

ALASKA LEGISLATIVE COUNCIL FILED

3167 HT HB 452 - HB 493

3107

HOUSE JOURNAL SUPPLEMENT

January 18, 1964

No. 82

HB
452

FISCAL NOTE

Revision Date: 11/18/63

I. REQUEST Page 1 of 5 II. FISCAL DETAIL
 Bill/Resolution No.: HB 452 Agency Affected: None
 Title: Home Port Facility Program Category Affected: Public Works
 Sponsor: Julien and Jusse BRU, Program of Subprograms Affected:
 Requestor: Healthier Boston
 Date of Request: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FI B	FI CC	FI CC	FI CC	FI CC	FI CC	FI CC	FI CC
OPERATING								
100 PERSONAL SERVICES								
200 TRAVEL								
300 CONTRACTUAL								
400 COMMODITIES								
500 EQUIPMENT								
600 LAND & STRUCTURES								
700 GRANTS, CLAIMS, ETC								
TOTAL OPERATING								
CAPITAL								
REVENUE								

FUNDING: (Thousands of Dollars)

GENERAL FUND	11,000.0
FEDERAL FUNDS	
OTHER (Specify Source)	
TOTAL	11,000.0

POSITIONS:

FULL-TIME	
PART-TIME	
TEMPORARY	
TOTAL	

III. SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

Not identified by Sponsor.

IV. ANALYSIS: Attach a separate page for any Analysis

Prepared By: Mim Dixon, Director Phone: 476-4281
 Division: Planning and Programming Date: 11/18/63

Approved by Commissioner: H. Plummer, Jr., Deputy Commissioner Date: 11/18/63
 Department: DD & PF, Healthier Boston

Distribution:

Original to Legislative Finance
 Copy to Office of Management and Budget (for Legislature introduced bills)
 Copy to Department (for Governor introduced bills)
 Copy to Sponsor
 Copy to Requestor (if different from Sponsor)

9/14/63

TITLE	LOCATION	PROJECT CLASSIFICATION	ELECTION DISTRICT	START DATE		COMPLETE DATE		
				MM	DD	MM	DD	
HOME PORT FACILITY (Ph. 1)	Home	02-631-02-02	23	PRIORITY 34	49			
	GENERAL FUNDS	FEDERAL	C.O. BONDS	OTHER	PRIORITIES		ALREADY RECEIVED FY 85 TOTAL	COVERED
					PT.	PT/SEA.		
NEEDESTED FUNDING:	12,000.0						12,000.0	
SITE ACQUISITION								
PLANNING AND DESIGN								
CONSTRUCTION AND EQUIPMENT	12,000.0				0	0	12,000.0	
PREVIOUS APPROPRIATIONS (NON-ADP)			6,780.0					
OPERATING COSTS:								
FIRST YEAR OPERATING COSTS	0							
FULL ANNUAL OPERATING COSTS	0							

PROJECT DESCRIPTION AND JUSTIFICATION: *See note, page 3.

PROJECT DESCRIPTION
Construction of a 3600' rubble mound causeway or acceptable alternative, to provide either full or partial service accommodating a baseline tonnage of 36,000 tons in both liquid and dry cargo. Project is ready to advertise.

PROJECT NEED STATEMENT
The consumers of the Seward Peninsula pay approximately 25% more for bulk cargo and petroleum products because of the lightering costs from ocean-going barges to the existing dock facility.
At present, barges calling at Home are anchored 1/2 to 3/4 miles offshore for unloading and reloading of cargo and freight. Cranes on board the ocean-going barges are used to offload containers and other cargo to lighters. These shallow draft lighters are towed through the surf and the shallow 8-foot deep entrance channel for unloading at the lighterage company's transfer facility. The lighters are unloaded over the entrance channel retaining wall by portable cranes. Empty containers and outgoing shipments are reloaded to lighters inside the harbor area for return to the ocean-going barges anchored offshore. This is an extremely costly operation.

AGENCY DOT&PF _____

CP-1 CAPITAL PROJECT DESCRIPTION
FY 85

CATEGORY TRANSPORTATION

PROGRAM NORTHERN REGION PORTS & HARBORS

PROJECT TITLE HOME PORT FACILITY

HB 452

Page 2 of 5
Revised Date _____

FY85

PROJECT NEED STATEMENT (cont.)

The average waterborne freight growth rate since 1969 according to Corps of Engineers' publications, has been approximately 12%. With the beginning of oil exploration already occurring offshore from Home in 1983, (Navarin Basin, Norton Sound), the potential development of the bottomfish industry, plus the potential for Seward Peninsula area mining interests to expand dramatically, action should be implemented now to get a minimal marine terminal infrastructure in place.

Development of this project strongly supports several goal areas of this administration:

- (1) Using prior appropriations, the project has been thoroughly studied, analyzed, and designed to provide the best configuration and site location, as well as to tie into and make the best use of the existing Seward Peninsula highway system. The adjacent location of the Home regional center airport allows excellent air logistical support.
- (2) The port development both serves a basic public service function (reducing freight lightering costs) and has the potential to stimulate economic development (mining, oil) and provide financial returns to the State.
- (3) Maintenance and operational costs have:
 - a. been minimized as much as possible through the design selected, and
 - b. will be borne by the user through the use of port tariffs.
- (4) The Home port is being implemented as a joint venture with the private sector contributing financing and/or investment to a maximum extent and the State providing initial seed capital.

DOCUMENTATION OF ESTIMATED CAPITAL COSTS

Engineering estimates were developed by the design contractor. Figures were based on recent costs of similar construction in the Home area and for expected construction market conditions at the time of contract award. Estimates were also based on historical costs of marine facility construction in other areas of Alaska, adjusted for the remote location of Home, and on similar construction in other areas of the world.

AGENCY DOT&PF _____

CP-1 ADDITIONAL EXPLANATION FORM

CATEGORY TRANSPORTATION

PROGRAM NORTHERN REGION PORTS & HARBORS

TITLE HOME PORT FACILITY

HB 452

Page 3 of 5
Revised Date _____

FY85

ANALYSIS OF ESTIMATE OF OPERATIONAL EXPENSE

*NOTE: Operational and maintenance costs together will approach a maximum annual figure of \$700,000. This cost will be borne by the user via an approximate \$9 per ton tariff, which is substantially lower than present and projected lighterage fees. At the same time, the dredging costs of the present Home harbor, which are projected to approach \$1 million annually and which are financed entirely by governmental appropriations, will be substantially reduced.

IDENTIFICATION OF ALTERNATIVES CONSIDERED

1. Postpone action at this time. Failure to go forward with this project will result in continuing high lighterage costs and act as a retardant to future development in oil exploration, the bottomfish industry, and regional area mining extraction.
2. Scale down the scope of the overall project. This approach has been adopted. The project as now developed is a minimal level facility designed to meet current traffic and expandable to meet increased traffic as demand warrants. In order to arrive at and agree on the present design, seven basic alternatives, plus minor variations, all of which were technically feasible, were evaluated in depth.
3. Reduce or eliminate state funding insofar as possible. This has also been done. Private investment has been sought and secured to the maximum extent.

AGENCY OUTRFF _____

CATEGORY TRANSPORTATION _____

PROGRAM NORTHERN REGION PORTS & HARBORS _____

TITLE HOME PORT FACILITY _____

HR 452

Page 4 of 5
Revised Date _____

FY85

CP-1
FY85

ADDITIONAL EXPLANATION FORM

TITLE		PRIORITY 34 of 49						
HOME PORT FACILITY		TOTAL PREVIOUS APPROPRIATIONS	FY 84	FY 85	FY 86	FY 87	FY 88	89
OPERATING								
100 PERSONAL SERVICES								
200 - 800 TRAVEL TRIPS								
	TOTAL							
1002 FEDERAL RECEIPTS								
1004 GENERAL FUNDS								
OTHER FUNDS								
	TOTAL							
CAPITAL								
1002 FEDERAL RECEIPTS								
1004 GENERAL FUNDS								
OTHER FUNDS (G.O. Bonds)								
	TOTAL	6,900.0		12,000.0				
				12,000.0				
		6,900.0						

PREVIOUS APPROPRIATIONS (GIVE SECTION, CHAPTER, SLF) AND ASSUMPTIONS FOR COSTS, FUNDING SOURCE, POSITION AND REVENUE ESTIMATES:

Previous appropriations for preliminary engineering and design of this project: Ch 05/74, Ch 11R/00/6/24.

*Maintenance on the completed Home Port Facility will be the responsibility of the City of Home. Maintenance costs will be entirely offset through port revenues collected from the users. At the same time, the dredging costs of the present Home harbor, which are projected to approach \$1 million annually and which are financed entirely by government appropriations, will be substantially reduced.

AGENCY OUTRFF _____

CATEGORY TRANSPORTATION _____

PROGRAM NORTHERN REGION PORTS & HARBORS _____

PROJECT TITLE HOME PORT FACILITY _____

HR 452

Page 5 of 5
Revised Date _____

FY85

CP-2 CAPITAL PROJECT COSTS
FY 85

Appropriation HOUSE BILL NO. 452, by Rep. Fuller and Bussell. Makes a
(special)
(Nome port \$12 million dollar special appropriation to the Department of
facility-- Transportation & Public Facilities for phase I of the Nome port
phase I) facility. Provides appropriation is for a capital project and
is subject to competitive bidding requirements. Provides Act
takes effect July 1, 1984.

Introduced January 9 and referred to Transportation, Finance.

Appropriation HOUSE BILL NO. 452, (see pages 29;98). Reported back to
(special)
(Nome port the House January 24 by Finance recommending it do pass. Con-
facility-- curring: Reps. Adams (Chairman), Bettisworth, Furnace, Ward,
phase I) Marlbert, Fritz, and Martin. Not concurring: Reps. Lindauer,
Duncan and Zharoff had no recommendation. To Rules.

Appropriation HOUSE BILL NO. 452, (see page 29). Reported back to the
(special)
(Nome port House on January 18 by Transportation with the committee recom-
facility-- mending it do pass. Concurring: Cato (Chmn.), Abood, M. W.
Phase I) Miller, Flood, Davis and Herrmann. To Finance.

TAPE LOG 1983

committee: ~~HB 452~~ / TRANSPORTATION date _____ to _____

bill numbers: HB 452 | | | | |

other information: Cato, Miller, Newman, Ahoon, Davis,
~~Aggs~~ Hood.

Date/ Time	Tape Meter No.	Bill	Significant Information (Witness, Action)
1/17/83			
	0002	CATO	Call meeting to order
			Recognize VIP's present
	00 27	Fuller	HB 452 - None #1 priority;
			introd. 203 last session - passed
			trsp. not approved - said be in
			budget & allowed 203 to change
			do ... - Portroy included
			until budget finalized
	080		Introduction of others
			Freight cost savings, economic
			stability; future - dev. of
			minerals & mineral industry)
	108	Ahoon	Differ from 203?
	110	Fuller	New plan - None will be involved
			in Rev bonds
	116	Ahoon	Dit in design, cost factor?
	120	Fuller	leave up to workers

125

Glazier: Pt. peo. on getting private participation on major projects; initially \$38-40m - could build cheaper, but supply needs of NOME

- 1) Econ. aspects - did not include future developments
- 2) scaled down

History of project / Summary of progression of project to date -

Dept. has had orders - Gov. wants part in NOME; run by NOME; dot there to help.

233

Niermann - OCS

Orlender

245

Tim. Holder

F. King City Mgr. / NOME

Representing City Council - behind project - ~~forward~~

- 1) 5 yrs - council changed - still support
- 2) Survey - 80% support
- 3) NW Mayors' Conference - passed resolutions supporting the projects
- 4) co-ord. of city & state city included; support from state;
- 5) project scaled down 30-40m to 12m - arrived by cutback on local project

Analysis - \$8m by no bid or private contracting need \$12m from state

- 308 reduce transp. cost - not realized immediately; long term job creation
job creation imp. eliminate esp in lush areas
- 326 Flood - ... services?
- 328 Holder - using hardout - anchoring out due to shallow shore - do lightering (use lighter/smaller barge)...
idea of port - go out - lightering be eliminated
- 350 Flood -
- 352 Davis - scale down version?
(go out 3000' at 25' depth
now 3600' at to 30' depth)
- Holder
- 361 Davis -
- Holder - original version
scale down version
- 365 Davis - design to be added on? (yes)
368 " reduced transp. cost - low pass on to consumer
(pay it into splurges - economies of ll
- 374 Blazer - in initial pkg. - low pass onto consumer? Guaranteed lightering cost.

394 Jay Hineman
TAMS - Economist

Financing / effect on transp. cost in area
& how arrived at cost.
lighting

406 Scale down version - \$30-\$40 Ton Lighting cost,
\$1.42 m direct benefit to home
w/ City Part. - upper limit - same as now
\$76 ton on all.
using difference = 1.5-2M a yr.
used to adv. const. cost

2nd benefit - transp. infrastructure

434 Hood - \$760 reduce cost?

436 Holden - reducing cost

442 Hood - yrs. 64 individual gets break on

450
Side 2 guaranteed fixed price ~~at~~ end of fin. period - M+0

467 Hood

474 emphasis on long term.
no break on lighting initially

500 DAVIS - light wage service - cut costs to stay in business - competition w/ light service; econ. benefit, cost of facility go down?

575 Holder - yes, used conservative figures; adjust tariff rates
add'l benefits -
analysis - competition - no room to under cut, not econ viable to do so

541 Fuller - no longer suffer barges roadsted 1-3 days to unload; saves freight charges; dry & liquid unloading faster

555 Abood - continue operations longer?
560 Holder - not materially increase; not need until future developments

572 CATO - Point - not only immediate necessity; but aft visionary on future; w/ Seward Pen. so mineralized - lies heavily upon us present - so facility in place b4 time we need it

593 DAVIS - shore ice - how far out does it go?
600 Holder - flow ice - Norton Sound - scenarios yr. round shipping

614 Muller - Motion - Move HB 452 w/ ind. rec
617 No objection so ordered
Cato Comments

- 630 Herrmann - Governor's Task Force on MTHS
- 636 CATO - geographical location of numbers
- 643 Herrmann - hand out
- 658 Davis - comment - Frank Chapados real excited about Task Force & looking forward to talking w/ all committee
- 670 CATO - comment on Task Force - our job easily workable; importance of Task Force
- 680 Hood - infras. in place st4 other forms of transp.
- 694 CATO - along with; infras. in place thru out state; committee - focus on a plan
- 692 ANA - out of DOT - until DOT show us condo - bill will be active

CATO -

714 Ad

WITNESS

Home Port Facility

NAME (PLEASE PRINT)	ADDRESS	REPRESENTING	TESTIFY? (YES or NO)	PHONE NUMBER
Rep. Fuller				
TIM HOLDER	CITY OF NOME PO. BOX 281 NOME AK 99762	CITY OF NOME	YES	443-5242
JAY LYMAN	3726 RANIER BANK BLDG, SEATTLE	TAMS ENGINEERS	Yes	(206) 629-3532
PANCH	Capital Building	House Trans. Commitee		
DAVID GENTRY	MS 0102	OMB - BUDGET REVIEW	NO	#3568
ROXANNE STEWART	RM 415 CAP. BLDG.	REP. DUNNAN	NO	4766

HB 452

HOUSE BILL NO. 452 (special appropriation to the Department of Transportation and Public Facilities for Phase I of the Home Port Facility; effective date) was read the second time with the Transportation Committee report (page 2283 of the journal) and the Finance Committee report (page 2349 of the journal).

2496

HOUSE JOURNAL

February 8, 1984

HB 452

Representative Barnes moved and asked unanimous consent that HB 452 be considered engrossed, advanced to third reading and placed on final passage. There being no objection, it was so ordered.

HB 452 was read the third time.

The question being: "Shall HB 452 pass the House?" The roll was taken with the following result:

HB 452

Yeas: 38 Abood, Adams, Barnes, Bettisworth,
Bussell, Cato, Clocksin, Cowdery,
Davis, Duncan, Flood, Fritz, Fuller,
Furnace, Goll, Grussendorf, Hayes,
Herrmann, Hurlbert, Koponen, Larson,
Lindauer, Liska, Malone, Martin,
McBride, Miller, M.M., Miller, M.W.,
Pestinger, Phillips, Ringstad,
Szymanaki, Tischer, Uehling, Vaska,
Ward, Wendte, Zharoff

Nays: 1 Lacher

Excused: 1 Shultz

Absent: 0

Koponen changed from "nay" to "yea."

And so, HB 452 passed the House.

