.59	1.88
Contingency	1.32	1.59	1.88
Maintenance Camps/Equipment	3.90	4.90	5.90
PROJECT TOTALS	\$20.01	\$24.52	\$29.54
Construction Cost Per Mile	\$.15	\$.18	\$.22
Total Cost Per Mile	\$.26	\$.31	\$.38

Note: *Other Capital Costs and Figure 2-2 Costs were developed by R&M Engineering, Inc.
 **Numbers are expressed in millions of dollars and are slightly rounded.

Figure 2-3 shows a dollar and percentage comparison between the low, mid and high cost estimates for PN&D, DOT&PF and R&M. The differences in these estimates generally reflect how different engineers view the project. The estimates are similar but differ in key areas such as bridges, right-of-way, engineering, permitting, etc.

Figure 2-3
Comparison of Copper River Highway Cost Estimates*
PN&D, DOT&PF, R&M**

FIRM	LOW	ANTICIPATED	HIGH
Dollar Comparison			
R&M	\$20.01	\$24.52	\$29.54
PN&D**	12.15	-	15.12
DOT&PF	21.28	24.98	31.99
Percentage Comparison			
DOT&PF versus R&M	+06%	+02%	+08%
DOT&PF versus PN&D	+43%	NA	+53%
PN&D versus R&M	-39%	NA	-49%

Notes: *Numbers are expressed in millions of dollars and are slightly rounded.

**The PN&D and DOT&PF estimates do not include right-of-way or maintenance capital costs. In addition, the PN&D estimate does not include permitting.

Maintenance and Operations Costs: These costs are dealt with by the DOT&PF in depth. The R&M cost estimate is presented as a result of our comparison of known highway maintenance costs from DOT&PF, U.S. Forest Service and private facilities, following evaluation of the DOT&PF maintenance cost estimates for the proposed Copper River Highway, as shown in the "Compendium Report."

The elements of the maintenance and operations cost are roadway maintenance costs, camp

operations and maintenance costs, working capital reserve and toll collection costs, including toll booth maintenance and operations. Costs for roadway maintenance and camps are anticipated at approximately \$16,500 per mile of roadway on an annualized basis or approximately \$1.39 million per year. This figure takes into account roadway design, climate and wage rates. The figure does not take into account additional maintenance and operations costs for year around opening of the highway from the Million Dollar Bridge to Cordova, although equipment and facilities recommended for the new Million Dollar Bridge maintenance station would be available for use in maintaining portions of the roadway between the Cordova Airport and the Million Dollar Bridge. The road from Cordova to mile 13 is now maintained year around, but from mile 13 to mile 49 (at the Million Dollar Bridge), the maintenance is only seasonal. Additional funding would be required for year-round maintenance of this section.

The capital costs shown above include maintenance camp construction and equipment purchase.

The operation of toll booths is estimated at \$200,000 annually. This figure takes into account the equivalent of approximately 1,100 annual-equivalent shifts per booth (including holidays and overtime), as well as heating and building maintenance.

Figure 2-4 shows the range of estimates for each of these cost elements.

**Figure 2-4
Copper River Highway Maintenance and Operations
Cost Estimates**

ITEM	LOW	ANTICIPATED	HIGH
Roadway Maintenance (78.2 Miles)	\$ 508,300	\$ 821,100	\$1,094,800
Camp Operations	175,000	265,000	350,000
Equipment Reserve	100,000	100,000	100,000
Toll Booth Operations	175,000	200,000	225,000
Total Annual Costs	\$ 958,300	\$1,386,100	\$1,769,800
Cost Per Mile	\$ 12,254	\$ 17,725	\$ 22,632

Driving Experience: The eighteen foot, crushed gravel roadbed's driving surface exceeds the concept of a local service/access roadway, but will not meet secondary road standards adopted by the American Association of State Highway and Transportation Officials (AASHTO). The road would be similar to the McCarthy Road except it would be approximately 4 to 6 feet wider and have a far smoother driving surface.

Standard vehicle models such as sedans, campers, light trucks and heavy trucks will experience little or no difficulty on this facility, providing the vehicles are in good mechanical order at the outset and have serviceable tires.

In following the railroad alignment, there are no grade difficulties encountered. Stopping sight distances will in many cases limit the speed of specific roadway segments to thirty-five miles-per-hour. The greater majority of the roadway will have a design speed of fifty-five miles-per-hour. The average driving speed will be forty-to-fifty miles-per hour.

Snow accumulations will require some temporary winter closures and minor delays, although, with the maintenance budget recommended above, these closures and delays will be minimal.

The addition of scenic pullouts and signage to the design (assumed in the construction cost estimate) will enhance the trip experience.

Project Scheduling: A key factor in scheduling this project will be adherence to the existing railroad alignment. If during the location/design phase of the project it is recommended that the road go outside the DOT&PF owned railroad alignment, then significant right-of-way and permitting problems may arise.

A recent airport project in Juneau provides a good example of the kinds of potential delays to be encountered when approved wetlands projects are subjected to changes. In the Juneau case the project was a taxiway extension. The Juneau International Airport is located in wetlands. The project had previously received a U.S. Army Corps of Engineers permit for construction, but the permit was allowed to expire. Four years of continuous work was required at a major cost to re-obtain the permit.

The Copper River Highway will require a U.S. Army Corps of Engineers permit under Section 404 of the Clean Water Act (wetlands), a Title 16 Permit from the Alaska Department of Fish and Game for any salmon stream crossings and a Section 401 permit from the Alaska Department of Environmental Conservation. If the existing DOT&PF owned railroad alignment for the Copper River Highway is deviated from substantially, then significant delays in obtaining these permits, including potential legal disputes, can be expected. If the prescribed DOT&PF railroad alignment is adhered to, then these permits can be expected within between twelve and twenty-four months of application.

