

ALASKA LEGISLATURE COMMITTEE ON

3202 ST SB 389 - SCR 6

3202

## HIGH PRIORITY PROJECTS

The high priority project list consists of 1) ongoing, 2) current needs and 3) the higher ranked future projects. This list is shown in Table III-4, and detailed descriptions of each of these projects are included at the end of this chapter. In addition, the general location of each High Priority project is shown in Figure III-3.

The higher ranked projects were the subject of both quantitative and qualitative evaluations. While these evaluations provided valuable information on each project, the evaluations were not the sole criterion for placing or keeping a project on the high priority list. In fact, the Technical Advisory and Steering Committees made the final decisions on placements in the high priority group.

### High Priority Project Descriptions

The following descriptions are intended to provide the information and data needed for DOT/PF's capital improvement programming (CIP) decisions. Thus, they represent a "resource" from which DOT/PF can select projects for its annual CIP submission to the Governor.

Each of the following projects are numbered to coincide with those shown earlier in Table III-4. Also the project names are those from the DOT/PF Coordinated Data System (CDS) log--when the popular name differs from the CDS designation, it is added to the CDS name and number.

Most of these roads have been recognized and scheduled for improvement by DOT/PF, by the Borough or by the cities. Thus, the traffic capacity/use analyses in the Phase II report served mainly to confirm their overloaded condition. Table II-3 identifies facilities below the minimal level of service for this project.

## FUTURE NEEDS

### Community Development Goals

During Phase II of the KRTS study, a large list of projects was proposed by the general public and elected and appointed officials during the initial round of public meetings. Many of these facilities are on-going or below minimal level of service facility projects which are included in Tables II-1 and II-2 above. The remaining projects included both regional and local projects on the state-maintained system. See Table II-4 for these community preferred projects which were presented in the Phase II report and repeated here. Note that Table II-4 still includes projects previously included in the On-going (Tables II-1 and II-2) and Facility Projects not meeting a minimal level of service (Table II-3).

### Economic Development Requirements

Projects were identified for this category through the Phase II evaluation of regional economic development potentials. The primary criteria for inclusion on this list was a demonstrable potential for development that would warrant DOT/PF's attention at this time. See Table II-5 which was taken from the Phase II report and still includes projects listed in the On-going (Tables II-1 and II-2) and Facility Projects not meeting a minimal level of service (Table II-3).

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# Peninsula Clarion

THURSDAY, Feb. 16, 1984

Vol. 14, Issue 99

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## Former chief Wisecarver dies in crash

Frank Wisecarver, the first fire chief for the city of Kenai, died Wednesday afternoon in a head-on collision on Funny River Road.

The collision also seriously injured a 19-year-old Soldotna man.

Wisecarver, 59, was the chief of the city's volunteer fire department in the mid-1960s and served as the first chief when the department converted to a paid force. He left the department in 1975.

The accident occurred at Mile 11 Funny River Road at about 1 p.m.

According to an Alaska State Troopers report, Elmer (Roy) Bird of Soldotna was driving his car toward Soldotna on Funny River Road when his car apparently crossed the center line as it was coming around a curve. It struck Wisecarver's truck head-on.

Wisecarver was pronounced dead on arrival at Central Peninsula General Hospital. An Emergency Services medic said Bird suffered rib cage injuries, broken bones and possible internal injuries. He was taken to the hospital, where he is recovering in intensive care.

Kenai Fire Department Capt. Don Morgan remembered Wisecarver as "probably the best thing to happen to the Kenai Fire Department. He was highly respected by the guys he worked with, and was a personal friend, too."

Dick  
Mueller  
Realty

100 TRADING BAY RD., SUITE 1  
KENAI, AK 99611  
907-283-5888 REALTOR

January 19, 1984

Bill Sheffield  
Governor of Alaska  
Pouch A  
Juneau, Alaska 99811

Re: Kenai River Bridge Access Feasibility Design Project X-14615

Dear Governor Sheffield:

I'm sure by the enclosed petitions that you've determined that many residents of Alaska including our visitors want the Kenai River Bridge access to Funny River Road.