Representative Barnes moved and asked unanimous consent that the roll call on the passage of the bill be considered the roll call on the effective date clause. There being no objection, it was so ordered.

HB 452 was referred to the Chief Clerk for engrossment.

leg digest 1/28/84

Nome Port Clears House Finance

HB-452, appropriating \$12 million for Phase 1 of the Nome Port Facility has passed out of House Finance. The project involves a fill causeway leading offshore from Nome to waters deep enough to handle deep-sea barges. The bill is now in Rules, ready for calendaring.

Legislative Digest
Feb 11, 1984

Nome Port "Moving"

A \$12 million appropriation for the development of the Nome Port has passed the House. HB-452 will fund phase I of the project, including a 3100 foot rubble mound causeway and onshore storage areas for cargo. The total project costs are estimated at \$20 million.

January 16, 1984

MEMORANDUM

TO: Representative Adelheid Herrmann
FROM: Joyce Roloff
RE: Governor's Task Force on the Marine Highway

Members: Len Laurance, Chairman Ketchikan: 225-6641
(11) Frank Chapados
Dolly Dieter
Clyde Dodson
Mimmi Gregg
Gordon Harang
Norman Holm
Joe Hushion
William Wood
Ivan Gamble
George Davidson

The establishment of the Task Force was at the direction of Governor Sheffield for the purpose of reviewing the services that the Marine Highway provides to the residents of the communities it serves and the public in general. It is to report back to the Governor within 120 days, its findings and recommendations as to improvements that could be made within the system to provide better service to its users.

The organizational meeting was held on September 30th, and it is the hope of the Task Force that they will complete their meetings, vessel visitations, etc. by the end of January. It is their intent to have their report in final form by mid-February.

They have travelled extensively through most of the communities served by the Marine Highway System and the purpose of the teleconference scheduled for January 21, is to make contact in those ~~other~~ areas where they have not visited.

Right now, there is no agenda for the teleconference on the 21st. It will be completely open for participant's comments/suggestions.

My contact was Ted Vadman, who is acting as coordinator between the Marine Highway System officials and the Task Force Members.

HOUSE TRANSPORTATION COMMITTEE MEETING

DAILY AGENDA

- 1) CALL MEETING TO ORDER
- 2) Tuesday, January 17, 1984
Note Time
- 3) Note members present and excused
- 4) Recognize VIP's
- 5) House Bill 452 by Rep. Fuller is a special appropriation to DOTPF for \$12 million for Phase I of the Nome Port Facility.

After House Bill 452, Rep. Herrmann will give a brief report on the Marine Highway Task Force.

- 6) Annouce first bill before committee: HOUSE BILL 452

PROCESSION OF MEETING

- 7) Announce next committee meeting:

Wednesday, January 18, 1984 at 8:30a.m. the House Transportation Committee staff will begin a brief overview of the DOT budget

- 8) Announce time of adjournment

*- New bill by committee?
- Present RR letter to members - sign up w/Bkosta
if will be participating*

CITY OF NOME PORT DEVELOPMENT PROJECT
PHASE I BARGE DOCK
PROJECT SUMMARY

Project Description

The City of Nome and Alaska Department of Transportation and Public Facilities (DOT/PF) have worked together the past four years to develop a design for port facility in Nome. As a result of a detailed investigation of harbor development alternatives, and in-depth engineering analyses of potential ice, storm and other design considerations, a design has been completed for a modern, two-berth offshore barge terminal.

As shown in Figure 1, the proposed harbor will provide the moorage, offloading area, and cargo handling facilities needed to meet the long term needs of the approximately 12,000 resi-

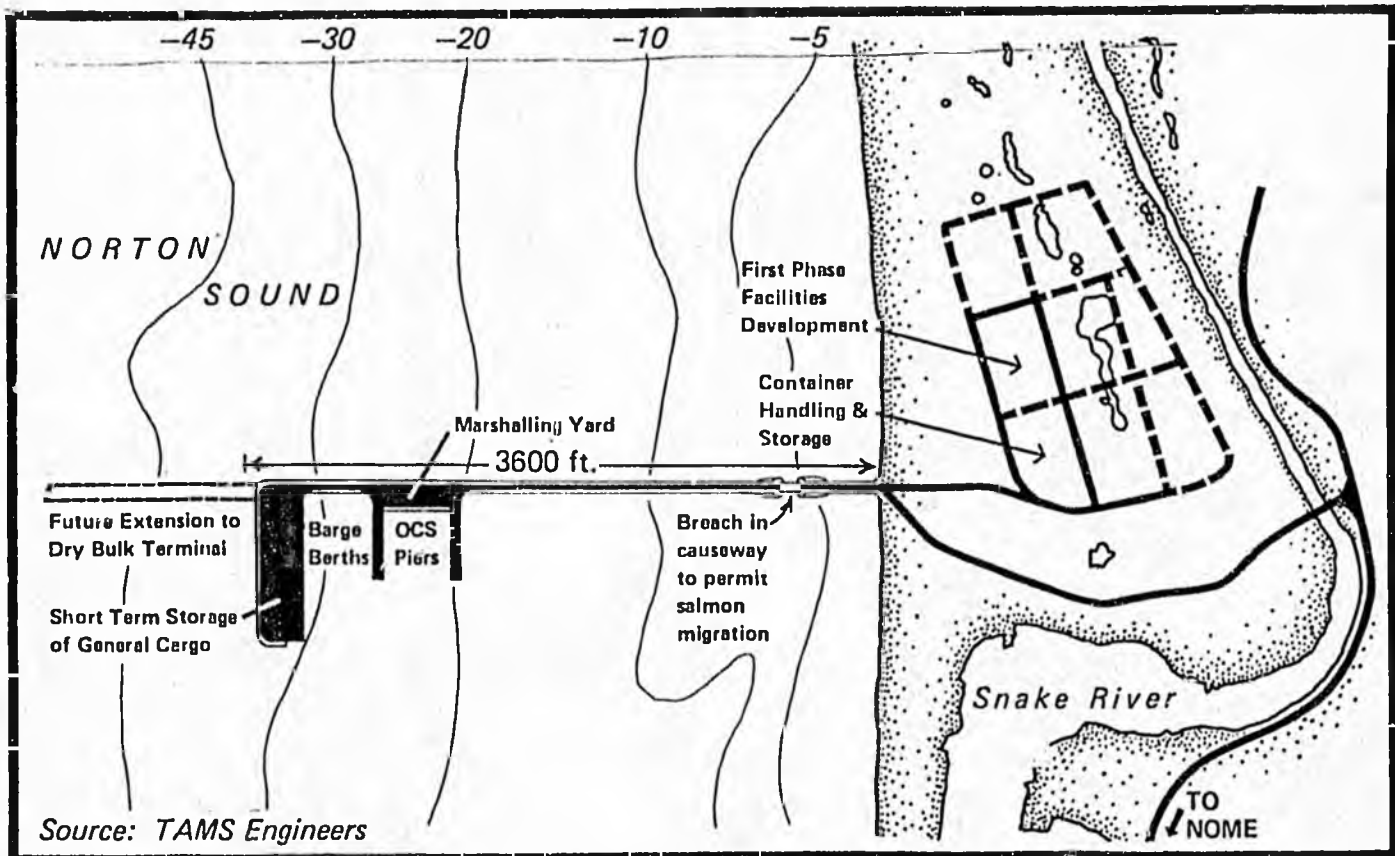


Figure 1

NOME PORT FACILITY - LONG RANGE DEVELOPMENT PLAN

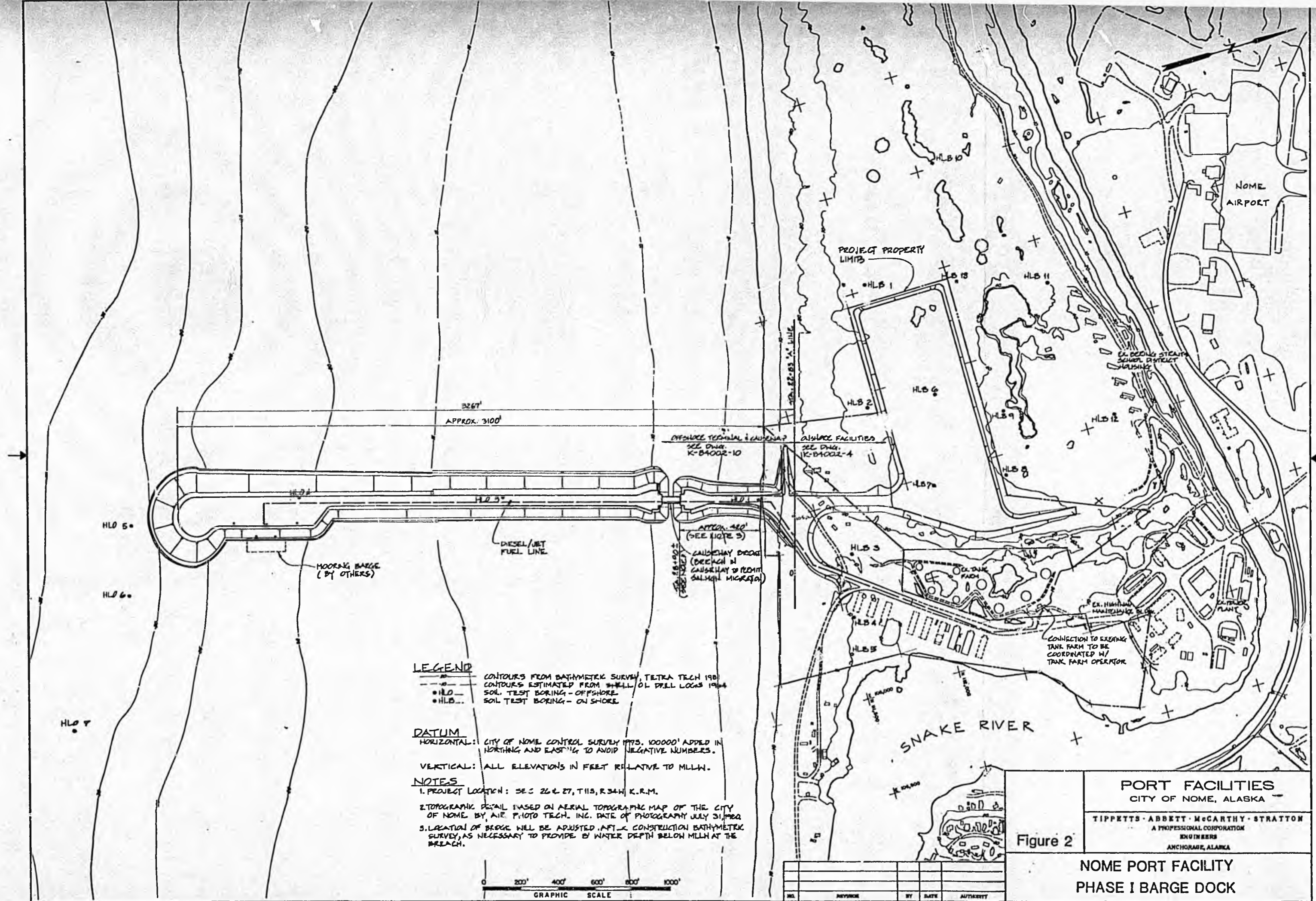
dents of Nome and the surrounding villages, and will also encourage the development of resource-extraction industries to spur the economic growth of the Norton Sound and Seward Peninsula region.

Recognizing that capital funding for the entire project may not be initially available, the City of Nome and DOT/PF have prepared a cut-down version of the project to serve as the initial construction phase. Shown in Figure 2, the proposed Phase I construction will include a 3,000 foot rubble-mound causeway connecting an open onshore storage area to a floating dock moored in 20-25 feet of water. Ocean-going barges up to 400 feet long will berth alongside the floating dock (constructed from a conventional 200 foot barge); while containers and other dry cargo will be transferred to the causeway and be trucked to shore, as shown in Figure 3. A single buried pipeline will be used to offload jet fuel and diesel, which comprise three-fourths of the bulk petroleum products delivered to Nome.

As planned, the Phase I development will serve the immediate marine transportation needs of the region. Although some operational shortcomings (such as limited draft and berthing space) may need to be corrected in future phases of construction, in the interim the facility represents a vast improvement over the current system of lightering cargoes from barges anchored up to a mile offshore.

Construction Funding

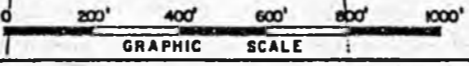
Construction costs for the Phase I facility are projected to be approximately \$19.1 million. Of that total, it is estimated that a maximum of about \$6-8 million can be generated by local funding (through revenue bonds) or by private sector participation in the project. Federal funding sources (such as the U.S. Economic Development Administration) are currently being investigated for funding assistance. However, the City has



LEGEND
 --- CONTOURS FROM BATHYMETRIC SURVEY, TETRA TECH 1981
 - - - - - CONTOURS ESTIMATED FROM SHELL OIL DRILL LOGS 1964
 • HLD... SOIL TEST BORING - OFFSHORE
 • HLB... SOIL TEST BORING - ON SHORE

DATUM
 HORIZONTAL: CITY OF NOME CONTROL SURVEY 1975. 100000' ADDED IN NORTHING AND EASTING TO AVOID NEGATIVE NUMBERS.
 VERTICAL: ALL ELEVATIONS IN FEET RELATIVE TO MLLW.

NOTES
 1. PROJECT LOCATION: SEC 26 & 27, T11S, R34W, K.1.M.
 2. TOPOGRAPHIC DETAIL BASED ON AERIAL TOPOGRAPHIC MAP OF THE CITY OF NOME BY AIR PHOTO TECH. INC. DATE OF PHOTOGRAPHY JULY 31, 1962.
 3. LOCATION OF BARGE WILL BE ADJUSTED AFTER CONSTRUCTION BATHYMETRIC SURVEY, AS NECESSARY TO PROVIDE 6' WATER DEPTH BELOW MLLW AT THE BREACH.



NO.	REVISION	BY	DATE	AUTHORITY

PORT FACILITIES
 CITY OF NOME, ALASKA
 TIPPETTS · ABBETT · McARTHUR · STRATTON
 A PROFESSIONAL CORPORATION
 ENGINEERS
 ANCHORAGE, ALASKA

Figure 2

**NOME PORT FACILITY
 PHASE I BARGE DOCK**

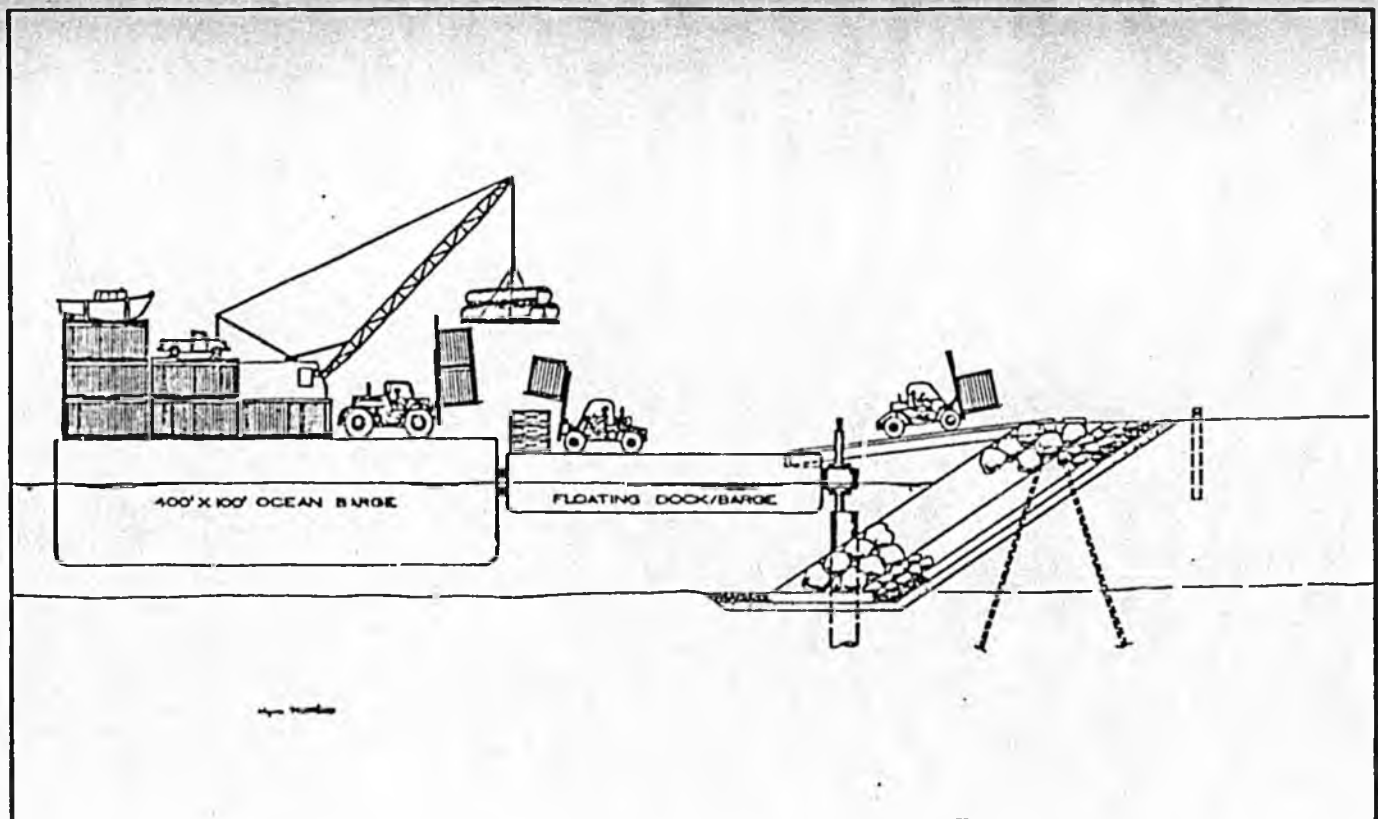


Figure 3

NOME PORT FACILITY - PHASE I BARGE DOCK CARGO UNLOADING/LOADING PROCESS

received little encouragement to date from the agencies contacted that funds would be available in 1984 or 1985. Consequently, grant support by the State of Alaska is therefore requested for approximately \$12 million.