The remaining elements of project scheduling include funding, surveys and design, right-of-way, construction and maintenance camp construction.

Preconstruction funding could be made available almost immediately, depending on the length of time it takes the State Legislature to pass State funding legislation. Obtaining construction funding is expected to require between six and twenty-four months, depending on whether bonds, State or Federal funds are employed. Preconstruction activities are expected to require between twelve and twenty-four months to complete. Following this, construction is expected to take eighteen months to complete.

Figure 2-5 below shows the alternative project schedules, including the anticipated schedule.

Figure 2-5
Copper River Highway Project Schedule
Months to Complete

ITEM	EARLY	ANTICIPATED	LONG
Preconstruction (Surveys, Design, Permitting, Environmental and Right-of-Way)	12	18	24
Construction (Highway and Maintenance Camps)	18	18	18
Totals	30	36	42

Introduced: 2/12/90
Referred: Transportation and Finance

6-2193A

Funding Information: General Fund \$24,500,000
Other Funds -0-
\$24,500,000

BY SEN. KELLY, Faiks, Coghill

1 IN THE SENATE

2

SENATE BILL NO. 479

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

SIXTEENTH LEGISLATURE - SECOND SESSION

5

A BILL

6

For an Act entitled: "An Act making an appropriation to the Department of

7

Transportation and Public Facilities for construction

8

of the Copper River Highway to pioneer road stan-

9

dards; and providing for an effective date."

10

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

11

* Section 1. The sum of \$24,500,000 is appropriated from the general

12

fund to the Department of Transportation and Public Facilities for con-

13

struction of the Copper River Highway to pioneer road standards.

14

* Sec. 2. The appropriation made by this Act is for a capital project

15

and is subject to AS 37.25.020.

16

* Sec. 3. This Act takes effect July 1, 1990.

Ms. Chairman - members of the Committee

3-01-90

My name is Gail Phillips, Aide to Senator Kelly, who is the sponsor of SB479.

Since 1941, when construction of the Copper River Highway first began, sentiments have been strong for the completion of this road. Over the years numerous surveys, polls and studies have been done as to the best routes, type of construction, impact on residents, etc. All of this information is included in the DOT's Final Compendium Report on the Highway which you have in your packets.

It is the Senator's understanding that a majority of Cordova residents support finishing the road. Also, there is strong, wide-spread support from all over the State for the completion of this road project. In the Compendium you will notice support from Fairbanks, Seward, Valdez, Anchorage, the Prince William Sound area, numerous Chambers of Commerce, the Alaska Municipal League, the Alaska Visitor's Association and the Legislature for this road. According to a very recent pole conducted by Hellenthal & Associates, 69.5% of the people polled in the Valdez, Kenai, Matsu, Anchorage, Fairbanks, Glenallen and Cordova areas support this project.

Senator Kelly feels it is time for the State to get off the dime and start building roads. It's been at least 15 years since the last major road was constructed in this State - and that was the haul road to Prudhoe. There is strong support for opening up new areas of our State for recreation purposes, resource and economic development opportunities and general access. We cannot expect to diversify our economy unless we have access to other resource areas in our State. He feels that the Copper River Road project is one of the top candidates that can best serve this goal.

There is a ~~You will note the attached~~ fiscal note for this bill.

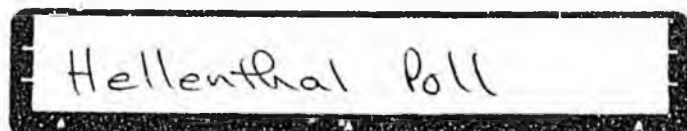
elaboration Mr. Chairman, I would like to defer to the representatives from the R.O.A.D.S. and Highway Users of Alaska for ~~more~~ *further* ~~technical detail~~ on this project. They have put in numerous hours in preparing their presentation.

AREAS OF ALASKA AMONG ALL ADULTS
BY
POLITICAL AND GENERAL DEMOGRAPHICS, BEHAVIORS AND PERCEPTIONS

COLUMN PERCENTS
OCTOBER 20TH THROUGH OCTOBER 28TH, 1989
SAMPLE SIZE = 524; MARGIN OF ERROR = + OR - 4.28%

	AREAS OF ALASKA:					TOTAL
	Valdez- Kenai- MatSu	Anchor- age + or -	Fair- banks Area + or -	Cordova + or - 8.0%	Glenn- Allen Area + or -	COL %
	13.5%	7.6%	13.6%		9.6%	
REGISTERED TO VOTE:						
Yes.....	84.9%	81.1%	75.0%	80.5%	90.4%	80.8%
No.....	15.1%	18.9%	25.0%	19.5%	9.6%	19.2%
PARTY AFFILIATION:						
Democrat.....	18.7%	29.5%	21.2%	29.0%	16.5%	25.6%
Republican.....	28.3%	27.1%	25.7%	16.1%	31.8%	27.0%
Libertarian.....	2.0%	2.7%	4.1%	1.1%		2.8%
Independent.....	51.0%	40.7%	49.1%	53.8%	51.7%	44.5%
TEND TO VOTE:						
Totally Republican.....	17.5%	13.7%	8.8%	11.1%	18.4%	13.5%
More Republicans than Democrat.....	7.6%	25.5%	19.4%	19.1%	27.4%	20.7%
More Democrats than Republicans.....	6.9%	15.2%	24.9%	20.0%	6.8%	15.4%
Totally Democratic.....	13.3%	11.8%	2.5%	10.8%	10.9%	10.3%
Independent/the Person.....	54.7%	33.7%	44.5%	39.0%	36.5%	40.0%
VOTED IN 1986 GUBERNATORIAL ELECTION?						
Yes.....	73.4%	62.6%	54.6%	64.5%	71.1%	63.3%
No.....	26.6%	37.4%	45.4%	35.5%	28.9%	36.7%
VOTED IN 1988 STATE ELECTION?						
Yes.....	72.6%	70.7%	56.2%	66.1%	73.4%	68.3%
No.....	27.4%	29.3%	43.8%	33.9%	26.6%	31.7%
STATE ELECTION VOTING BEHAVIOR:						
1986 Only.....	6.6%	2.0%	1.5%	5.8%	6.5%	2.9%
1988 Only.....	5.8%	10.0%	3.2%	7.3%	8.8%	7.8%
Both 1986 and 1988.....	66.8%	60.7%	53.1%	58.7%	64.6%	60.5%
Neither.....	20.9%	27.4%	42.2%	28.1%	20.1%	28.8%
TOTAL ROW PERCENT.....	20.1%	59.6%	19.0%	.6%	.7%	100.0%