There are several reasons that necessitate the bridge being built immediately. Please consider the following priorities:

1. Alleviation of the crucial environmental impact on the Lower Kenai River.
2. Allow feasible access for the emergency services of State Trooper assistance, fire and ambulance service.
3. Ending the necessity of driving a dusty or icy pothole ridden secondary highway system which presently has an average daily road count of 416 cars, established from a November 1981 road count.
4. Provide access for agricultural and further tourism development by cutting the time of travel to and from Anchorage by at least 2 hours.
5. Provide access for the development of the Nilnunga State Historic Park (42.47 acres) and the State Funny River Recreation area (218 acres) which also fronts the Kenai River.

The benefit list is endless in providing bridge access to this recreational paradise that boasts the Kenai River, Browns Lake, Killey River, Funny River, public horse trail and abundant wildlife. Please give your support.

Thank you for taking time out of your day to recognize a need of Alaskans.

Further petitions will be forthcoming.

Sincerely,

Patricia Ann Lazer,  
Sales Associate  
Specializing in Funny River  
and Kenai River areas

cc; Paul Fischer  
Don Gilman  
Joe Hayes  
Hugh Malone

PAL:rm  
encl;

STATE OF ALASKA 1984 LEGISLATIVE SESSION  
FISCAL NOTE

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

REQUEST

Bill/Resolution No.: SB 389  
Title: Kena River Bridge

Sponsor: Gi P Fischer  
Requestor: ine  
Date of Request: 2/17/84

FISCAL DETAIL

Agency Affected: DOT&PF  
Program Category Affected: D&C

BRU, Program or Subprogram(s) Affected: \_\_\_\_\_

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 SUPPLIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS			20.0	20.0	20.0	20.0
<b>TOTAL OPERATING</b>		5,672.0				
<b>CAPITAL</b>						
<b>REVENUE</b>						

FUNDING: (Thousands of Dollars)

GENERAL FUND		5,672.0	20.0	20.0	20.0	20.0
FEDERAL FUNDS						
OTHER						
<b>TOTAL</b>						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

Not identified by bill sponsor.

ANALYSIS: Attach a separate page for any Analysis

Prepared By: William R. Snell Phone: 266-1462  
Division: Planning Date: 2/21/84

Approved by Commissioner: *W. H. ...* Date: 2/21/84  
Agency: DOT&PF

Distribution (by Agency preparing fiscal note):

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

ANALYSIS SB 389

1. Would increase the maintenance and operations budget for the Department.
2. Fiscal impact on new programs or activities: Unknown
3. Cost estimate prepared by Design and Construction based on data provided from project design; Departmental M&O standard costs based on \$5,500 per lane mile (12 ft. widths)
4. This project would fund:
  - a. Construction of a bridge over the Kenai River.
  - b. Construct a road from bridge to Funny River Road (South) and from the bridge to Scout Lake Road (North).

Cost estimate includes Design Completion (bridge design completion, materials work, and specifications update), ROW, Utilities, and Construction.



**Homer Electric Association, Inc.**

CENTRAL OFFICE: P.O. BOX 429 • HOMER, ALASKA 99603 0429 • (907) 235-8167

February 17, 1984

The Hon. Don Gilman  
Alaska State Senate  
Pouch V  
Juneau, Alaska 99811

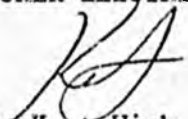
Dear Senator Gilman:

I understand that legislation is being considered for an appropriation to build a bridge across the Kenai River on Scout Lake Loop near Sterling, Alaska. A bridge in this area would certainly fill a need for the community as well as enhance Homer Electric Association's ability to provide more efficient electric service to some 198 meters in the Funny River area.

Homer Electric Association does endorse the need for this bridge, and ask that you give it your consideration at the appropriate time.

Sincerely yours,

HOMER ELECTRIC ASSOCIATION, INC.