Economic Benefits

Transportation Costs. A major benefit resulting from construction of the port facility will be the elimination of the costly and inefficient lighterage service currently used. At an average charge of about \$76 per ton of cargo lightered into Nome, the cost to the local community and region is on the order of \$3 million annually.

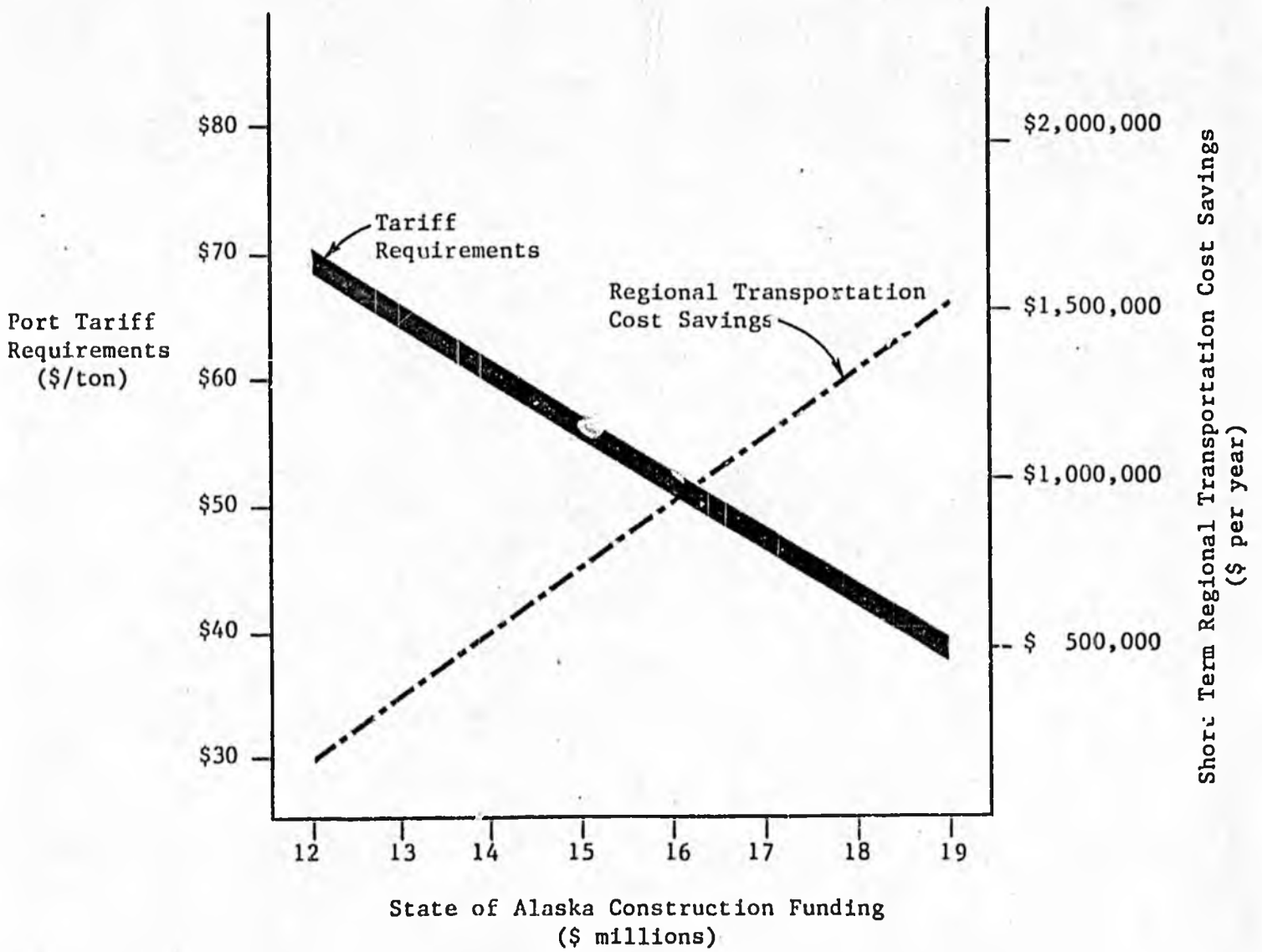
As shown in Figure 4, the transportation cost savings realized by the area residents will depend directly on the level of grant funding contributed by the State of Alaska. With total state funding for the project, port tariffs would need to be

set at approximately \$35-40 per ton, which would result in an annual savings to area residents of up to \$1.6 million. On the other hand, with a state contribution of approximately \$12 million and the remainder of the cost financed privately or by the City of Nome, port tariffs would approximate current lighterage charges and little short-term transportation cost savings would result. (Over the long-term, of course, port tariffs to recover capital investment would remain essentially stable, while lightering costs could be expected to keep pace with inflation. Thus, even with no initial cost advantage the port over the long term would result in lower transportation costs for the residents of the region.)

Regional Economic Development. Phase I of the Nome port will serve as an important first step in providing for the long term economic growth of Northwest Alaska. As described in the Port of Nome Economic Development Analysis, construction of the facility will be a major stimulus for the development and extraction of identified, recoverable tin, fluorite, and other mineral resources. It will function as a service basis for oil exploration (and possibly development) in Norton Sound, and as a corollary benefit will focus the OCS activity in the immediate Nome area, thus relieving fears of unwanted development by many of the coastal villages in the region.

Development of the port facility will play a central role in providing for stable, long-term growth in the region and will provide benefits statewide through job creation and encouraging the creation of a significant mining industry on the Seward Peninsula.

FIGURE 4
 TRANSPORTATION COST SAVINGS COMPARISON



STATE OF ALASKA 1984 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date: 11/16/83

I. REQUEST

Bill/Resolution No.: HB #203
 Title: Nome Port Facility
 Sponsor: Fuller and Bussel
 Requestor: _____
 Date of Request: _____

II. FISCAL DETAIL

Agency Affected: DOT & PF
 Program Category Affected: Buildings & Harbor
 BRU, Program of Subprogram(s) Affected: Northern Region

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
OPERATING						
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC						
TOTAL OPERATING	-0-					
CAPITAL	12,000.0					
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND	12,000.0					
FEDERAL FUNDS						
OTHER (Specify Source)						
TOTAL	12,000.0					

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						
TOTAL						

III. SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

Not identified by Sponsor.

IV. ANALYSIS: Attach a separate page for any Analysis

Prepared By: Mim Dixon, Director Phone: 479-4291
 Division: Planning and Programming Date: 11/16/83

Approved by Commissioner: H. Glenzer, Jr. Deputy Commissioner Date: 11/16/83
 Department: DOT & PF, Northern Region

Distribution:

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9/14/83

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				7/84	12/85			
NOME PORT FACILITY (Ph. 4)	Nome	02-631-02-02	23	PRIORITY 34 OF 49				
	GENERAL FUNDS	FEDERAL FUNDS	G.O. BONDS	OTHER	POSITIONS		AGENCY REQUEST FY 85 TOTAL	GOVERNOR
					PFT	PT/SEA.		
REQUESTED FUNDING:	12,000.0						12,000.0	
SITE ACQUISITION								
PLANNING AND DESIGN								
CONSTRUCTION AND EQUIPMENT	12,000.0				0	0	12,000.0	
PREVIOUS APPROPRIATIONS (NON-ADD)			6,980.0					
OPERATING COSTS:								
FIRST YEAR OPERATING COSTS	*							
FULL ANNUAL OPERATING COSTS	*							

PROJECT DESCRIPTION AND JUSTIFICATION: *See note, page 3.

PROJECT DESCRIPTION

Construction of a 3600' rubble mound causeway or acceptable alternative, to provide either full or partial service accommodating a baseline tonnage of 36,000 tons in both liquid and dry cargo. Project is ready to advertise.

PROJECT NEED STATEMENT

The consumers of the Seward Peninsula pay approximately 25% more for bulk cargo and petroleum products because of the lightering costs from ocean-going barges to the existing dock facility.

At present, barges calling at Nome are anchored 1/2 to 3/4 miles offshore for unloading and reloading of cargo and freight. Cranes on board the ocean-going barges are used to offload containers and other cargo to lighters. These shallow draft lighters are towed through the surf and the shallow 8-foot deep entrance channel for unloading at the lighterage company's transfer facility. The lighters are unloaded over the entrance channel retaining wall by portable cranes. Empty containers and outgoing shipments are reloaded to lighters inside the harbor area for return to the oceangoing barges anchored offshore. This is an extremely costly operation.

AGENCY DOT&PF

CATEGORY TRANSPORTATION

PROGRAM NORTHERN REGION PORTS & HARBORS

PROJECT TITLE NOME PORT FACILITY

CP-1 CAPITAL PROJECT
DESCRIPTION
FY 85

FY85

Page 1 of 3
Revised Date

PROJECT NEED STATEMENT (Cont.)

The average waterborne freight growth rate since 1969 according to Corps of Engineers' publications, has been approximately 12%. With the beginning of oil exploration already occurring offshore from Nome in 1983, (Navarin Basin, Norton Sound), the potential development of the bottomfish industry, plus the potential for Seward Peninsula area mining interests to expand dramatically, action should be implemented now to get a minimal marine terminal infrastructure in place.

Development of this project strongly supports several goal areas of this administration:

- (1) Using prior appropriations, the project has been thoroughly studied, analyzed, and designed to provide the best configuration and site location, as well as to tie into and make the best use of the existing Seward Peninsula highway system. The adjacent location of the Nome regional center airport allows excellent air logistical support.
- (2) The port development both serves a basic public service function (reducing freight lightering costs) and has the potential to stimulate economic development (mining, oil) and provide financial returns to the State.
- (3) Maintenance and operational costs have:
 - a. been minimized as much as possible through the design selected, and
 - b. will be borne by the user through the use of port tariffs.
- (4) The Nome port is being implemented as a joint venture with the private sector contributing financing and/or investment to a maximum extent and the State providing initial seed capital.

DOCUMENTATION OF ESTIMATED CAPITAL COSTS

Engineering estimates were developed by the design contractor. Figures were based on recent costs of similar construction in the Nome area and for expected construction market conditions at the time of contract award. Estimates were also based on historical costs of marine facility construction in other areas of Alaska, adjusted for the remote location of Nome, and on similar construction in other areas of the world.

AGENCY DOT&PF

CATEGORY TRANSPORTATION

PROGRAM NORTHERN REGION PORTS & HARBORS

TITLE NOME PORT FACILITY

CP-1
FY85

ADDITIONAL
EXPLANATION
FORM

43

FY85

Page 2 of 3
Revised Date

ANALYSIS OF ESTIMATE OF OPERATIONAL EXPENSE

*NOTE: Operational and maintenance costs together will approach a maximum annual figure of \$700,000. This cost will be borne by the user via an approximate \$9 per ton tariff, which is substantially lower than present and projected lighterage fees. At the same time, the dredging costs of the present Nome harbor, which are projected to approach \$1 million annually and which are financed entirely by governmental appropriations, will be substantially reduced.

IDENTIFICATION OF ALTERNATIVES CONSIDERED

1. Postpone action at this time. Failure to go forward with this project will result in continuing high lighterage costs and act as a retardant to future development in oil exploration, the bottomfish industry, and regional area mining extraction.
2. Scale down the scope of the overall project. This approach has been adopted. The project as now developed is a minimal level facility designed to meet current traffic and expandable to meet increased traffic as demand warrants. In order to arrive at and agree on the present design, seven basic alternatives, plus minor variations, all of which were technically feasible, were evaluated in depth.
3. Reduce or eliminate state funding insofar as possible. This has also been done. Private investment has been sought and secured to the maximum extent.

AGENCY DOT&PF

CATEGORY TRANSPORTATION

PROGRAM NORTHERN REGION PORTS & HARBORS

TITLE NOME PORT FACILITY

CP-1
FY85

ADDITIONAL
EXPLANATION
FORM

13

FY85

Page 3 of 3
Revised Date

TITLE		PRIORITY 34 OF 49					
NOME PORT FACILITY							
OPERATING	TOTAL PREVIOUS APPROPRIATIONS	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
100 PERSONAL SERVICES							
200 - 800 LINE ITEMS							
TOTAL		*					
1002 FEDERAL RECEIPTS							
1004 GENERAL FUNDS		*					
OTHER FUNDS							
FULL-TIME POSITIONS				3	3	3	3
CAPITAL TOTAL	6,980.0		12,000.0				
1002 FEDERAL RECEIPTS							
1004 GENERAL FUNDS			12,000.0				
OTHER FUNDS (G.O. Bonds)	6,980.0						
REVENUE							

EXPLAIN PREVIOUS APPROPRIATIONS (GIVE SECTION, CHAPTER, SLA) AND ASSUMPTIONS FOR COST, FUNDING SOURCE, POSITION AND REVENUE ESTIMATES:

Previous appropriations for preliminary engineering and design of this project: Ch 86/74, Ch 118/80/6/24.

*Maintenance on the completed Nome Port Facility will be the responsibility of the City of Nome. Maintenance costs will be entirely offset through port revenues collected from the users. At the same time, the dredging costs of the present Nome harbor, which are projected to approach \$1 million annually and which are financed entirely by government appropriations, will be substantially reduced.