HELLENTHAL & ASSOCIATES, INC.



AREAS OF ALASKA AMONG ALL ADULTS
 BY
 POLITICAL AND GENERAL DEMOGRAPHICS, BEHAVIORS AND PERCEPTIONS

COLUMN PERCENTS
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	AREAS OF ALASKA:					TOTAL
						COL %
	Valdez- Kenai- MatSu + or - 13.5%	Anchor- age + or - 7.6%	Fair- banks Area + or - 13.6%	Cordova + or - 8.0%	Glenn- allen Area + or - 9.6%	
STATE BUILDING NEW HIGHWAYS:						
Favor.....	72.7%	79.7%	78.0%	72.9%	75.5%	77.9%
Oppose.....	27.3%	17.3%	18.0%	19.2%	17.2%	19.4%
Don't Know/Undecided.....		3.0%	4.0%	7.8%	7.4%	2.6%
STATE BUILDING HIGHWAY TO WHITTIER:						
Favor.....	47.9%	56.4%	48.4%	61.7%	58.4%	53.2%
Oppose.....	35.0%	37.4%	26.6%	23.2%	23.2%	34.7%
Don't Know/Undecided.....	17.1%	6.1%	25.0%	15.1%	18.4%	12.1%
RECREATIONAL DEVELOPMENT OF PRINCE WILLIAM SOUND:						
Favor.....	84.9%	82.8%	71.0%	73.3%	80.0%	80.9%
Oppose.....	13.6%	14.6%	21.7%	20.5%	15.7%	15.8%
Don't Know/Undecided.....	1.5%	2.6%	7.3%	6.2%	4.3%	3.3%
STATE COMPLETING THE COPPER RIVER HIGHWAY:						
Favor.....	64.5%	71.5%	68.4%	55.2%	81.2%	69.5%
Oppose.....	21.0%	20.1%	22.9%	41.6%	15.7%	20.9%
Don't Know/Undecided.....	14.4%	8.5%	8.7%	3.2%	3.1%	9.7%
ALASKAN RESIDENCY:						
1983 to 1989.....	15.4%	23.1%	26.9%	21.5%	13.8%	22.2%
1976 to 1982.....	21.5%	23.5%	17.4%	24.9%	24.8%	22.0%
1967 to 1975.....	31.4%	27.7%	32.2%	23.2%	22.5%	29.3%
Before 1967.....	31.7%	25.6%	23.4%	30.4%	38.9%	26.5%
AGE OF RESPONDENT:						
18-24.....	1.5%	11.3%	12.0%	3.3%	4.8%	9.4%
25-29.....	10.2%	14.8%	17.1%	9.3%	6.0%	14.2%
30-34.....	17.2%	17.3%	13.0%	21.7%	13.1%	16.5%
35-39.....	24.0%	18.2%	24.8%	17.8%	22.6%	20.6%
40-49.....	13.1%	20.1%	25.3%	20.2%	25.1%	19.7%
50 Plus.....	34.0%	18.3%	7.8%	27.8%	26.4%	19.6%
TOTAL ROW PERCENT.....	20.1%	59.6%	19.0%	.6%	.7%	100.0%

AREAS OF ALASKA AMONG ALL ADULTS
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POLITICAL AND GENERAL DEMOGRAPHICS, BEHAVIORS AND PERCEPTIONS

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						COL %
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STATE BUILDING NEW HIGHWAYS:						
Favor.....	72.7%	82.2%	81.3%	79.2%	81.5%	80.0%
Oppose.....	27.3%	17.8%	18.7%	20.8%	18.5%	20.0%
STATE BUILDING HIGHWAY TO WHITTIER:						
Favor.....	57.8%	60.1%	64.5%	72.7%	71.6%	60.5%
Oppose.....	42.2%	39.9%	35.5%	27.3%	28.4%	39.5%
RECREATIONAL DEVELOPMENT OF PRINCE WILLIAM SOUND:						
Favor.....	86.2%	85.0%	76.6%	78.1%	83.6%	83.7%
Oppose.....	13.8%	15.0%	23.4%	21.9%	16.4%	16.3%
STATE COMPLETING THE COPPER RIVER HIGHWAY:						
Favor.....	75.4%	78.1%	74.9%	57.0%	83.8%	76.9%
Oppose.....	24.6%	21.9%	25.1%	43.0%	16.2%	23.1%
ALASKAN RESIDENCY:						
1983 to 1989.....	15.4%	23.1%	26.9%	21.5%	13.8%	22.2%
1976 to 1982.....	21.5%	23.5%	17.4%	24.9%	24.8%	22.0%
1967 to 1975.....	31.4%	27.7%	32.2%	23.2%	22.5%	29.3%
Before 1967.....	31.7%	25.6%	23.4%	30.4%	38.9%	26.5%
AGE OF RESPONDENT:						
18-24.....	1.5%	11.3%	12.0%	3.3%	4.8%	9.4%
25-29.....	10.2%	14.8%	17.1%	9.3%	6.0%	14.2%
30-34.....	17.2%	17.3%	13.0%	21.7%	13.1%	16.5%
35-39.....	24.0%	18.2%	24.8%	17.8%	22.6%	20.6%
40-49.....	13.1%	20.1%	25.3%	20.2%	25.1%	19.7%
50 Plus.....	34.0%	18.3%	7.8%	27.8%	28.4%	19.6%
TOTAL ROW PERCENT.....	20.1%	59.6%	19.0%	.6%	.7%	100.0%