  
B. Kent Wick  
General Manger

BKW:em



Official Business

Senator Paul Fischer  
**Alaska State Legislature**

**Senate**

Pouch V  
State Capitol  
Juneau, Alaska 99811

TO: Senator Moss, Chairman, Transportation Committee  
FROM: Senator Paul Fischer *PF.*  
DATE: February 21, 1984  
RE: SB 389  
SB 475

I will be involved in a meeting from 1:30 to 2:45. I plan to be at the hearings in the above bills after that meeting should you still be in committee.

Needless to say, these projects are needed and I give my full support.

Thank you.

STATE OF ALASKA 1984 LEGISLATIVE SESSION  
FISCAL NOTE

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

REQUEST

Bill/Resolution No.: SB 389  
 Title: Kenai River Bridge  
 \_\_\_\_\_  
 Sponsor: Gilman, P Fischer  
 Requestor: Same  
 Date of Request: 2/17/84

FISCAL DETAIL

Agency Affected: DOT&PF  
 Program Category Affected: D&C  
 \_\_\_\_\_  
 BRJ. Program or Subprogram(s) Affected:  
 \_\_\_\_\_

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 SUPPLIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS			20.0	20.0	20.0	20.0
TOTAL OPERATING		5,672.0				

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

REVENUE						
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FUNDING: (Thousands of Dollars)

GENERAL FUND		5,672.0	20.0	20.0	20.0	20.0
FEDERAL FUNDS						
OTHER						
TOTAL						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

Not identified by bill sponsor.

ANALYSIS: Attach a separate page for any Analysis

Prepared By: William R. Snell Phone: 266-1462  
 Division: Planning Date: 2/21/84

Approved by Commissioner: *W. H. ...* Date: 2/21/84  
 Agency: DOT&PF

Distribution (by Agency preparing fiscal note):

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

ANALYSIS SB 389

1. Would increase the maintenance and operations budget for the Department.
2. Fiscal impact on new programs or activities: Unknown
3. Cost estimate prepared by Design and Construction based on data provided from project design; Departmental M&O standard costs based on \$5,500 per lane mile (12 ft. widths)
4. This project would fund:
  - a. Construction of a bridge over the Kenai River.
  - b. Construct a road from bridge to Funny River Road (South) and from the bridge to Scout Lake Road (North).

Cost estimate includes Design Completion (bridge design completion, materials work, and specifications update), ROW, Utilities, and Construction.

STATE OF ALASKA 1984 LEGISLATIVE SESSION  
FISCAL NOTE

Revision Date: 4/16/84

REQUEST

Bill/Resolution No.: CSSB 389 (Finance)  
Title: Kenai River Bridge - Section 1

Sponsor: Gilman, P Fischer  
Requestor: Senate Trans. Committee  
Date of Request: 2/16/84

FISCAL DETAIL

Agency Affected: DOT&PF  
Program Category Affected: D&C

BRU, Program or Subprogram(s) Affected:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 SUPPLIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS			20.0	20.0	20.0	20.0
TOTAL OPERATING						
CAPITAL		5,672.0				
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND		5,672.0	20.0	20.0	20.0	20.0
FEDERAL FUNDS						
OTHER						
TOTAL						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

Not identified by bill sponsor.

ANALYSIS: Attach a separate page for any Analysis

Prepared By: William R. Snell Phone: 266-1462  
Division: Planning Date: 4/16/84

Approved by Commissioner: R.J. Knapp Date: 4/18/84  
Agency: DOT&PF

Distribution (by Agency preparing fiscal note):

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

ANALYSIS CSSB 389 - SECTION 1

1. Would increase the maintenance and operations budget for the Department.
2. Fiscal impact on new programs or activities: Unknown
3. Cost estimate prepared by Design and Construction based on data provided from project design; Departmental M&O standard costs based on \$5,500 per lane mile (12 ft. widths -- approximately 2 miles)
4. This project would fund:
  - a. Construction of a bridge over the Kenai River.
  - b. Construct a road from bridge to Funny River Road (South) and from the bridge to Scout Lake Road (North).