AGENCY DOT&PF

CATEGORY TRANSPORTATION

PROGRAM NORTHERN REGION PORTS & HARBORS

PROJECT TITLE NOME PORT FACILITY

CP-2 CAPITAL PROJECT COSTS
FY 85

FY85

Page 1 of 2
Revised Date

REP. JOHN G. (JACK) FULLER

CHAIRMAN, RULES COMMITTEE

MEMBER

FINANCE COMMITTEE

POLICY COMMITTEE

COMMITTEE ON COMMITTEES

REAA BUDGET OVERSIGHT COMMITTEE
BLUE RIBBON COMMISSION ON PERSONNEL

DISTRICT 23

ALAKANUK	NOME
BREVIK MISSION	SAVOONGA
CHEVAK	SCAMMON BAY
DIOMEDE	SHAKTOOLIK
ELIM	SHELDON'S POINT
EMMONAK	SHISHMAREF
GAMBELL	STEBBINS
GOLOVIN	ST. MICHAEL
HOOPER BAY	TELLER
KOTLIK	UNALAKLEET
KOYUK	WALES
	WHITE MOUNTAIN



Alaska House of Representatives

March 2, 1983

MAR 2 1983

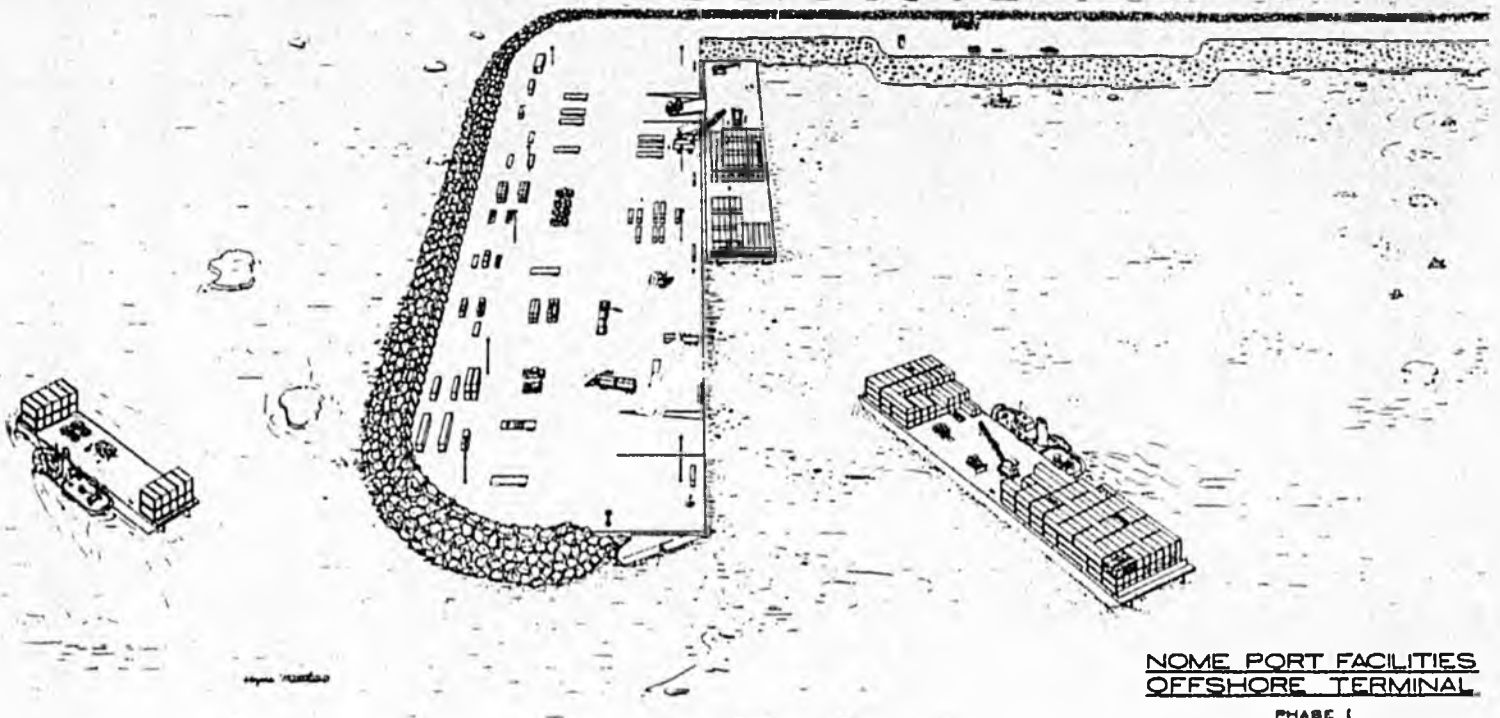
TO: Members of the House Transportation Committee

FROM: Rep. John G. (Jack) Fuller

Attached is the Nome Port Facilities, Phase 1 report published by Tippetts, Abbett, McCarthy and Stratton. The report contains back-up information for House Bill 203. If you have further questions, please let me know.

NOME PORT FACILITIES

PHASE I



TECHNICAL INFORMATION BULLETIN

TAMS

T. PETTS-ABBETT-McCARTHY-STRATTON ENGINEERS
A PROFESSIONAL CORPORATION

ALASKA

PROJECT: Port of Nome Causeway and Onshore Facilities

OWNER: The City of Nome, Alaska

FUNDING: State of Alaska (DOT/PF)

DESIGN ENGINEERS: Tippetts-Abbett-McCarthy-Stratton (TAMS)

DESIGN COMPLETION: Estimated for February 1983

CONSTRUCTION BID DATE: Unknown, depends on the City of Nome obtaining funding from the State of Alaska Legislature. Possibly in mid-summer 1983.

AVAILABILITY OF PLANS: Plans will not be made available until the City is prepared to go ahead with construction. Incomplete preliminary plans and study materials may be viewed at TAMS offices by arrangement.

PROJECT DESCRIPTION: The City of Nome, situated on the north shore of Norton Sound (Figure 1) has a shallow harbor which precludes the docking of vessels drawing more than 6 feet of water. Consequently all cargo is lightered from barges anchored up to 1 mile offshore.

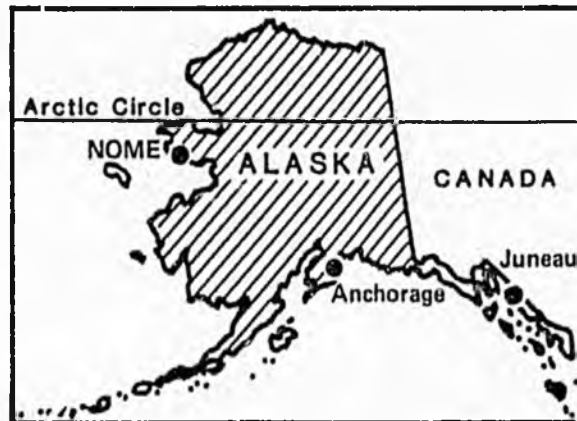


Fig. 1 Location Plan

The City proposes to build the new port in three phases. The first level of development, shown in Figure 2 will provide two 400 foot barge berths at an offshore terminal connected to the shore by a 3500 foot causeway. Later phases of development will include two additional piers for oil rig service vessels and a bulk ore load out facility.

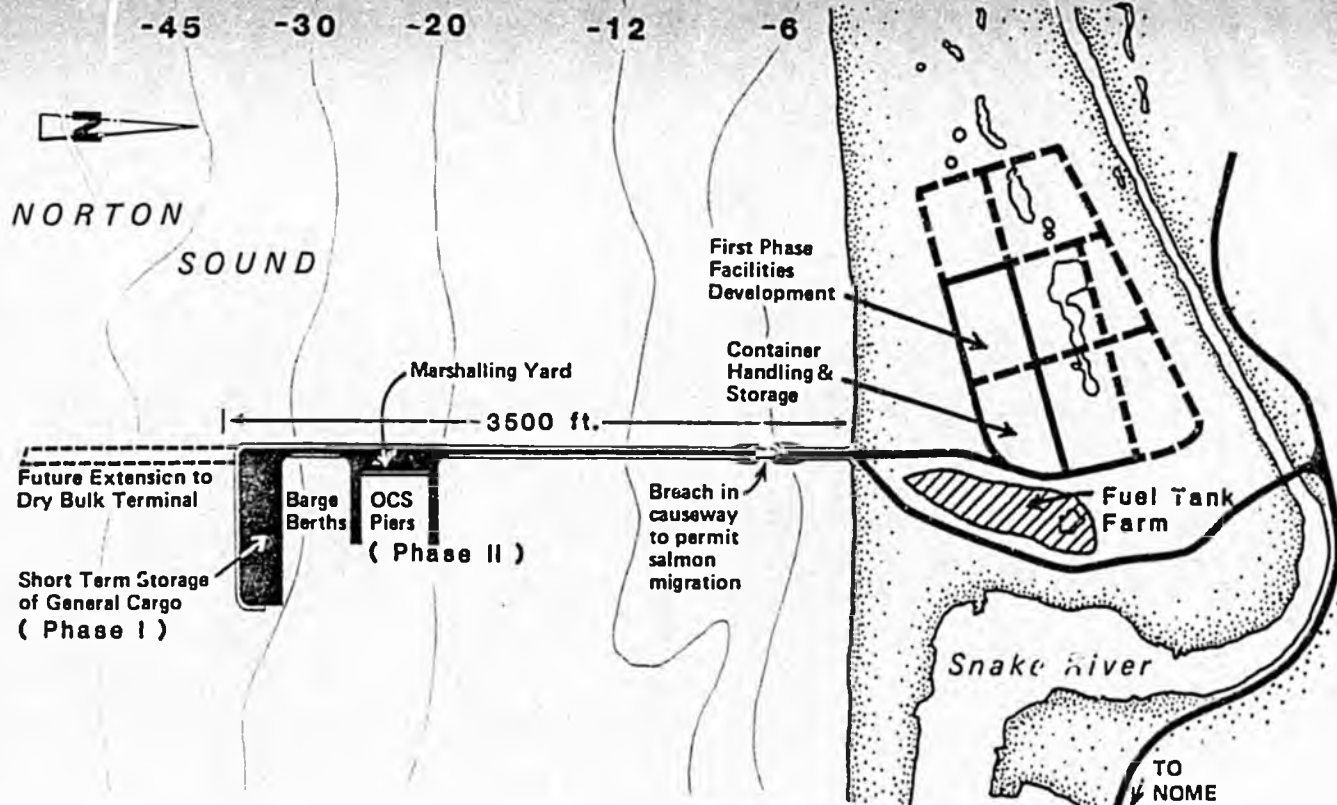


Fig. 2 Layout of Port

STRUCTURAL DETAILS:

Causeway

The causeway, shown in Figures 3 and 4, will be a rubble mound structure with 15-20 ton armor protection to the south and west faces and 8-12 ton armor on the east face. Utility lines will be direct buried in two utility corridors. The causeway roadway and offshore terminal area will be paved with asphalt; axle loads on the facility are expected to be 120,000 pounds.

Causeway Breach

Approximately 400 feet from shore the causeway will be breached and the opening crossed with a 98 foot bridge of prestressed concrete girders.

Offshore Terminal

The offshore terminal will provide 4.6 acres of short term open storage area (no buildings).

Dock Structure

The main dock structure to the offshore terminal will be constructed from 30 foot diameter by 33 foot high circular concrete caissons, as shown in Figure 5. Wall thickness is 12 inches with an 18 inch base giving a weight of 315 tons per