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	AREAS OF ALASKA:					TOTAL
						COL %
	Valdez-	Anchor-	Fair-	Cordova-	Glenn-	
	Kenai-	age	banks	+ or -	Allen	
	MatSu	+ or -	Area	8.0%	Area	
	+ or -	7.6%	+ or -		+ or -	
	13.5%		13.6%		9.6%	
NUMBER OF CHILDREN:						
None.....	39.7%	56.0%	45.0%	49.0%	51.1%	50.6%
One.....	29.4%	15.7%	24.5%	16.5%	12.4%	20.1%
Two.....	15.8%	19.2%	18.7%	23.2%	24.7%	18.5%
Three or More.....	15.1%	9.1%	11.8%	11.2%	11.8%	10.8%
MARITAL STATUS:						
Married.....	79.2%	63.3%	55.8%	67.8%	71.2%	65.1%
Separated.....	1.5%	.5%		2.7%		.6%
Divorced.....	9.3%	10.8%	21.8%	7.4%	6.0%	12.5%
Widowed.....	3.0%	4.1%	2.5%	6.4%	5.6%	3.6%
Live with Other Adult.....	1.5%	14.0%	13.5%	8.7%	7.6%	11.3%
Live Alone.....	5.6%	7.4%	6.5%	7.0%	9.6%	6.9%
GENDER OF RESPONDENT:						
Male.....	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Female.....	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
MARITAL STATUS BY GENDER:						
Married Males.....	39.6%	31.6%	27.9%	33.9%	35.6%	32.6%
Married Females.....	39.6%	31.6%	27.9%	33.9%	35.6%	32.6%
Single Males.....	10.4%	18.4%	22.1%	16.1%	14.4%	17.4%
Single Females.....	10.4%	18.4%	22.1%	16.1%	14.4%	17.4%
FAMILY STATUS:						
Young Single.....	1.5%	14.8%	9.7%	8.5%	5.6%	11.1%
Adult Single.....	8.5%	12.1%	14.4%	14.9%	15.6%	11.8%
Single Parent.....	10.7%	9.8%	20.2%	8.8%	7.6%	17.0%
Young Couple.....		7.4%	7.2%	3.3%	3.0%	5.8%
Mature Couple.....	29.7%	21.7%	13.8%	22.3%	26.8%	21.8%
Young Family.....	20.7%	15.8%	10.7%	18.2%	11.3%	15.8%
Mature Family.....	28.8%	18.4%	24.1%	24.0%	30.1%	21.7%
TOTAL ROW PERCENT.....	20.1%	59.6%	19.0%	.6%	.7%	100.0%

COMPLETING THE COPPER RIVER HIGHWAY AMONG ALL ADULTS
 BY
 POLITICAL AND GENERAL DEMOGRAPHICS, BEHAVIORS AND PERCEPTIONS

ROW PERCENTS
 OCTOBER 20TH THROUGH OCTOBER 28TH, 1989
 SAMPLE SIZE = 524; MARGIN OF ERROR = + OR - 4.28%

	STATE COMPLETING THE COPPER RIVER HIGHWAY:			TOTAL COL %
	Favor	Oppose	Unde- cided	
AREAS OF ALASKA:				
Valdez-Kenai-MatSu.....	64.2%	21.6%	14.1%	20.7%
Anchorage.....	71.5%	20.1%	8.5%	59.6%
Fairbanks Area.....	68.9%	22.6%	8.5%	19.7%
AREAS OF ALASKA:				
Valdez-Kenai-MatSu.....	64.5%	21.0%	14.4%	20.1%
Anchorage.....	71.5%	20.1%	8.5%	59.6%
Fairbanks Area.....	68.4%	22.9%	8.7%	19.0%
Cordova.....	55.2%	41.6%	3.2%	.6%
Glennallen Area.....	81.2%	15.7%	3.1%	.7%
TOTAL ROW PERCENT.....	69.5%	20.9%	9.7%	100.0%

COMPLETING THE COPPER RIVER HIGHWAY AMONG ALL ADULTS
 BY
 POLITICAL AND GENERAL DEMOGRAPHICS, BEHAVIORS AND PERCEPTIONS

ROW PERCENTS
 OCTOBER 20TH THROUGH OCTOBER 28TH, 1989
 SAMPLE SIZE = 524; MARGIN OF ERROR = + OR - 4.28%

	STATE COMPLETING THE COPPER RIVER HIGHWAY:			TOTAL COL %
	Favor	Oppose	Unde- cided	
REGISTERED TO VOTE:				
Yes.....	68.8%	21.0%	10.2%	80.8%
No.....	72.2%	20.4%	7.4%	19.2%
PARTY AFFILIATION:				
Democrat.....	66.1%	22.3%	11.6%	25.6%
Republican.....	70.2%	21.4%	8.4%	27.0%
Libertarian.....	57.8%	42.2%		2.8%
Independent.....	71.7%	18.5%	9.9%	44.5%
INTEND TO VOTE:				
Totally Republican.....	61.9%	27.0%	11.1%	13.5%
More Republicans than Democrat.....	78.4%	17.7%	3.9%	20.7%
More Democrats than Republicans.....	61.9%	32.3%	5.8%	15.4%
Totally Democratic.....	69.4%	15.2%	15.4%	10.3%
Independent/the Person.....	70.3%	17.6%	12.1%	40.0%
VOTED IN 1986 GUBERNATORIAL ELECTION?				
Yes.....	68.9%	21.2%	9.9%	63.3%
No.....	70.4%	20.4%	9.2%	36.7%
VOTED IN 1988 STATE ELECTION?				
Yes.....	69.2%	21.5%	9.3%	68.3%
No.....	70.0%	19.6%	10.4%	31.7%
STATE ELECTION VOTING BEHAVIOR:				
1988 Only.....	58.8%	26.1%	15.1%	2.9%
1988 Only.....	67.6%	26.0%	6.4%	7.8%
Both 1986 and 1988.....	69.4%	20.9%	9.7%	60.5%
Neither.....	71.1%	18.9%	10.0%	28.8%
TOTAL ROW PERCENT.....	69.5%	20.9%	9.7%	100.0%

COMPLETING THE COPPER RIVER HIGHWAY AMONG ALL ADULTS
BY
POLITICAL AND GENERAL DEMOGRAPHICS, BEHAVIORS AND PERCEPTIONS

ROW PERCENTS

OCTOBER 20TH THROUGH OCTOBER 28TH, 1989

SAMPLE SIZE = 524; MARGIN OF ERROR = ± OR - 4.28%

	STATE COMPLETING THE COPPER RIVER HIGHWAY:			TOTAL COL %
	Favor	Oppose	Unde- cided	
STATE BUILDING NEW HIGHWAYS:				
Favor.....	78.1%	15.1%	6.8%	77.9%
Oppose.....	37.4%	48.7%	18.0%	19.4%
Don't Know/Undecided.....	49.9%	2.1%	48.0%	2.6%
STATE BUILDING HIGHWAY TO WHITTIER:				
Favor.....	85.6%	11.0%	3.4%	53.2%
Oppose.....	49.5%	38.3%	12.2%	34.7%
Don't Know/Undecided.....	55.6%	14.3%	30.1%	12.1%
RECREATIONAL DEVELOPMENT OF PRINCE WILLIAM SOUND:				
Favor.....	72.3%	17.1%	10.7%	80.9%
Oppose.....	53.3%	44.8%	1.9%	15.8%
Don't Know/Undecided.....	77.1%	.3%	22.5%	3.3%
ALASKAN RESIDENCY:				
1983 to 1989.....	75.8%	16.1%	8.1%	22.2%
1976 to 1982.....	68.6%	16.9%	14.6%	22.0%
1967 to 1975.....	66.3%	25.2%	8.6%	29.3%
Before 1967.....	68.4%	23.5%	8.1%	26.5%
AGE OF RESPONDENT:				
18-24.....	69.0%	22.5%	8.5%	9.4%
25-29.....	80.2%	10.7%	9.2%	14.2%
30-34.....	69.9%	21.2%	8.9%	16.5%
35-39.....	57.9%	28.8%	13.3%	20.6%
40-49.....	82.4%	11.2%	6.4%	19.7%
50 Plus.....	60.6%	28.8%	10.7%	19.6%
TOTAL ROW PERCENT.....	69.5%	20.9%	9.7%	100.0%

COMPLETING THE COPPER RIVER HIGHWAY AMONG ALL ADULTS
BY
POLITICAL AND GENERAL DEMOGRAPHICS, BEHAVIORS AND PERCEPTIONS

ROW PERCENTS
OCTOBER 20TH THROUGH OCTOBER 28TH, 1989
SAMPLE SIZE = 524; MARGIN OF ERROR = + OR - 4.28%

	STATE COMPLETING THE COPPER RIVER HIGHWAY:			TOTAL COL %
	Favor	Oppose	Unde- cided	
NUMBER OF CHILDREN:				
None.....	67.8%	21.6%	10.6%	50.6%
One.....	64.6%	20.5%	14.9%	20.1%
Two.....	70.3%	24.9%	4.8%	18.5%
Three or More.....	84.6%	11.7%	3.7%	10.8%
MARITAL STATUS:				
Married.....	70.7%	21.4%	7.9%	85.1%
Separated.....	52.8%		47.2%	.6%
Divorced.....	61.3%	24.2%	14.5%	12.5%
Widowed.....	57.0%	34.7%	8.3%	3.6%
Live Other Adult.....	83.0%	3.0%	14.1%	11.3%
Live Alone.....	58.3%	34.3%	7.3%	6.9%
GENDER OF RESPONDENT:				
Male.....	69.5%	21.1%	9.4%	50.0%
Female.....	69.4%	20.7%	9.9%	50.0%
MARITAL STATUS BY GENDER:				
Married Males.....	73.5%	20.0%	6.5%	32.6%
Married Females.....	67.8%	22.8%	9.4%	32.6%
Single Males.....	61.9%	23.2%	14.9%	17.4%
Single Females.....	72.5%	16.7%	10.8%	17.4%
FAMILY STATUS:				
Young Single.....	71.9%	10.0%	18.0%	11.1%
Adult Single.....	59.4%	35.7%	4.9%	11.8%
Single Parent.....	70.5%	13.6%	15.9%	12.0%
Young Couple.....	74.9%	25.1%		5.8%
Mature Couple.....	68.4%	18.8%	12.8%	21.8%
Young Family.....	70.3%	25.4%	4.3%	15.8%
Mature Family.....	72.1%	20.0%	7.8%	21.7%
TOTAL ROW PERCENT.....	69.5%	20.9%	9.7%	100.0%

THE COPPER RIVER ROAD/HIGHWAY

Where we have been ---- Where we are going

1. Between 1959 and 1973, the state converted the first 69 miles of the Copper River highway from Cordova from railroad to roadway.
2. In 1972 environmental groups began legal actions against further construction of the road. A settlement was reached in 1975. In this agreement, the State agreed not to resume work on the highway until Congress passed legislation resolving lands being considered for inclusion in the National Conservation System, this did not occur until December 1980. The State also agreed to complete a supplement to a draft 1973 environmental impact statement and conduct a regional transportation study. This was completed by the end of 1981.