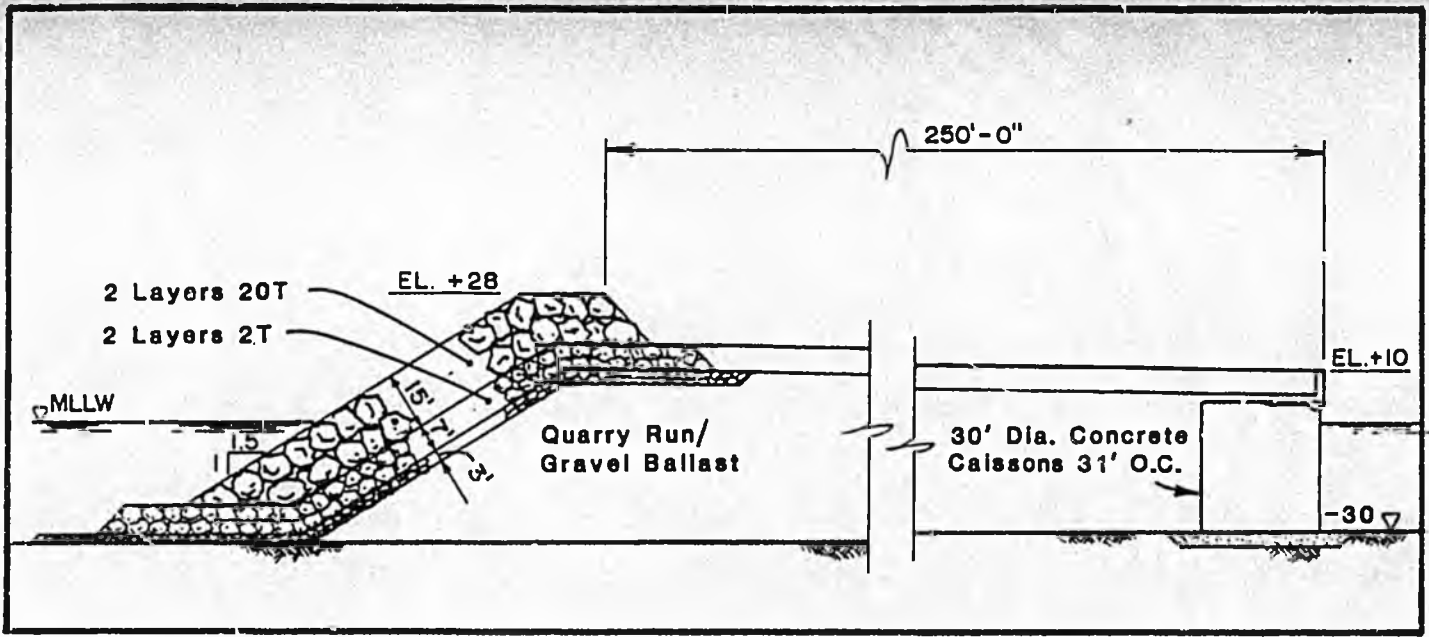


Fig. 3 Typical Section - Offshore Terminal

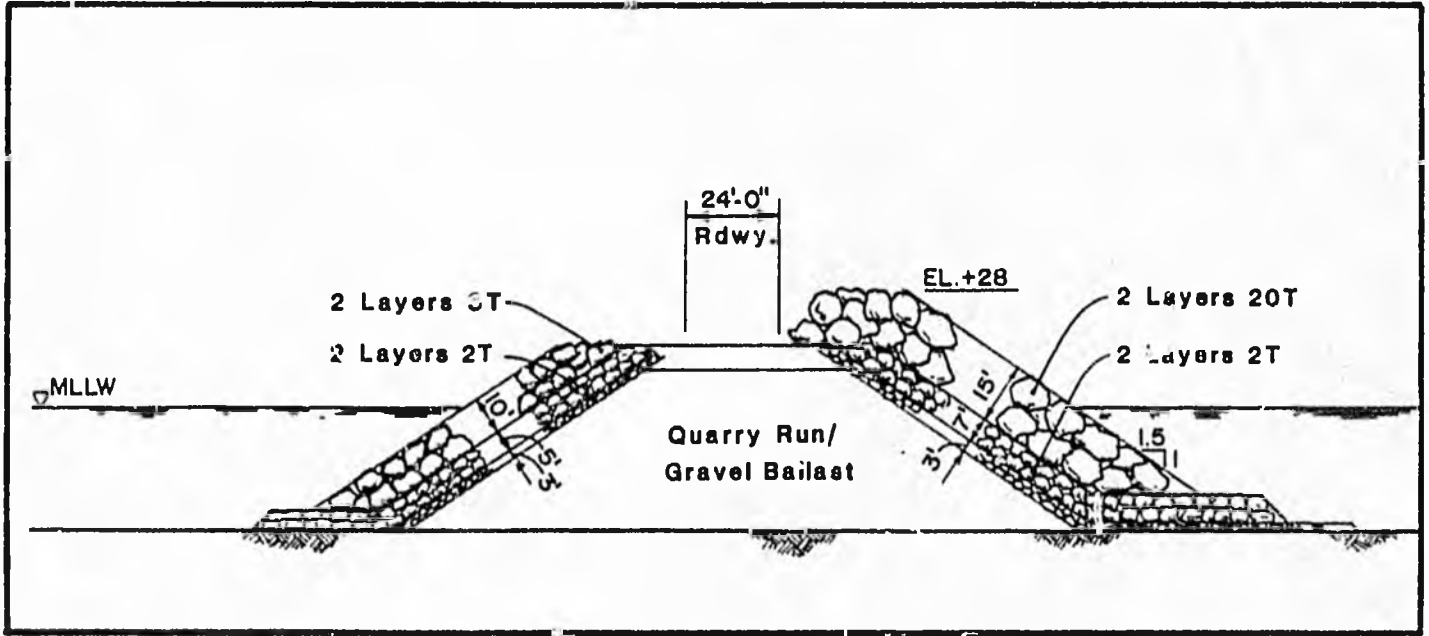


Fig. 4 Typical Section - Causeway

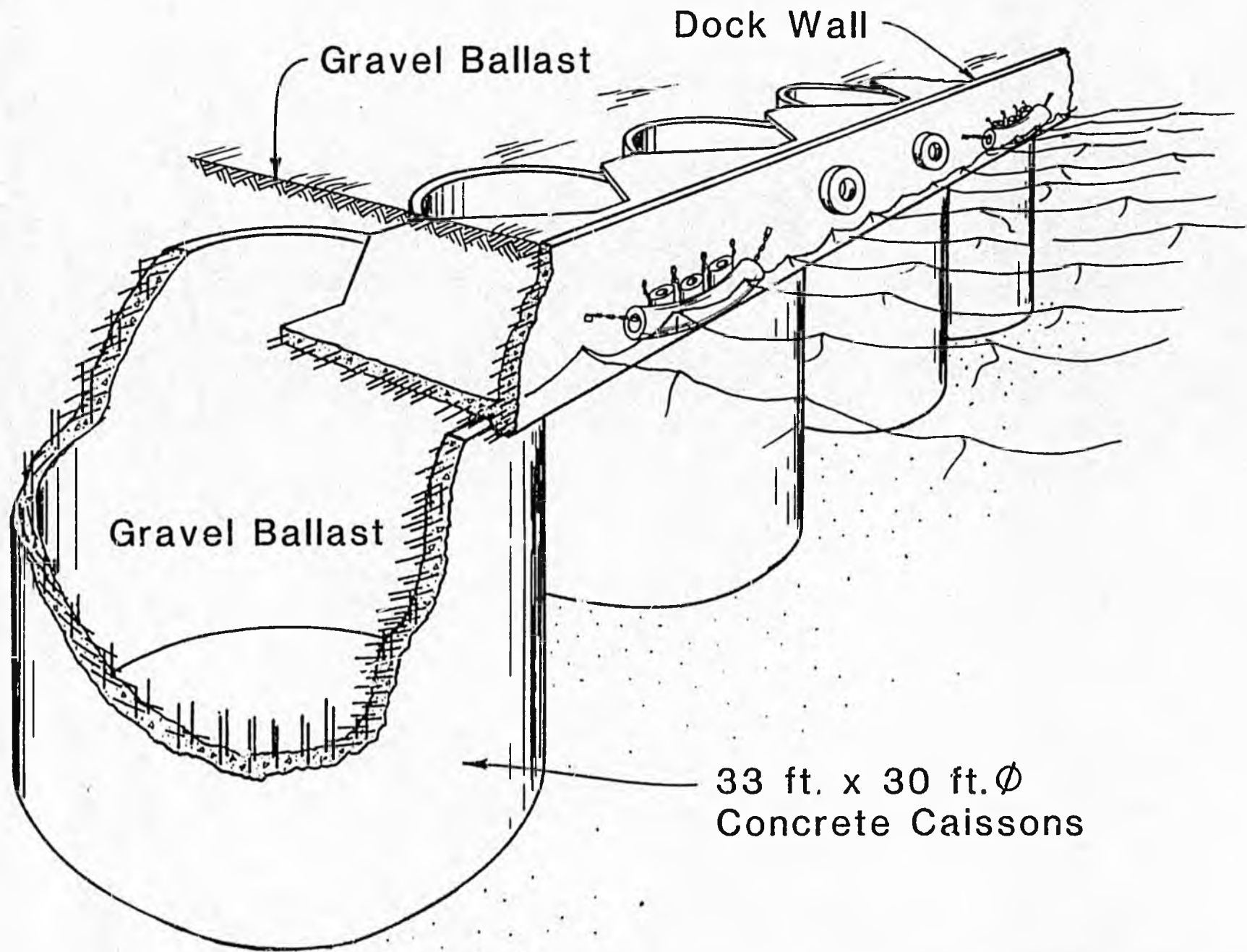


Fig. 5 Dock Structure and Caissons

caisson. Epoxy coated reinforcement is expected and an epoxy outer coating may be required over the area of the caisson likely to be subjected to ice abrasion.

Onshore Facilities

1. 10 acres of open storage on a 9 foot thick gravel pad.
2. Container Freight Station: 8000 square feet of container handling area plus 1600 square feet of office space using pre-engineered metal buildings.
3. Vehicle Maintenance Shop: 3200 square feet of work area with a 5 ton crane.

Fuel System

Since 75% of all cargoes imported to the region are bulk petroleum products, a comprehensive fuel unloading, distribution and storage system is required. The main offloading point will comprise 4 product unloading arms and pipework to the tank farm area shown in Figure 6. New tanks will be constructed within the existing fuel storage area.

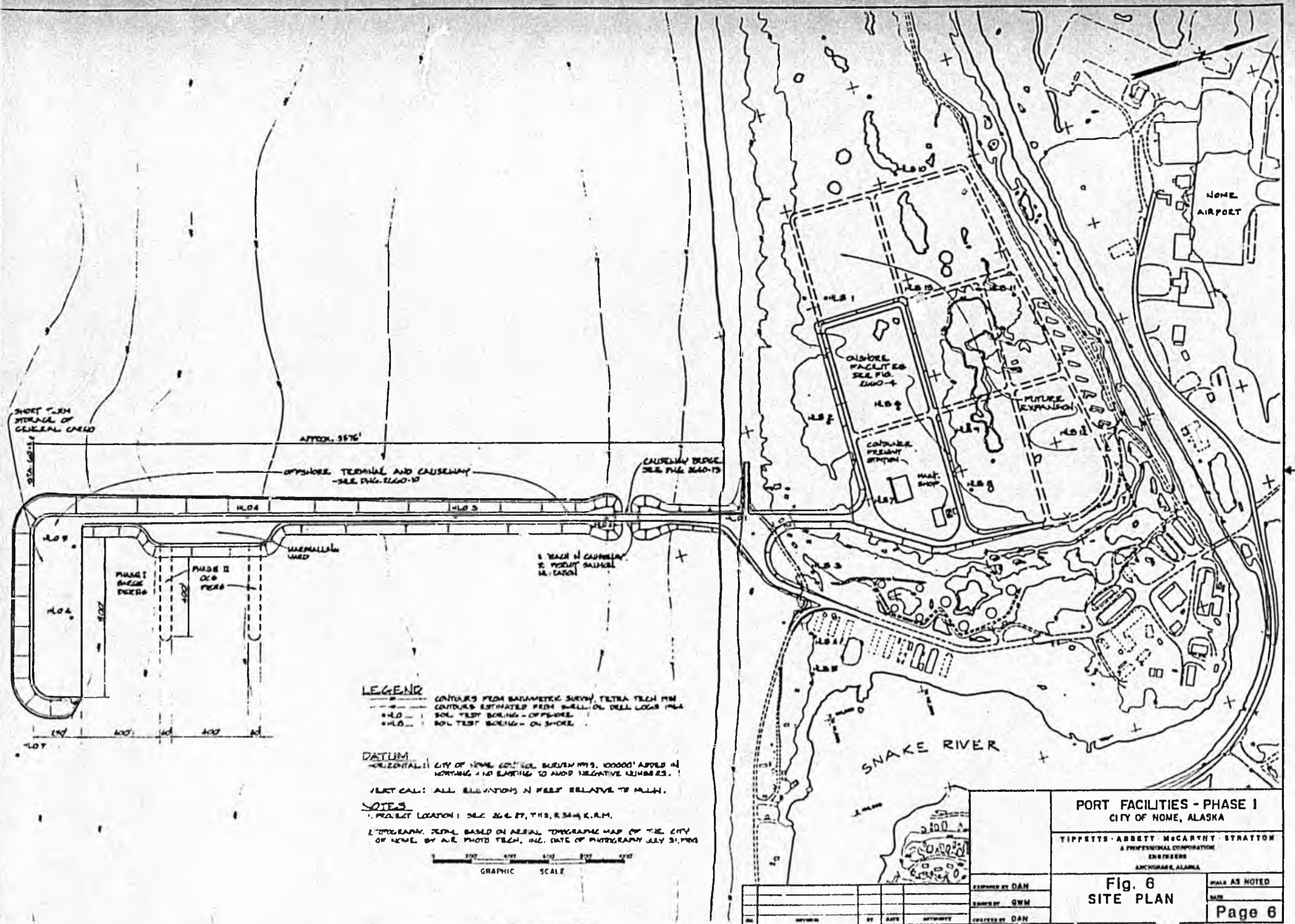
Mechanical and Electrical

The utilities corridor along the causeway will carry high and low voltage electrical service, telephone, lines for a variety of types of fuel, and water lines for fire fighting. At the terminals and berths there will be navigation lighting and illumination for work areas.

CLIMATE:

Norton Sound is open to navigation from mid or late June to late October or mid-November when sea ice from the Bering Sea collects along the shoreline. Shorefast and floating ice cover is normally established by January and remains to a distance of approximately 1 mile from the shoreline until break up (Figure 7). Winter temperature minimum averages -10° F and rarely falls below -40° F. Summer temperatures rarely exceed 55° F.

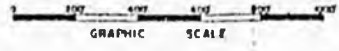
The predominant storm direction is from the southwest. A 100 year significant wave height of 16.5 feet is projected for the offshore terminal area, accompanied by a storm tide which in 1974 caused a 10 foot set up at the City dock in the Snake River.



LEGEND
 --- CONTOURS FROM BATHYMETRIC SURVEY, TITRA TECH, INC.
 --- CONTOURS ESTIMATED FROM SWELL ON DRILL LOGS 1964
 -H.L. 1- SOIL TEST BORING - OFFSHORE
 -H.L. 2- SOIL TEST BORING - ON SHORE

DATUM
 HORIZONTAL: CITY OF NOME 607' SOL. SURVEY 1913, 100000' ADDED IN NORTHING & 100 EASTING TO AVOID NEGATIVE NUMBERS.
 VERT. CAL: ALL ELEVATIONS IN FEET RELATIVE TO M.L.W.

NOTES
 1. PROJECT LOCATION: SEE 264-27, THIS R.S. & 2.R.M.
 2. TOPOGRAPHY FROM: BASED ON AERIAL TOPOGRAPHIC MAP OF THE CITY OF NOME, BY A.E. PHOTO TECH., INC. DATE OF PHOTOGRAPHY JULY 31, 1960



PORT FACILITIES - PHASE I
 CITY OF NOME, ALASKA

TIPPETT, ABBETT, MCCARTHY, STRATTON
 A PROFESSIONAL CORPORATION
 ENGINEERS
 ANCHORAGE, ALASKA

Fig. 6
SITE PLAN
 SHEET AS NOTED
 DATE
 Page 6

DESIGNED BY DAN
 DRAWN BY G.W.M.
 CHECKED BY DAN

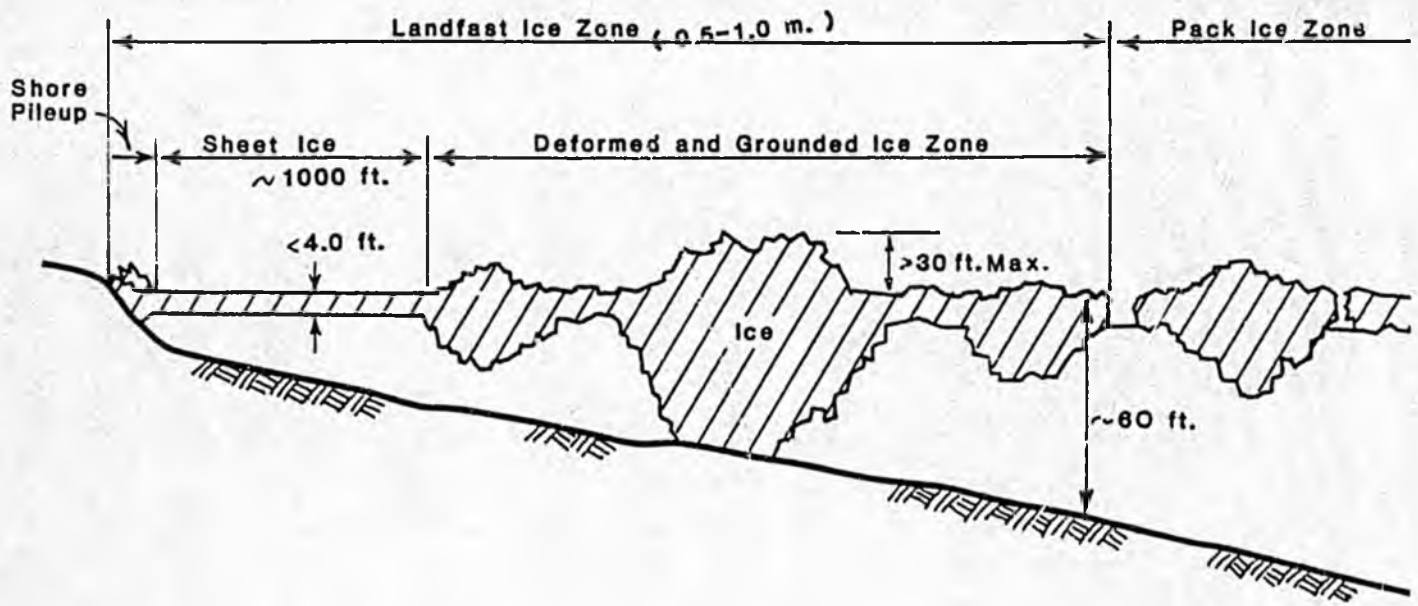


Fig. 7 Shorefast Ice Cover

MATERIALS:

The primary source of core material for the causeway and offshore terminal is expected to be one of a number of gold dredge tailing dumps located at 2-5 mile radii from the project site.

Rock armor for protection against wave and ice attack is expected to be obtained from the Cape Nome quarry, approximately 13 miles east of the project site as shown in Figure 8. Highway access to the quarry site is maintained in the summer months only.

GROUND CONDITIONS:

All onshore facilities are located in a permafrost area which must be protected by a gravel blanket. The permafrost is patchy towards the shoreline and the sand spit to the east of the causeway which has been worked for gold extraction exhibits very low bearing capacity.

SUB INVESTIGATIONS:

During a borehole program carried out in February 1982, 7 offshore and 13 onshore holes were drilled. Bedrock was encountered under the causeway location at depths varying from 40-60 feet below the seabed. Overlying materials sampled comprised glacial silts, tills and sands.

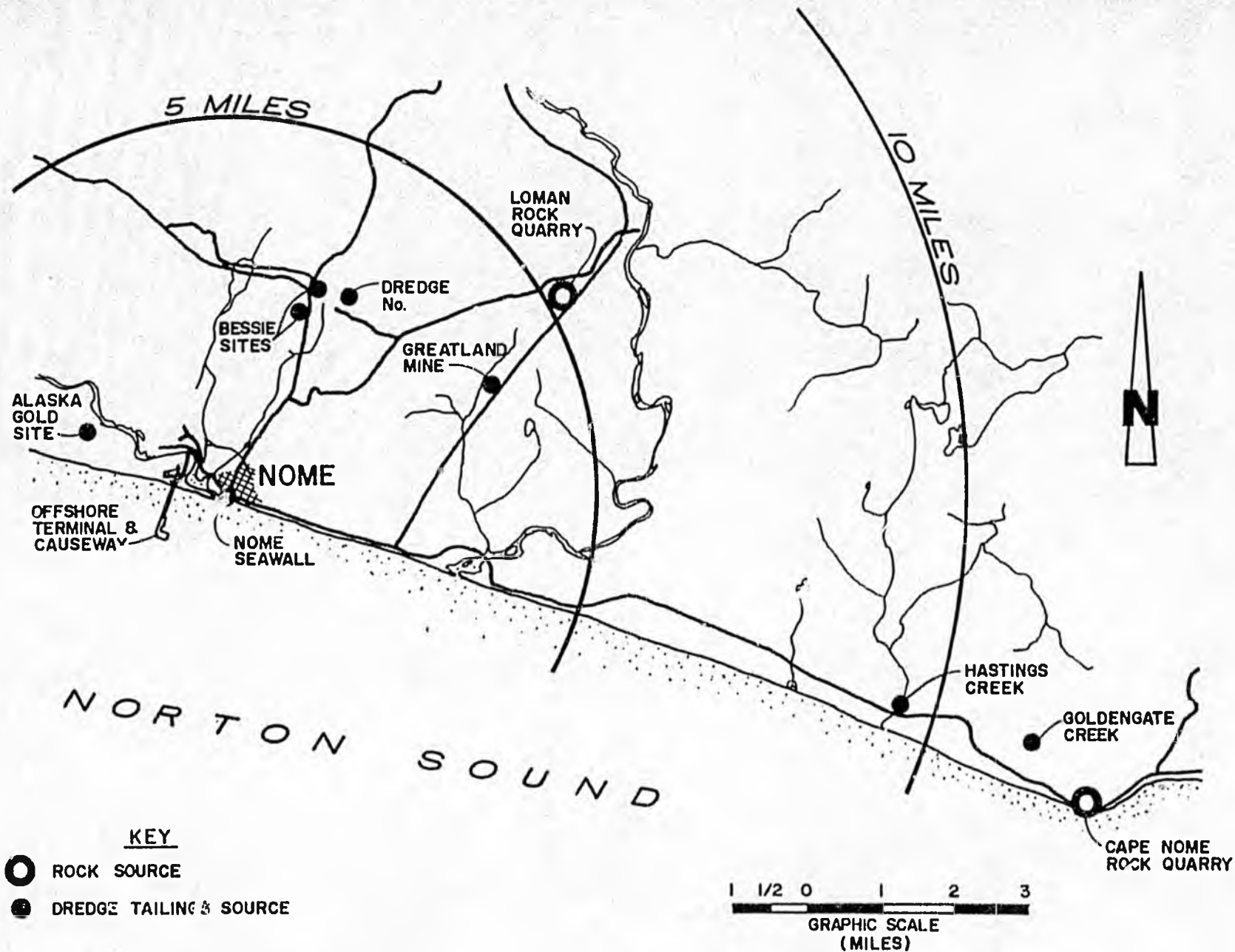


Fig. 8
LOCATION MAP - SOIL AND ROCK BORROW SITES

Materials source investigations carried out in June 1982 were followed by a test blast at the Cape Nome quarry. The results of these and all other site investigations will be made available to contractors at bid time and may be reviewed by arrangement with TAMS.