(b) Letter dated December 18, 1987 from Lynn Harnisch addressed the legal suit filed and outlined the steps undertaken to resolve the concerns expressed by the Sierra Club.

There are currently no legal suits or known encumbrances which would prohibit construction of the Copper River Highway

The State continued working with FHWA and secured authorization for construction of the Copper River Highway north of the million dollar bridge. A total of \$20 million in ER funds was reserved for construction of the Copper River Highway, including the million dollar bridge.

3. August, 1982 an advisory vote on completing the Copper River Highway was taken in Cordova. The result was a "no" vote. Based on this result, the Cordova City Council officially notified Governor Hammond in August, 1982, and Governor Sheffield in January, 1983 of the City's opposition to the highway's completion.
4. Letter dated March 2, 1983 from Deputy Commissioner John Bates was sent to Barry Moorehead, FHWA, informing FHWA of the department's decision not to proceed with construction of the Copper River Highway project. A follow up letter reiterating the same information was sent by Commissioner Daniel Casey to FHWA on March 23, 1983.

Copper River Road - History

5. Letter dated April 1, 1983 from Mr. Barry Moorehead, Division Director, FHWA confirms receipt of the above letters and informs the state the following steps have been taken:
\$338,462 of FY 1983 ER funds that remain unobligated for project ER-40(1) have been released. The letter also informed the department of release of \$20 million in reserve FY 1984 ER funds.
6. December, 1984 Cordova City Council officially notified Governor Bill Sheffield that the city was again in favor of completing the highway through Chitna. Support has been continuous since this time.
7. 1986 legislature authorized \$300,000 in federal aid for a new location report for the highway. Because the original location work was outdated, the department and FHWA determined that it would be more cost effective to do a new location report based on new public input, federal regulations and land status. DOT is currently working on an updated reconnaissance study which has been requested by FHWA. This should be completed before the end of the 1988 legislative session.
8. In October, 1987 State DOT officials met in Cordova with individuals, the Cordova Chamber of Commerce and Cordova City Council to informally discuss the DOTs&PF current activities on the highway and to obtain input. At these meetings the department was requested to develop costs and a plan to complete the highway through Chitna as a pioneer access road. Preliminary cost estimates of approximately \$10 million would be required to provide a pioneer access road.



Alaska R.O.A.D. Association

P.O. Box 535, Cordova, Alaska 99574-0535
(907) 424-5755

November 2, 1989

Honorable Bobby Van Brocklin, Mayor
Cordova City Council
Nancy Gross, City Manager

Dear Mayor Van Brocklin:

The Alaska ROAD Association participated in a state-wide public opinion poll conducted during the month of October to assess how Alaskans felt about road building and the development of tourism in Prince William Sound. The poll was conducted by Hellenthal and Associates of Anchorage, a well respected public opinion research firm.

We would like to take this opportunity to share the results of that poll with you. Below are the questions that were asked and the results for both the Greater Cordova (including Eyak Precinct) area, and the State of Alaska.

Do you favor or oppose the State of Alaska continuing to build new highways?

Cordova area:	78.2% YES	21.8% NO
State-wide:	79.9% YES	20.1% NO

Do you favor or oppose the State of Alaska building a highway to Whittier?

Cordova area:	70.7% YES	29.3% NO
State-wide:	59.6% YES	40.4% NO

Do you favor or oppose the State of Alaska encouraging recreational and tourism development of Prince William Sound?

Cordova area:	78.1% YES	21.9% NO
State-wide:	83.6% YES	16.4% NO

Do you favor or oppose the State of Alaska completing the final 32 miles of the Copper River Highway from Glennallen to Cordova?

Cordova area:	57.0% YES	43.0% NO
State-wide:	77.0% YES	23.0% NO

I look forward to an opportunity to discuss this survey and its results with you. I may be reached at 424-7189.

Sincerely,

Scott Novak, President

MAR 27 1990

March 23, 1990

Chairman Lloyd Jones
Senate Transportation

Senator Jones,

I urge you to vote NO on any and all bills that come before you to support or fund a Copper River Highway.

The cost of building this road has been grossly understated! The state will have a financial albatross around its neck for the rest of our lives; a drain on the taxpayer and an embarrassment for the legislature.