PERMIT STATUS:

An application for a Corps of Engineers construction permit was submitted in August 1982. Prior to the application extensive discussions with interested state and federal agencies were carried out to resolve concerns and incorporate mitigation measures where necessary.

MATERIALS QUANTITIES:

A preliminary, abbreviated list of materials quantities for the Phase I construction contract is attached.

Further information on the project may be obtained from the following:

TAMS
4791 Business Park Boulevard
Anchorage, AK 99503
Phone (907) 276-6565

After February 5, 1983 - (907) 562-2182

TAMS

TIPPETTS-ABBETT-McCARTHY-STRATTON □ ENGINEERS

A PROFESSIONAL CORPORATION

ALASKA

LINE	DESCRIPTION	QUANTITY	UNIT
	UTILITIES - PHASE I		
39	Water Distribution		sum
	Furnish & install 7200 l.f. 8" \emptyset , 1000 l.f.		
	4" \emptyset , 8600 l.f. 2½" \emptyset , 1000 l.f. 6" \emptyset , and		
	1000 l.f. 2" \emptyset Ins. PVC Pipe		
	FUEL DISTRIBUTION		
	<u>Alternate I</u>		
40	Diesel Fuel		sum
	Furnish & install 5800 l.f. 8" \emptyset bl. steel pipe		
41	Jet Fuel		sum
	Furnish & install 5800 l.f. 8" \emptyset bl. steel pipe		
42	AVGAS 100/130		sum
	Furnish & install 8000 l.f. 6" \emptyset bl. steel pipe		
43	Unleaded Gasoline		sum
	Furnish & install 8100 l.f. 6" \emptyset bl. steel pipe		
44	Regular Gasoline		sum
	Furnish & install 8000 l.f. 6" \emptyset bl. steel pipe		
45	Corrosion Protection		sum
46	Utility Bridge		sum
	SUBTOTAL		
	Alternate II		
47	Diesel Fuel		sum
	Furnish & install 5800 l.f. 8" \emptyset bl. steel pipe		
	and 1 14,000 bbl tank		
48	Jet Fuel		sum
	Furnish & install 5800 l.f. 8" \emptyset bl. steel		
	pipe and two (2) 8500 bbl tanks		

REP. JOHN G. (JACK) FULLER

DISTRICT 22

- ALAKANUK
- BREVIK MISSION
- CHEVAK
- DIOMEDE
- ELIM
- EMMONAK
- GAMBELL
- GOLOVIN
- HOOPER BAY
- KOTLIK
- KOYUK
- NOME
- SAVOONGA
- SCAMMON BAY
- SHAKTOOLIK
- SHELDON'S POINT
- SHISHMAREF
- STEBBINS
- ST. MICHAEL
- TELLER
- UNALAKLEET
- WALES
- WHITE MOUNTAIN



CHAIRMAN, RULES COMMITTEE

- MEMBER
- FINANCE COMMITTEE
- POLICY COMMITTEE
- COMMITTEE ON COMMITTEES
- REAA BUDGET OVERSIGHT COMMITTEE
- BLUE RIBBON COMMISSION ON PERSONNEL

Alaska House of Representatives

February 28, 1983

The Honorable Bette Cato
 Chairwoman
 House Transportation Committee
 Pouch V
 Juneau, Alaska 99811

Dear Bette:

I have attached a copy of the TAMS Engineers report entitled Port of Nome, Alaska Economic Development Analysis. I felt that rather than send you reading materials on the Nome Port project at once, it would be better to send you the information on a piece-meal basis. By doing it this way, it would give you an opportunity to review the information at your leisure. I know how it is when a bill has been scheduled and you have to review all the material at once. I hope this will be satisfactory to you. I have also sent copies of this report to the members of the Transportation Committee.

There will be more information forthcoming and I will be sending it to you and the Committee on Wednesday.

Thank you.

Sincerely,
Jack

Rep. Jack Fuller

NOTE REGARDING THE FOLLOWING FRAME(S) ON MICROFILM:
COMPLETE DOCUMENT IS AVAILABLE IN ORIGINAL FILES.
TITLE PAGE ONLY HAS BEEN FILMED.



TAMS

TIPPETTS-ABBETT-McCARTHY-STRATTON □ ENGINEERS
A PROFESSIONAL CORPORATION

ALASKA



PORT OF NOME, ALASKA ECONOMIC DEVELOPMENT ANALYSIS

HB

472

P.S.A.

HOUSE TRANSPORTATION COMMITTEE WILL BE HOLDING A PUBLIC HEARING ON H.B. 472; AN ACT MAKING A SPECIAL APPROPRIATION TO THE DEPT. OF TRANSPORTATION AND PUBLIC FACILITIES FOR RIGHT-OF-WAY ACQUISITION FOR THE IDITAROD NATIONAL HISTORIC TRAIL, ON WEDNESDAY FEB. 8, 1984. H.B. 472 WOULD APPROPRIATE THE SUM OF \$300,000. FROM THE GENERAL FUND TO THE D.O.T.P.F. FOR THE RIGHT OF WAY ACQUISITION FOR THE NATIONAL HISTORIC TRAIL. FOR INFORMATION REGARDING H.B. 472 CONTACT RHONDA ,HOUSE TRANSPORTATION COMMITTEE AT 465-4858. FOR MORE INFORMATION REGARDING THE TELECONFERENCE, CONTACT YOUR LOCAL LEGISLATIVE INFORMATION OFFICE OR TELECONFERENCE CENTER.

Rhonda
This was sent
to Mary/M.S. at
12:45 just after
I got it.

Tom

We, the undersigned, urge passage of HB 472. to provide funds to purchase right-of-way easements on private lands through which passes the National Historic Iditarod Trail.

This legislation and the funds it will provide is critical to protect the integrity and use of this National Historic Trail.

- Dorothy E. Frandsen P.O. Box 870666 Wasilla, AK 99687
E.M. Frandsen P.O. Box 870666 Wasilla, AK 99687
Richard J. Coyle P.O. 870387 Wasilla AK. 99687
Duty J. Lewis P.O. 870046, Wasilla AK 99687
Paul LePore " " " "
Dan Miller 1034 W 9th Anchorage 99501
Guy Miller P.O. Box 2702 PALMER AK 99645
Dan Miller P.O. Box 2702 PALMER AK 99645
Kristi Miller 4360 Spenser Rd. #2 99503
Bob Bowlin Box 7534 Palmer 99645
Ray & Traci Box 252 Wasilla AK 99687
Ray Elmer Box 2000 WASILLA, AK 99687
Edward Holmes Box 871831 WASILLA AK 99687
Donald Rietz Box 2875 Palmer AK 99645
Barbara J. Entamgen P.O. Box 1486 Wasilla
Constance H. Hubbard P.O. Box 1921 Wasilla
Ruth Holmes Box 871831 WASILLA AK 99687
Roxann Olson PO 870805 Wasilla 99687
John Peterson Box 143 283 MULDOON ANCHORAGE 99504
Lyle Olson PO 870805 WASILLA AK 99687
Julian E. Mead P.O. 871908 WASILLA, AK 99687
Dennis A. Boyer Star Rt. 2116 WASILLA, AK 99687
Vivier Bolger " " "
Sally Heath POB 870313 Wasilla
Church Heath " " "
Korlynn Williams P.O. Box 870390 Wasilla 99687
Carol C. Anderson P.O. Box 870811 Wasilla
Ron Moore S.R. 27 Box 6388 Wasilla
Don Teeguarden Box ~~870708~~ 870708 Wasilla

Loni L. Teeguarden	PO Box 870708	Wasilla, AK	99687
Bill Sterns	SRA-6631-A1	" "	" "
Cheryl Sterns	SRA 6631-A1	Wasilla	99687
Richard J. Krause	P.O. Box 3121	Palmer, AK	99645
Dr. Jean Krause	P.O. Box 3121	Palmer AK	99645
Mich. Pettit	PO Box 9196	Palmer, AK	99645
Robert A. Nord	PO Box 381	Palmer AK	99645
Chris & Carol Berger	PO Box 665527	Wasilla	99645
Rich & Julie Erickson	PO Box 870392	Wasilla	99687
Carl Friles	PO Box 8031 SR	Wasilla	99687
Colleen G. O'Connell	PO Box 870341	Wasilla	99687
Katie Sturey	Box 870157	Wasilla	99687
Paula Groundwater	Box 565	Valdez, AK	99686
Suzie Knutson	11002 35th AVE. N.E. #206	Seattle, WA	98125
Jan Gual	7032 19th NE	Seattle WA	98115
Eric Dan	1844 Juneau #3	Anch AK	99501
John Sue Cyr	Knik Rd	Wasilla	
Michael Provost	Box 1015	Valdez AK	99686
John R. Carr	St. A - Box 5150	Wasilla AK	99687
Brenda R. Carr	P.O. Box 87-3631	Wasilla AK	99687
Lisa J. Brayton	Box 871304	Wasilla AK	99687
Tom Chermiski	Box 17312	Big Lake AK	99647
Day E.			
Ladney P. Cottle	Box 870341	Wasilla, AK	99687
Leslie G. Mead	PO Box 871908	Wasilla	99687
Quinn Richards	PO Box 9741	Palmer	99645
Ardith Richards	"	"	"
Suzanne Cyr	PO Box 873663	Wasilla	99687
David Zumbro	SR Box 3165	Wasilla	99687
David R. Olson	Box 5403 Knik Rd	Wasilla AK	99687
Robert L. Check	P.O. Box 870328	Wasilla, AK	99687
Cathy Check	Box 870328	Wasilla	99687
Gary W. Budman	S.R. Box 5144	Wasilla	
K. Desmond Mayo	SRA Box 6229C	Palmer AK	99645
Bill Amis	Box 25	Willow AK	99688
Marie Fingy	Box 1236	Wasilla AK	99687
May Dollabito	Box 873448	Wasilla, AK	99687

99577

- Ralph Jones PO Box 1 Eagle River
- Health Highway SRD, Box 9741 Palmer, AK
- Foger Woodlum Box 171 Kotzebue AK
- Cheryl Riggs SR A Box 6366 Wasilla, AK
- Marilyn Macdonald POB 87-3505 Wasilla AK
- Dave Duty - SR 2618 Wasilla "
- Dixie Amis POB 25 Willow, AK.
- Clive Minich PO Box 870455 Wasilla Ak.
- Donald J. Olson your good friend Box 5403 Knik Wasilla AK,
- Katy Robbins, 4805 Spruce Hill, AC, Anch. 99502
- Michael Wilson PO Box 871754 W.A. AK. 99687
- Eileen Dehner PO Box 871754 W.A. AK 99687
- Ceo Listman SR 4012 Mausel Eagle River AK 99577
- Wife of John " " " " " "
- Marshall Jacy Carie P.O. 872982 Wasilla Ak.
- Larry Harvey PO 871824 Wasilla
- Robert Robinson P.O. Box 871687 Wasilla
- Wilma Jarrick PO Box 870392 Wasilla
- Sarah Heath Box 870313 Wasilla
- Stephen & Hennessy PO 871093 Wasilla.

Mary Anne P.O. Box 2716 Palmer, 99645
JEFF LISTMAN SR 4012 MAUSEL FR. AK 99577

DAN DOLLARIDE box 873448 Wasilla, AK 99687

Debi Jacobs SR 5190 Wasilla AK 99687

Cleo Listman SR 4012 Mausel ^{East} River AK 99577

SUSAN I KOZEROFF P.O. Box 71343 WASILLA AK 99687

Joan Hennessy P.O. Box 891093 Wasilla AK 99687



Matanuska-Susitna Borough

BOX B. PALMER, ALASKA 99645 • PHONE 745-4801

BOROUGH MANAGER

January 19, 1984

Mr. Jack Bodine
Right of Way Section
Department of Transportation
& Public Facilities
Box 1467
Juneau, Alaska 99802

Re: RIGHT OF WAY ACQUISITION COSTS FOR IDITAROD TRAIL

Dear Jack:

Enclosed are some materials you may find useful in arriving at a fiscal note for right of way acquisition costs for that portion of the Iditarod Trail between Mile 13, Knik Road and a point just west of Burma Road.

The total estimated acquisition costs, based largely upon a projected 200 foot width, and assessed valuations is \$204,262.

Not included are any costs of DOT/PF administration, overhead, surveying costs or legal costs. You would know what type of factor to apply for those costs.

The above dollar amount is based upon four assumptions:

1. The right of way width across private properties would be reduced from 400 foot to 200 feet.
2. Assessed valuations are used in estimating fair market value as of today except for the two parcels abutting Knik Lake, where more lake oriented valuations are used.
3. No severance damages are calculated even though there will be severance damages in most cases.
4. The value of any existing rights the State and public may have in trail right of way under 43 U.S.C. Section 932 (RS 2247) is not estimated as the costs of establishing any such right of way by court action would probably exceed the cost of buying it outright.

Most of the Iditarod Trail between Mile 13, Knik Road and Susitna Station on the Susitna River crosses borough and state owned land. Four hundred feet has been reserved for those

portions of the trail which cross publicly owned lands. This provides almost 200 feet on both sides of the trail, which is needed if the trail is to continue to have a wilderness aspect and if adjacent commercial, industrial and residential uses are not to interfere with trail uses. There has to be some types of control on both sides of the trail lest the buffering be lost, lest local dogs and domestic animals interfere with dog teams, etc.

There is probably room for creativity in negotiating rights of way easements across the privately owned land in that, if building setbacks are agreed upon, and if areas where clearing will not be accomplished is agreed upon, the state could probably get by with title to a lesser right of way width. In at least one case, this type of approach would not work, because the right of way goes right down the middle of a long subdivision lot, which destroys the value of the remainder parcels on both sides of the trail. In this case the cost of a whole taking would be almost the same as a partial taking. I see a possibility of reducing acquisition costs by narrowing the rights of way across private parcels which savings would be equal to the severance damages to the remainder areas. So maybe this would be a wash.

The right of way situation at Knik Lake is complicated. It is very important that some lake shore on the south side of the lake be acquired. The lake shore property would almost certainly carry a very high price, since only rarely do you see a good lakeside lot in this borough selling for less than \$25,000 even if you are only talking about one acre. For purposes of estimating we have shown 6.198 acres at a per acre cost of \$8,000 for a total of \$49,584. This acquisition could well be reduced in acreage, but because you are dealing with perhaps two acres right on the lake shore, you would still probably come out with a number close to \$50,000, figuring \$25,000 for each lake lot.

It is important to have access to the lake because there would be no practical way for snow machiners to get onto the Iditarod Trail except by coming onto the trail from the south shore of Knik Lake, since the right of way across the 17 acres of Knikatnu Native Corporation on Knik Road precludes snow machine use, except for purposes of grooming the trail for specific races. Also, the south shore of the lake is only about 200 yards from the Iditarod Hall of Fame, and anyone wishing to get a feel for the old Iditarod Trail by walking it ought to be able to get to the lake shore.

As you can tell from looking at the map of Knik Lake, the Iditarod Hall of Fame is in danger of being closed off from the lake by construction of houses along the shores of Knik Lake. If this should occur, much of the atmosphere of the historic trail at the very start of the trail, would be severely impaired. We did allocate \$25,000 for acquisition of one lot adjacent to the Iditarod Hall of Fame.

I do not think that \$300,000 is an excessive estimate of the cost of acquiring right of way for the Iditarod Trail. However, if there should be any question as to whether this is an excessive amount of money, the bill could be amended to include not only right of way acquisition, but also trail improvements, as there are many locations along the trail which would be much improved if signed and brushed. These areas would not necessarily be within the Matanuska-Susitna Borough.