Sincerely,

Ricky Stone
Box 83
Cordova

MAR 26 1990

March 21, 1990

Senate Transportation Committee
Senator Lloyd Jones
P.O. Box V
Juneau, Ak 99811

Dear Senator Jones,

I am writing to you to reconsider subjecting the State of Alaska to the cost of completion of the Copper River Hwy. Why spend astronomical amounts of money on a project that isn't feasible? The conditions of our present roads are deplorable. They aren't being maintained to provide safe travel now! I feel that to encourage the development of Prince William Sound for tourism, our State Ferry System can be enhanced. I have traveled on the ferry through Prince William Sound, and if the service was expanded, there would be more revenues for the state coffers, and tourism would flourish. From the sounds of it, oil revenues will be decreasing in the near future and you need to stop spending! America needs to curb their insatiable appetite for consuming fossil fuels, and building more roads will only encourage the continued consumption. Cordova is a quaint commercial fishing village. Until the Exxon Valdez Oil Spill, Cordova was an unknown. We were perfectly happy then, and hope to someday return to the pre-spill life we all enjoyed. I felt that I had to write and share my own personal views with you on the push to build the Copper River Highway. We don't need it and it would cost too much money to build, maintain, and protect the unspoiled habitat the road would traverse. Stop spending! **Don't support SB479.** If you must spend State monies, spend them on ventures of renewable resources for the State of Alaska. Take the dollars proposed for the road and renew some of the oil spoiled salmon producing streams in Prince William Sound or along Kodiak or in Cook Inlet.

Sincerely,

Barbara E. Webber
Barbara E. Webber
P.O. Box 934
Cordova, Alaska 99574

MAR 27 1990

05009 NL TDA CORDOVA ALASKA 50 03-26 1600 AST

PMS

SENATOR LLOYD JONES

PO BOX U

JUNEAU AK 99811

CORDOVA HAS BEEN MY HOME FOR 10 OF THE 20 YEARS I'VE LIVED IN ALASKA.
I DO NOT SUPPORT A ROAD HERE. CONSTRUCTION AND MAINTENANCE WOULD BE
OUTRAGEOUSLY EXPENSIVE AND A FLAGRANT WASTE CONSIDERING THERE ALREADY
IS A "ROAD" CONNECTING US WITH THE REST OF ALASKA VIA THE MARINE
HIGHWAY.

PAM STRICKLAND

PO BOX 1768

CORDOVA AK 99574

MAR 28 1980

3/26/90

Senator Lloyd Jones,

I've been coming
to Alaska since 1963, I've
lived in Alaska year round
since 1980, I have fished all
this time out of Cordova.

The reason I have fished
at here is because there has
been no Road-Copper River
Highway.

I think with a road
in Cordova it will change
this fishing community and
all the reasons I have lived
here for the last 27 years

Vote No on the Copper River
Highway surely
Bob Sullivan

SENATOR LLOYD JONES

PO BOX V

JUNEAU AK 99811

MAR 01 1990

PLEASE SUPPORT THE FUNDING FOR THE COPPER RIVER HIGHWAY.

GEORGE TEXTER

PO BOX 664

CORDOVA AK 99574

†

EXECUTIVE JNU

REFILE MGM AHG

TOD FEB 28 90

†

EXECUTIVE JNU

REFILE MGM AHG

04015 POM TDA CORDOVA AK 10 02-28 1710P AST

PMS

SENATOR LLOYD JONES

PO BOX U

JUNEAU AK 99811

PLEASE SUPPORT THE FUNDING FOR THE COPPER RIVER HIGHWAY.

PATSY B. FISHER

PO BOX 321

CORDOVA AK 99574

†

EXECUTIVE JNU

REFILE MGM AHG

TOD FEB 28 90

†

EXECUTIVE JNU

IPM AFUD AHG

05008 POM TDR CORDOVA ALASKA 15 02-28 1430 AST

PMS

SENATOR LLOYD JONES

PO BOX V

JUNEAU AK 99811

PLEASE SUPPORT THE FUNDING FOR THE COPPER RIVER HIGHWAY.

SHARON AND RICHARD MC CALVY

PO BOX 2313

CORDOVA AK 99574

†

EXECUTIVE JNU

IPM AFUD AHG

TOD FEB 28 90

†

EXECUTIVE JNU

REFILE MGM AHG

05009 POM TDA CORDOVA ALASKA 15 02-28 1430 AST

SEN LLOYD JONES

JUNEAU AK

PLEASE SUPPORT FUNDING FOR COPPER RIVER HIGHWAY.

TRAVIS AND ANITA YARBROUGH

PO BOX 804

CORDOVA AK 99574

†

EXECUTIVE JNU

REFILE MGM AHG

TOD FEB 28 90

†

EXECUTIVE JNU

IPM AFUD AHG

05013 POM TDA CORBOVA ALASKA 15 02-28 1720 AST

PMS

SENATOR LLOYD JONES

PO BOX V

JUNEAU AK 99811

PLEASE SUPPORT SENATOR KELLY'S BILL FOR 24.5 MILLION TO BUILD
THE COPPER RIVER HIGHWAY.

DAVID RAWLINS

PO BOX 454

CORDOVA AK 99574

†

EXECUTIVE JNU

IPM AFUD AHG

TOD FEB 28 90

†

EXECUTIVE JNU

REFILE MGM AHG

04016 POM TDA KING SALMON AK 15 02-28 1730P AST

PMS

REFILE MGM AHG

04019 POM TDA CORDOVA AK 15 02-28 1742P AST

PMS

SEN LLOYD JONES

JUNEAU AK

PLEASE SUPPORT FUNDING FOR CONSTRUCTION OF COPPER RIVER
HIGHWAY.

GLENN AND BETTY CRINER

BOX 516

CORODOVA AK 99574

05015 POM TDA CORDOVA ALASKA 15 02-28 1744 AST

PMS

SENATOR LLOYD JONES

PO BOX U

JUNEAU AK 99811

PLEASE SUPPORT THE FUNDING FOR THE COPPER RIVER HIGHWAY.

CARL FISHER

PO BOX 321

CORDOVA AK 99574

†

EXECUTIVE JNU

REFILE MGM AHG

TOD FEB 28 90

†

EXECUTIVE JNU

REFILE MGM AHG

04020 POM TDA CORDOVA AK 15 02-28 1800P AST

PMS

SEN LLOYD JONES

JUNEAU AK

I SUPPORT FUNDING OF THE COPPER RIVER HIGHWAY.

MARY HOGAN

PO BOX 579

CORODOVA AK 99574

✠

EXECUTIVE JNU

REFILE MGM AHG

TOD FEB 28 90

March 27, 1990

MAR 29 1990

This letter is in regards to Senate bills #236 (now House bill #269) and Senate bill #479. As a 13 year resident of Cordova and a 17 year resident of Alaska, I am vehemently opposed to the attempted funding or construction of the Copper River Highway. I have several good reasons for this.

The first, and probably most important is financial. In a state that claims that it is going broke and faces a very uncertain economic future, I feel that any funds for a "pie-in-the-sky" project such as this one could be much better used for other endeavors. In the face of one of the worst environmental disasters in our nation's history, funding for our Dept. of Environmental Conservation had been cut almost to the point of that agency's inability to function. Our Department of Fish and Game has also suffered from such funding cutbacks. The elementary school in Cordova has been condemned and must be rebuilt. These same funds could also give a heck of a boost to an aging ferry system.

At present, we have a stable economy here. It is a one industry town, as you well know, and that industry is fishing. Anything that affects the success of the fishing industry impacts us in a big way. The proposed Copper River Highway would open the Copper River country and the flats to new sports fishing pressures, and also makes possible habitat degradation due to both construction in some of the ruggedest country in the world, and the increased human use of the Copper River Flats area.

At the present time, Cordova is suffering an extreme housing shortage. The services, i.e. sewer and water, are barely adequate for the year round population and are severely strained in the summer months when the population doubles for the fishing season. At present, there are basically **NO** facilities for a tourist industry. Are we, the City of Cordova, going to be faced with the expense and burden of building and servicing such facilities?

Other practical matters also make this project unfeasible. This road would only be open for half of the year; maintenance would be next to impossible in the winter. To benefit Cordova residents, it would have to be usable year-round. Also, the Copper River changes it's course often in the delta area. At present, the highway bridge at mile 37 is spanning the main channel of the river, and is being undermined at an alarming rate. It is often unpassable due to the danger of collapse. A new, much larger bridge would be needed, but who can say where the river will go tomorrow? And how much would it cost to replace a bridge

that cost over a million dollars in 1919, and was considered a major engineering feat at the time? And how do you build a road across a large, active glacier? In a steep canyon without accidently or on purpose dumping fill into the river, and possibly affecting the salmon runs?

I could go on and on, but I think that these points are clear. I personally think that the reason this issue is before us at the moment is that it is once again an election year, and certain people would shine in the eyes of certain constituents. Seems a rather foolish way to waste the state's monies, don't you think?

Thanks for your time,



Stephen E. Bodnar
Box 2262
Cordova, Alaska,
99574



Greater Fairbanks

Chamber

of Commerce

First National Center

P.O. Box 74446

100 Cushman Street

(907) 452-1105

Fairbanks, Alaska 99707

RESOLUTION 01-1290

**A RESOLUTION BY THE GREATER FAIRBANKS CHAMBER OF COMMERCE
IN SUPPORT OF THE COPPER RIVER HIGHWAY EXTENSION**

MAR 30 1990

WHEREAS, the Fairbanks Chamber of Commerce supports expansion of the Alaska transportation system to include the intrastate connection between communities; and

WHEREAS, the extension of the Alaska highway system from Chitina to Cordova over the old Copper River railroad alignment would stimulate economic development by enhancing tourism and economical access to natural resources; and

WHEREAS, the Fairbanks community would also benefit as a primary provider of air and overland transport to Cordova; and

WHEREAS, the highway extension would encourage a healthy competition for the transport of trade goods to and from Cordova; and

WHEREAS, it adds to the health and safety of coastal communities by providing an all weather, economical and readily available access route to Alaska's major medical centers; and

WHEREAS, additional overland access to the coastal shipping lanes is critical to the environmental interests of Alaska to minimize further damage to our coastlines due to lack of ready access; and

WHEREAS, we believe the best interests of all Alaskan communities are served by completion of our transportation network between Alaska's rural communities and major population centers, and it is in that interest that we add our support for the completion of Copper River Highway; and

WHEREAS, the recently completed Copper River Highway Toll Feasibility Study concludes that it is feasible to construct the extension to Chitina at a cost of \$24.5 million; and

WHEREAS, Senate Bill 479 has been introduced to appropriate \$24.5 million for the construction of the Copper River Highway;

NOW THEREFORE BE IT RESOLVED by the Greater Fairbanks Chamber of Commerce that we support Senate Bill 479 and that the 1990 Legislature appropriate \$24.5 million in State funds to construct the Copper River Highway Extension to Chitina.

Passed this March day of 12, 1990

By Larry Kelly
Larry Kelly
President

By Rick Schikora
Rick Schikora
Chairman of the Board

Copies of this resolution shall be forwarded to all Legislators, the Mayor of Cordova and the Commissioner of the Department of Transportation & Public Facilities.

†
EXECUTIVE JNU

REFILE MGM AHG

05006 POM TDA CORDOVA ALASKA 15 02-28 1420 AST

PMS

SENATOR LLOYD JONES

PO BOX U

JUNEAU AK 99811

PLEASE SUPPORT SENATOR KELLY'S BILL TO FUND THE COPPER RIVER HIGHWAY.

SCOTT NOVAK

PO BOX 1703

CORDOVA AK 99574

†

EXECUTIVE JNU

REFILE MGM AHG

TOD FEB 28 90

†

EXECUTIVE JNU

REFILE MGM AHG

05007 POM TDA CORDOVA ALASKA 15 02-28 1430 AST

PMS