Sincerely,



Gary Thurlow
Borough Manager

er

Enclosure

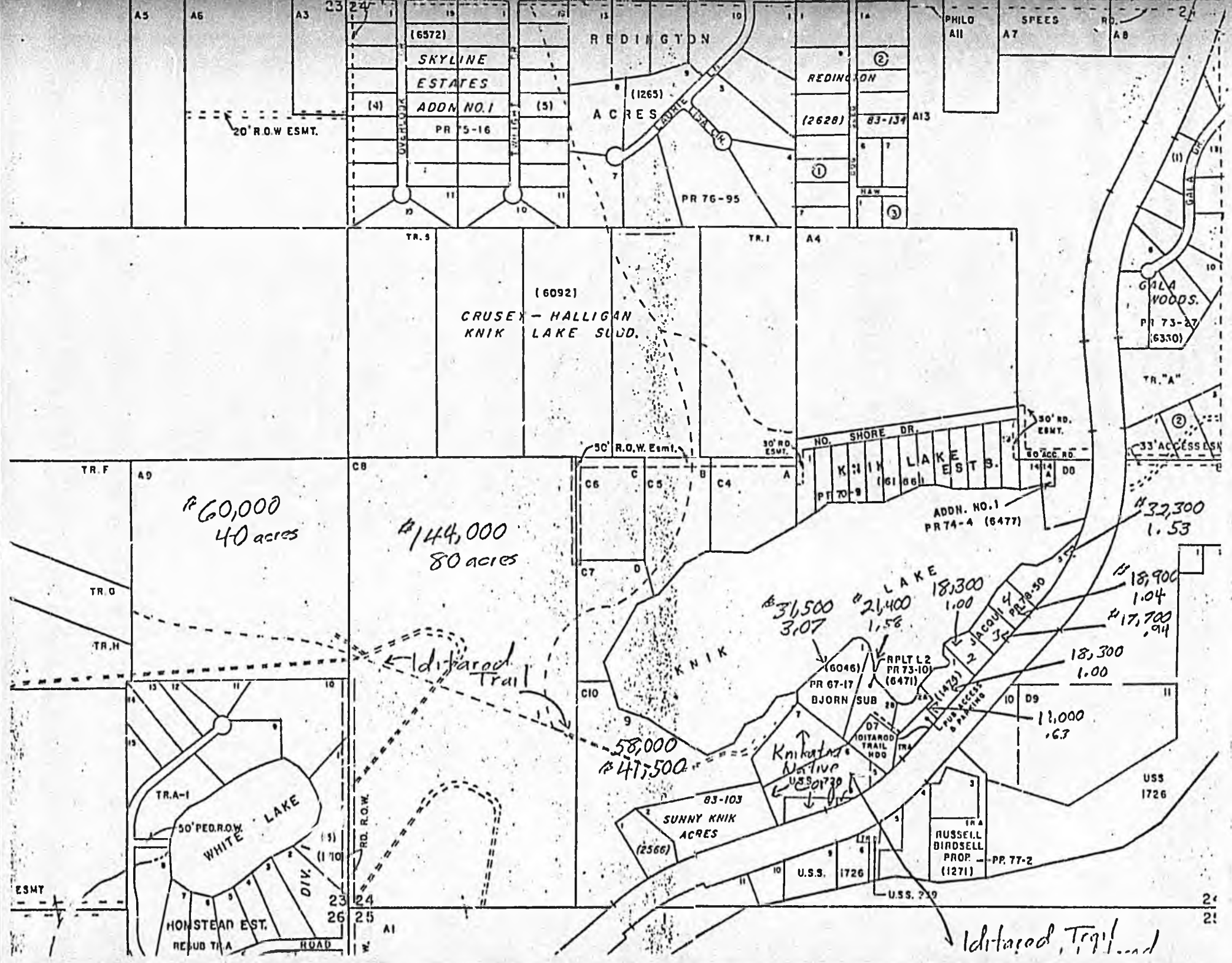
IDITAROD TRAIL RIGHT OF WAY
TO BE ACQUIRED

<u>Sections</u>	<u>Owner</u>	<u>Acres</u>	<u>Assessed Valuation</u>	<u>Assessed Valuation per Acre</u>	<u>Right of Way Req'd at 200'</u>	<u>Cost of ROW</u>
<u>16N R4W</u> <u>Sec. 21</u> C-4	Shelter, Inc. c/o Jos. R. Henri Box 357, Anchorage 99510	39.05	\$ 74,400	\$ 1,895	5.969	\$ 11,311.26
C-3	State of Alaska, Chas. H. Brewster 3825 Mt. View Dr., Anchorage, 99504	38.83	46,600	1,200	6.428	7,713.60
C-1	Chester Anderson Box 1149, Palmer, 99645	34.00	69,200	2,035	5.280	10,744.80
<u>Sec. 28</u> A-1	Benjamin & Jonell Cowart Box 4532, Anchorage 99509	80.00	64,800	810	6.428	5,206.68
<u>Sec. 27</u> B-1	Same as above	50.56	44,900		5.969	
A-1	Schauermann, Fuhs, Baccaglioni, Methonen c/o Willie Sherman Realty Box 3761, Anchorage 99501	80.00	48,000	600	6.657	3,994.20
<u>Seven Mile Ridge</u> <u>Subd.-2248</u> L-1 - B-4	Griffin Enterprises 2900 McCollie Ave., Anchorage 99503	8.60	30,100	3,500)	6.198	43,398.40
L-2 - B-4	Same as above	9.48	33,200	3,502)		
<u>Sec. 26</u> B-1	Schauermann, Fuhs, Baccaglioni, Methonen c/o Willie Sherman Realty	50.56	44,900	880	8.494	7,542.67
<u>16N R3W</u> <u>Sec. 22</u> B-1	Charmaine Smith Box 871385, Wasilla 99687	160.00	104,000	650	6.198	4,028.70
B-3	Mello and Partners - Judith A. & Jas. D. Houston, 7710 Ann Cr. Anchorage 99504	120.00	84,000	700	12.741	8,918.70
A-1	Julie Simco 8500 Emerald Dr., Anchorage 99502	200.00	128,000	640	6.887	4,407.68

IDITAROD TRAIL RIGHT OF WAY TO BE ACQUIRED - Pg. 2

<u>Sections</u>	<u>Owner</u>	<u>Acres</u>	<u>Assessed Valuation</u>	<u>Assessed Valuation per Acre</u>	<u>Right of Way Req'd at 200'</u>	<u>Cost of ROW</u>
<u>Sec. 23</u> B-1	Julie Simco 8500 Emerald Dr., Anchorage 99502	120.00	\$ 86,400	\$ 720	6.657	\$ 4,793.04
A-9	Ann P. Lanier 9616 Abbott Lp. Rd., Anchorage 99507	40.00	60,000	1,500	6.198	9,297.00
<u>Sec. 24</u> C-8	Jas. Wah Yau Wong 1575 S. Bertenia St., Honolulu, HI 96826	80.00	100,000	8,000*	6.657	8,321.25
C-10	Same as above	22.00	53,900	8,000*	6.198	49,584.00
	Lot or lots on Knik Lake to provide access to Knik Lake at Iditarod Hall of Fame	1.00		25,00*		<u>25,000.00</u>
						\$204,262.00

*not based upon assessed valuation of parcel



(6572)
 SKYLINE
 ESTATES
 ADDN NO. 1
 PR 75-16

REDINGTON
 (1265)
 ACRES
 (2628)
 83-134
 PR 76-95

(6092)
 CRUSEY - HALLIGAN
 KNIK LAKE SUDD.

KNIK LAKE ESTS.
 ADDN. NO. 1
 PR 74-4 (6477)

\$60,000
 40 acres

\$144,000
 80 acres

\$36,500 3.07
 \$26,400 1.58
 \$18,300 1.00

\$32,300
 1.53

\$18,900 1.04
 \$17,700 .94

\$18,300 1.00

\$58,000
 \$477,500

\$11,000 .67

TRA-I
 50' PEG. R.O.W.
 WHITE LAKE
 DIV.
 HONSTEAD EST.
 ROAD

83-103
 SUNNY KNIK
 ACRES
 (2566)

TRA A
 RUSSELL
 BIRDSELL
 PROP.
 (1271)
 PR 77-2

Iditarod Trail

ESMT

USS
 1726

U.S.S. 1726

U.S.S. 719

24
 21

ACQUIRED.

T 16 N R 4 W

SEC. 21 - 900'
700'
1115'
300'
300'

$3915 \pm (200') = 763,000 = 17.516 \text{ Ac} \pm$

Sec. 25/27 4050

$4005' (200') = 801,000 = 18.388 \text{ Ac.} \pm$

Sec. 27/26 $3250' (200') = 650,000 = 14.922 \text{ Ac.} \pm$

ASLS
83-0

T 16 N R 3 W

Sec. 22/23 5600.
1450.

$7050 (200') = 1410000 = 32.369 \text{ Ac} \pm$

ASLS
79-14

Sec. 23/24 1350'.
1450'.

$2800 (200') = 560000 = 12.856 \text{ Ac} \pm$

20920

5280

3.96

101.051 Acres

INDIAN TRAIL
P. 105

T16N R4W

SEC. 21

Average

$$C-4 - 1300' \cdot (200') = 260,000' = 5.969$$

$$C-3 - 1400' \cdot (200') = 280,000' = 6.428$$

$$C-1 - 1150' \cdot (200') = 230,000' = 5.280$$

SEC. 28

$$A-1 - 1400' \cdot (200') = 280,000' = 6.428$$

SEC. 27

$$B-1 - 1300' \cdot (200') = 260,000' = 5.969$$

$$UMILE - 1350' \cdot (200') = 270,000' = 6.198$$

$$A-1 - 1450' \cdot (200') = 290,000' = 6.657$$

Sec 26

$$B-1 - 1850' \cdot (200') = 370,000' = 8.494$$

T16N R3W

SEC. 22

$$B-1 - 1350' \cdot (200') = 270,000' = 6.198$$

$$B-3 - 2750' \cdot (200') = 550,000' = 12.741 \quad 12.626$$

$$A-1 - 1550' \cdot (200') = 310,000' = 6.887$$

Sec 23

$$B-1 - 1450' \cdot (200') = 290,000' = 6.657$$

$$A-9 - 1350' \cdot (200') = 270,000' = 6.198$$

Sec 24

$$C-8 - 1450' \cdot (200') = 290,000' = 6.657$$

$$C-10 - 1350' \cdot (200') = 270,000' = 6.198$$

ACCOUNT NO.	TELEPHONE	COUNTER	FIELD	DATE
1474 Jacqui			6471 BJORN	
lst 1 23400 1.33			lst 2A 11000 .63	
2 118300 1			2B 21400 1.58	
3 117700 .94				
4 18900 1.04				
5 32300 1.53			6046 BJORN Ryslat	
Too A 4400 .46			Part 1 31500 3.07	

16 NO 3W 24 D007 11100 1.23

CONTACT SHEET

ACCOUNT NO.	TELEPHONE	COUNTER	FIELD	DATE
16 NO 3A) ^{WONG} 24 C008	87 AC	\$ 144,000	as (conty) Total 132 ac	100.0
16 NO 3W ^{WONG} 24 C010	22 AC	\$ 58,000	as conty total 132 ac	41.0
16 NO 3W ^{Lanier} 23 A009	40 AC	\$ 60,000		
16 NO 3W ^{Simeco} 23 B001	120 AC	\$ 135,000	as conty total 320 ac	108.0
16 NO 3 W ^{Simeco} 22 A001	200 AC	\$ 153,000	as conty total 320 ac	136.0
16 NO 3 W 22 ^{Mello & Partners} B003	120 AC	\$ 84,000		
16 NO 3 W 22 ^{Smit} B001	160 AC	112,000		

meeting else
ambiguos

b. State and Local Government Lands

For Trail segments on State patented lands or on lands tentatively approved for patent under the Alaska Statehood Act or patented local government lands, rights-of-way consistent with those on federally managed lands are recommended.

On lands that have been selected by the State, but not yet conveyed nor tentatively approved for conveyance as of the date of passage of the Act (November 10, 1978), it is recommended a Federal right-of-way be retained as provided for in the Act:

Whenever the Secretary of the Interior makes any conveyance of land under any of the public land laws, he may reserve a right-of-way for trails to the extent he deems necessary to carry out the purposes of this Act. (Section 7(h), National Trails System Act, as amended).

c. Private Lands

Existing and proposed Federal easements through Native lands which overlay or closely parallel the actively managed historic route will be recognized and uniformly marked as the historic Trail after the Trail segment is certified.

Where no existing or proposed easements exist across Native lands, there may be cooperative agreements to recognize and use specific Trail segments.

No additional easements or restrictions will be negotiated for National Historic Trail management purposes unless special circumstances warrant an additional agreement between the Federal government and the Native corporation.

On other (non-Native) privately-owned lands where no public rights-of-way or easement exists, cooperative agreements can be made with the Federal government allowing for public use of the historic route. If private landowners reject public use of the historic route, alternate routes will be explored.

Acquisition of private lands is recommended only for the 1½ miles of private land in Knik which connects the road system with the historic Trail System. [The Bureau of Outdoor Recreation in 1977 also recommended this acquisition as found in their report to Congress. A 300-foot-wide fee simple purchase or an adequate easement for this access point should be consummated or an exchange for other unappropriated Federal lands should be pursued.]

3. TRANSPORTATION AND OFF-ROAD VEHICLE USE

As well as being an important historic resource, Trail segments making up the Iditarod National Historic Trail system are also vital transportation arteries in the State of Alaska. In designating the Trail System as a national historic trail, Congress intended to honor the existing uses of the trail segments.

a. Motorized Use

Section 7(c) of the National Trails Act (as amended through P.L. 95-625) states:

"Other use along the historic trails...which will not substantially interfere with the nature and purpose of the trail...including the use of motorized vehicles, shall be permitted...."

Local people use substantial segments of the historic route near Bush towns and villages in traveling between villages, camps, and mining, hunting, trapping, and fishing areas. In the

MATANUSKA-SUSITNA BOROUGH

BILL ANALYSIS

Bill No. <u>HB 472</u>	Sponsor <u>Lacher</u>
Borough Position <u>Support</u>	Borough Contact Person <u>G. Thurlow</u> <i>GT</i>

Similar Bills <u>Unknown</u>	Conflicting Bills <u>None</u>
Organizational Support <u>Iditarod Trail Committee</u>	Organizational Opposition <u>Unknown</u>

Fiscal Impact On Borough		<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Operating _____	Capital _____		

Proposed Amendments:

NONE

Comments:

If the State does not fund ROW acquisition for this trail, the potential of losing this historic trail exists. The Borough has negotiated with some land owners successfully and others require payment for right-of-way acquisition.

This is a national event that is given national exposure and generates interest that results in tourism. This tourism benefits the entire State and not just the Borough. We urge your support for this piece of legislation.

The Iditarod Trail, a symbol of frontier travel, served a string of mining camps, trading post and other settlements founded between 1880-1920 during Alaska gold rush era. Its antecedents were native trails of the Ingalik and Tanaina indians and the Inuit and Yuit eskimos.

The Seward-Nome route became one of the first National Historic Trails selected when public law 95-625 (National Parks and Recreation Act) was signed by the president on November 10, 1978. The Historic Trail from Knik to the Susitna river was located and marked by the state of Alaska in 1980. It's along this trail that the Iditarod Trail sled dog race has been run each year since March 3, 1973 and was declared the states official sled dog race by Gov. Jay Hammond in 1976.

Today up to 70 mushers from all over the world come to Alaska for the worlds longest sled dog race. This year there will be participants from Italy, England, Norway and Canada. When these teams leave for Nome they will in some places not be traveling the original trail because from Knik to the Little Susitna river the trail crosses private parcels of land and the owners have posted no trespassing signs on iron stakes in the middle of the trail.

What we are requesting is for the state of Alaska to acquire a 200' right of way access across the private lands so that the historical and recreational uses of this trail will be preserved. If the state does not fund the right of way acquisition for this trail, the potential of losing this portion of the historical trail exist. The Mat-Su borough has negotiated with some landowners sucessfully and others will require payment for this right of way acquisition.

ANALYSIS OF FISCAL NOTE - HB 472

This estimate assumes a right of way 300' wide and approximately 12 miles in length running from near Knik Village to Burma Road.

It would encompass approximately 435 acres @ \$1,000 per acre. The fiscal note amount includes about \$15,000 for appraisal and negotiations.

If the width were reduced to 200', the amount would be approximately \$290,000 plus \$15,000 for incidentals totalling \$305,000. A reduction to 150' would be estimated at \$232,000.

If this trail has been used by the public while the land ownership was Public Domain, it is possible that a right of way was established by U.S.C. 43, Section 932 (usually called Revised Statute 2477). However, such title would be difficult to prove and harder still to locate.

DEPT. OF TRANSPORTATION & PUBLIC FACILITIES
RAPICOM TRANSMITTAL LABEL

Send to Rapicom Phone #: 465-3998 Location: Comm. Office
Deliver to (Name): Ed Cronin At Phone #: 465-3900
From (Requester Phone #): 287-0529 Location: _____
From (Name): John Thompson At Phone #: _____
Transmittal Date: 1-16-64 Number of Pages: 2
Comments: _____

Revision Date: N/A

REQUEST

Bill/Resolution No.: HB 472
 Title: Appropriation for Iditarod Trail Right of Way
 Sponsor: Lacher & Larson
 Requestor: Kent Brummit
 Date of Request: 1/11/84

FISCAL DETAIL

Agency Affected: Department of Transportation & Public Facilities
 Program Category Affected: Public Facilities
 BRU, Program or Subprogram(s) Affected: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
OPERATING						
100 PERSONAL SERVICES		5.0				
200 TRAVEL						
300 CONTRACTUAL		10.0				
400 SUPPLIES						
500 EQUIPMENT						
600 LAND & STRUCTURES		435.0				
700 GRANTS, CLAIMS						
800 MISCELLANEOUS						
TOTAL OPERATING						
CAPITAL	-0-	450.0	-0-	-0-	-0-	-0-
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND	-0-	450	-0-	-0-	-0-	-0-
FEDERAL FUNDS						
OTHER						
TOTAL	-0-	450	-0-	-0-	-0-	-0-

POSITIONS:

FULL-TIME		0				
PART-TIME		0				
TEMPORARY		0				

SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

ANALYSIS: Attach a separate page for analysis

Prepared By: Jack T. Bodine Phone: 789-6230
 Division: Standards & Technical Services Date: 1/16/84

Approved by Commissioner: _____ Date: _____
 Agency: _____

Distribution (by Agency preparing fiscal note):

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

12/1/83

STATE OF ALASKA

DEPARTMENT OF NATURAL RESOURCES

OFFICE OF THE COMMISSIONER

BILL SHEFFIELD, GOVERNOR

POUCH M
JUNEAU, ALASKA 99811
PHONE: 907-465-2400

April 20, 1983

Mr. Bob Thom
Mat-Su Borough Agricultural
Advisory Committee
SRA Box 6007
Palmer, AK 99645

APR 25 1983
1983
File

Dear Mr. Thom:

Thank you for your letter of February 23, regarding the width and location of the Iditarod Trail corridor through agricultural lands in the Fish Creek area. I apologize for the delay in answering your letter.

The decision to route the Iditarod Trail along the historic alignment was based on the recommendation of the Matanuska-Susitna Borough Trails Committee. This recommendation was made at the Trails Committee March 4, 1982 meeting. It is my understanding that you were present at the meeting.

Subsequently, the historic alignment of the trail was located on the ground by Joe Redington, Sr., accompanied by two staff members from this department. Trail location was verified where possible by old tree blazes and other signs. This is the alignment which is currently being surveyed. The line shown on U.S.G.S. maps as the Iditarod Trail is not the actual location of the historic route.

The Willow Sub-basin Plan, adopted by this department and the Matanuska-Susitna Borough after extensive public review, calls for a 600 foot wide corridor for the Iditarod Trail through the Fish Creek unit. This is a reduction from the 1,000 foot width called for in the plan elsewhere along the trail. The reduction was made because of the value of the agricultural soils and because agricultural use 300 feet from the trail was judged to have low impact on recreation.

The Borough Trails Committee recommended that the trail width be further reduced from 600 feet. In response to that request, the planning team for the Fish Creek Management Plan reviewed the trail corridor, the issues, and the comments they had received, and they decided on a 400 foot width as a reasonable compromise between agricultural and recreational interests. The Division of Agriculture and the Matanuska-Susitna Borough concurred in this compromise (see attachments). The Borough owns nearly 2/3 of the land in the Fish Creek unit that is traversed by the trail.

Insofar as state lands are concerned, the planning team's decision is a recommendation to Tom Hawkins, the Director of the Division of Land and Water Management, and will appear in the draft plan. I have been assured that the team did consider your views in developing this recommendation. It is because of your input, in part, that the corridor was reduced to 400 feet. However, the team felt that the public recreational and historical values of the Iditarod Trail precluded further reduction.

Mr. Hawkins will not make the final decision on the width of the trail corridor until after public and agency comments have been received on the draft plan. We expect the draft plan to be available this summer, and you will be sent a copy.

There are a few other points of which you should be aware:

1. The Matanuska-Susitna Borough Agricultural Advisory Board officially requested a 150 foot corridor on November 8, 1982 (see attachment).
2. The acreage in Class II and III soils included in a 100 foot corridor is 51 acres, not 6.
3. The acreage in Class II and III soils included in a 150 foot corridor is 91 acres.
4. Of the Class II and III soils traversed by the trail, not all will be included in the agricultural tracts anyway; a little over 1/2 mile of the trail traverses Class II and III soils that are isolated, noncontiguous parcels that do not lend themselves to economical farm units. This reduces the number of agricultural acres affected by a 400 foot corridor by 24 acres (to 218 acres).

STATE OF ALASKA

DEPARTMENT OF NATURAL RESOURCES

OFFICE OF THE COMMISSIONER

MAR 16 1983

POUCH M
JUNEAU, ALASKA 99811
PHONE: (907) 465-2400

*Answer
We are in receipt
+ appreciate your
letter of March 15, 1983
concerning the
Iditarod Trail.*

March 15, 1983

Mr. Joe Redington, Sr.
President, Knik Chapter
Iditarod Trail Blazers
Box 5460 Knik Road
Wasilla, AK 99687

Dear Mr. Redington:

I want to thank you for alerting me to the problem encountered where the Iditarod Trail passes through private land in the vicinity of Knik.

As you know, the Department of Natural Resources is currently conducting a survey between Goose Creek and the Susitna River with invaluable assistance from your organization. The contractor is surveying the Trail across State, Matanuska-Susitna Borough and private property where written permission has been given by the land owner. Once this survey has been completed, the Department of Natural Resources will be processing the appropriate documents necessary to dedicate a public right-of-way along the Trail.

In the meantime, the Attorney General's Office is currently assessing specific historic information and legal documents supplied by the Division of Parks in regard to this segment. Once the precise centerline is supplied by the survey contractor, and all appropriate historical and legal material has been analyzed, the Attorney General's Office will advise the Department of Natural Resources as to the State's and the landowners' legal rights along the Trail.

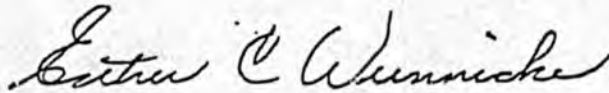
Mr. Joe Redington

-2-

March 15, 1983

As soon as the Attorney General's Office advises us, we will take the appropriate action. I will see that you are kept informed on this matter.

Sincerely,



Esther C. Wunnicke
Commissioner

cc: The Honorable Barbara Lacher
Neil Johannsen, Director, Parks



KNIK CHAPTER
IDITAROD TRAIL BLAZERS



— IDITASKI —

January 28, 1983

MAR 16 1983

Esther Wunnicke, Commissioner
Department of Natural Resources
11th Floor, State Office Building
Pouch M
Juneau, Alaska 99811

Dear Commissioner Wunnicke;

I am concerned whether the Iditarod Trail will be available for dog mushing, the annual Iditarod Trail Race, Iditaski Races, and other trail uses any longer, since Federal government refuses to do anything on it except those sections crossing Federal land; other than funding a BLM Iditarod Trail person in the State Division of Parks. Senator Stevens was able to get funding for this BLM position this last December.

I have mushed this trail since 1948 and know exactly where the National Historic Trail goes as you leave Knik. In my opinion, the State Department of Natural Resources is doing a good job in getting a good survey of this trail as it goes across state and borough land, but to my knowledge, the State has not done anything to preserve the right-of-way to the trail across the ten to fifteen privately owned parcels between Knik Road and the Little Susitna River. We just won't have a historic trail if we cannot preserve this portion of it.

We are trying to get some sort of alternate trail going across private properties for a cross-country ski race in early February, but we would not be able to get a permanent trail at a different location and it just would not be the Historic Iditarod Trail!

I would like your assurance that the State will see to it that this trail is preserved and the right-of-way obtained so that we can use it without getting involved in tangled disputes each year.

Sincerely,

Joe Redington Sr.
Joe Redington, Sr.
President, Knik Chapter
Iditarod Trail Blazers

cc: Governor Sheffield

H B

493

COMMITTEE REPORT

HOUSE

(9)

FURTHER: FINANCE

1/9/84

Date: 1-31-84

Mr. Speaker:

The Committee on TRANSPORTATION has had HB 493

"An Act making a special appropriation to the Department of Transportation and Public Facilities for preventive measures related to collisions between motor vehicles and moose on the Glenn Highway; and providing for an effective date."

under consideration and reports it back as follows:

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

MEMBERS SIGNING DO PASS

Handwritten signatures and 'DO PASS' text in the left column.

MEMBERS HAVING OTHER RECOMMENDATIONS:

Handwritten signatures and recommendations like 'No Rec' and 'DO NOT PASS' in the right column.

Signature of the Chairman and the title 'CHAIRMAN'.

FROM: CANDY/ANCHORAGE TO: JACK
TARGET: LJH7 SUBJ: H. TRANSPORTATION T/C

OMNI # 2

LEGISLATIVE TELECONFERENCE NETWORK SIGN-IN SHEET

DATE: 1/25/83
SITE: ANCHORAGE
SPONSOR/SUBJECT: H. TRANSPORTATION, AUTO/MOOSE COLLISIONS

TO TESTIFY:

1. MARGE FOUNDS
2. ALAN PAILEY (ADDED #2)

1. RILEY SNELL
2. KEITH MORBERG
3. DEAN REDECK

***** ALL OF THE 3 LISTED ABOVE ARE FROM DOT --- HERE AT THE REQUEST OF THE
COMMITTEE

Alaska State Legislature

IN SESSION:
POUCH V
JUNEAU, ALASKA 99811
(907) 465-4949



file
BOX 142
EAGLE RIVER, ALASKA
99577

JAN 18 1984

Representative Randy Phillips

HOUSE DISTRICT 15

MEMORANDUM

TO: Representative Bette Cato, Chairman
House Committee on Transportation

FROM: Representative Randy Phillips *R.E.P.*

DATE: January 17, 1984

RE: ~~House Bill 493~~

By way of this memorandum i respectfully request that House Bill 493, "An Act making a special appropriation to the Department of Transportation and Public Facilities for preventive measures related to collisions between motor vehicles and moose on the Glenn Highway; and providing for an effective date," be scheduled for hearing before the House Transportation Committee as soon as possible.

Thank you for your consideration.

STATE OF ALASKA 1984 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date: _____

REQUEST

Bill/Resolution No.: HB 493
Title: Prevent collisions with Moose on Glenn Hwy.

Sponsor: Phillips & Tiska

Requestor: House Trans. Committee

Date of Request: 1-20-84

FISCAL DETAIL

Agency Affected: DOT/PF

Program Category Affected: Transportation

BRU, Program or Subprogram(s) Affected:

Central Region Design & Construc.

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
OPERATING						
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 SUPPLIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS						
TOTAL OPERATING	100.	100.	100.	100.	100.	100.
CAPITAL		3,000.0				
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND		3,000.0				
FEDERAL FUNDS						
OTHER						
TOTAL						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

ANALYSIS: Attach a separate page for analysis

Prepared By: Patricia A. Rodgers Phone: 265-1483

Division: Administration - Central Region Date: 01/23/84

Approved by Commissioner: David F. Malin Date: 1-24-84

Agency: Acting Deputy Commissioner

Distribution (by Agency preparing fiscal note):

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

12/1/83

ANALYSIS

The Department of Transportation and Public Facilities has determined that \$2,784.0 is needed to reduce the number of moose killed by vehicles on the Glenn Highway from mile 132 to 140. The funds will be used to install continuous illumination. The estimated cost breakdown consists of \$2,227.0 for construction contract, \$267.0 for construction administration, \$67.0 for preliminary engineering and \$223.0 for contingencies. No additional staffing will be needed as current CIP employees will be utilized.

The Department had not requested funding for this project in the FY85 Capital Budget Request because of the budget ceiling and priorities given to other projects being considered.

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

4111 AVIATION AVENUE
POUCH 6900
ANCHORAGE, ALASKA 99502
(TELEX 25-185)

Date: 4-29-83
Prepared By: _____
Project Number: _____

PRELIMINARY CONSTRUCTION COST ESTIMATE FOR:

Project Name: GLENN HIGHWAY

From: MULDOON (MP) 132.0 To: HILAND (MP) 140.0

Total Length: 8.0 MILES

Location and Description: CONTINUOUS ILLIMINATION
FROM MULDOON INTERCHANGE TO HILAND
INTERCHANGE

Current ADT: _____ Design ADT: _____

Required Width: _____ Actual Width: _____

Assumed Structural Section H.A.P.: _____ in.

C.A.B.: _____ in.

Borrow: _____ in.

Estimated Costs (Dollars) Based Upon Above Assumptions:

- | | |
|---|---------------------|
| 1. Construction Estimate: | \$ <u>2,227,000</u> |
| 2. Construction Administration (<u>12</u> % of 1): | \$ <u>267,000</u> |
| 3. Subtotal: | \$ _____ |
| 4. Contingencies (<u>10</u> % of 1): | \$ <u>223,000</u> |
| 5. Construction Total: | \$ _____ |
| 6. Preliminary Engineering (<u>3</u> % of 1): | \$ <u>67,000</u> |
| 7. Right of Way (\$ _____ /Acre): | \$ <u>- 0 -</u> |
| 8. Utilities: | \$ <u>- 0 -</u> |
| 9. Project Total: | \$ <u>2,784,000</u> |

Sheet _____ of _____

TYPICAL SECTION

MILE 132.0 TO 140.0

PUT LIGHT EVERY 220 FT
ON BOTH ROADWAYS (STEVE HORN)

$$\frac{8 * 5280}{220} * 2 = 384 \text{ ILLUMINAIRES}$$

GENERAL NOTES

384 ILLUMINAIRES * 5000 EACH = 1,920,000
+ 10% MOB
+ 3% TRAFFIC CONTROL
+ 3% SURVEY CREW
TOTAL = 2,227,000

DEPARTMENT OF TRANSPORTATION
and PUBLIC FACILITIES
CENTRAL REGION PLANNING & PROGRAMMING
Director's Office

4111 AVIATION AVENUE, POUCH 6900
ANCHORAGE 99502 (TELEX 25-165)
PHONE: 266-1462

October 13, 1983

Re: Glenn Highway Illumination

The Honorable Randy E. Phillips
Representative
S.R. Box 421
Eagle River, Alaska 99577

Dear Representative Phillips:

Attached is the report you requested concerning moose/vehicle collision deterrents along the Glenn Highway. The report concludes that the most feasible method of decreasing these accidents is to provide continuous illumination on both sides of the Glenn Highway from Muldoon to the Artillery Road Interchange. The cost estimate for illumination is \$2,784,000 which would provide one luminaire approximately every 275 feet along the outside lanes. We anticipate the annual operating and maintenance cost to be approximately \$50,000.

The Department is required by law to design and construct this type of project according to the standards established by the American Association of State Highway and Traffic Officials (AASHTO). These standards have been developed to insure that highway improvements are uniform, safe, and effective. The 275 foot spacing has been determined to be the maximum spacing that will still provide adequate levels of light. If these standards are not followed, the State could be found liable in case of an accident.

The Department has determined that this project would be eligible for Federal Safety Program Funds. However, DOTAP's Central Region, which includes most of Alaska south of Cantwell and west of Valdez, receives a maximum of \$67,500 per year for this program. To use this money to fund this illumination project would require 42 years worth of Federal Safety Program allocations. No other source of funding has been identified.

We have evaluated this project against other projects considered in our FY'85 CIP. Because of our budget ceiling and the low rating of this project as compared to other identified transportation needs, this project is not included in our FY'85 CIP request.

This summer the Department cleared additional brush near the scale house. Last summer there was extensive brush cutting along the Anchorage outbound