Cost estimate includes Design Completion (bridge design completion, materials work, and specifications update), ROW, Utilities, and Construction.

STATE OF ALASKA 1984 LEGISLATIVE SESSION  
FISCAL NOTE

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

**REQUEST**

Bill/Resolution No.: CSSB 389  
 Title: Tununak River Bridge, Section 2

**FISCAL DETAIL**

Agency Affected: DOT&PF  
 Program Category Affected: \_\_\_\_\_

Sponsor: Gilman, P. Fischer  
 Requestor: Update for Committee Sub.  
 Date of Request: ---

BRU, Program or Subprogram(s) Affected: \_\_\_\_\_

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

	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
<b>OPERATING</b>						
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 SUPPLIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS						
<b>TOTAL OPERATING</b>						
<b>CAPITAL</b>		750.0				
<b>REVENUE</b>						

**FUNDING: (Thousands of Dollars)**

GENERAL FUND		750.0				
FEDERAL FUNDS						
OTHER						
<b>TOTAL</b>		750.0				

**POSITIONS:**

FULL-TIME						
PART-TIME						
TEMPORARY						

**SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:**

**ANALYSIS:** Attach a separate page for analysis

Prepared By: John Simpson Phone: 789-6261  
 Division: Standards & Technical Services Date: 4-16-84

Approved by Commissioner: R. J. Knapp *Auten* Date: 4-18-84  
 Agency: DOT&PF

Distribution (by Agency preparing fiscal note):

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

12/1/83

Analysis - CSSB 389 - Section 2

The cost estimate was provided by the DOT&PF Bridge Design Section, and would construct sheet pile abutments to protect the bridge between the village and the airport from storm damage.

DETAILS:

Sheet pile abutment and bank protection	\$430,000
Backfile	45,000
Move existing bridge	20,000
Gabion Energy Dissipators	15,000
Mobilization	<u>100,000</u>
	\$610,000
Preliminary engineering & construction	<u>140,000</u>
TOTAL	<u>\$750,000</u>



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CITY OF KENAI

KENAI PIONEER HOME REQUEST

Size of facility	50-60 beds
Skilled Nursing	30-40 beds
Resident Care	20 beds
Cost of facility *	50 beds (\$8,500,000) 60 beds (\$10,200,000)
Yearly operating budget *	50 beds (\$1,400,000) 60 beds (\$1,680,000)

\* These costs figured with cost of construction of the new Juneau Pioneer Home and the Palmer Pioneer Home operation budget for 1982-83. They are estimates only.

AREA SENIOR CITIZENS LOCATED OUTSIDE OUR PENINSULA

Nakoyia Nursing Home	15
Palmer Pioneer Home	5
Anchorage Pioneer Home	10
Seward Nursing Home	4 (from Kenai-Soldotna)
Detente	2

LONG VITY BONUS PROGRAM RECIPIENT'S (65 years old, 25 years here)

Kenai	158
Soldotna	109
Sterling	14
Kasilof	16
Coopers Landing	15
Ninilchick	22

POPULATION COUNT OF ELDERLY IN KENAI SENIOR CENTER SERVICE AREA

Kenai, Nikishka	537
Soldotna, Ridgeway, Cohoe	240
Sterling	83
Kasilof	33
Clam Gulch	29
Coopers Landing	23
Total	945

PIONEER HOMES

Anchorage

resident: 138  
nursing : 95  
waiting : 119

Palmer

resident: 40  
nursing : 55  
waiting : 90

Sika

resident: 100  
nursing : 50  
waiting : 5

Ketchikan

resident: 17  
nursing : 30  
waiting : 51

Fairbanks

resident: 78  
nursing : 30  
waiting : 43

LETTERS OF SUPPORT

Kenai Chamber of Commerce  
Byron McCord, M.D.  
Joseph A. Sangster, M.D.  
Elmer E. Gaede, M.D.  
Marcus C. Deede, M.D.  
George F. Garnett, M.D.  
Paul G. Isaak, M.D.  
Kenai Native Association, Inc.  
Central Peninsula Mental Health Center

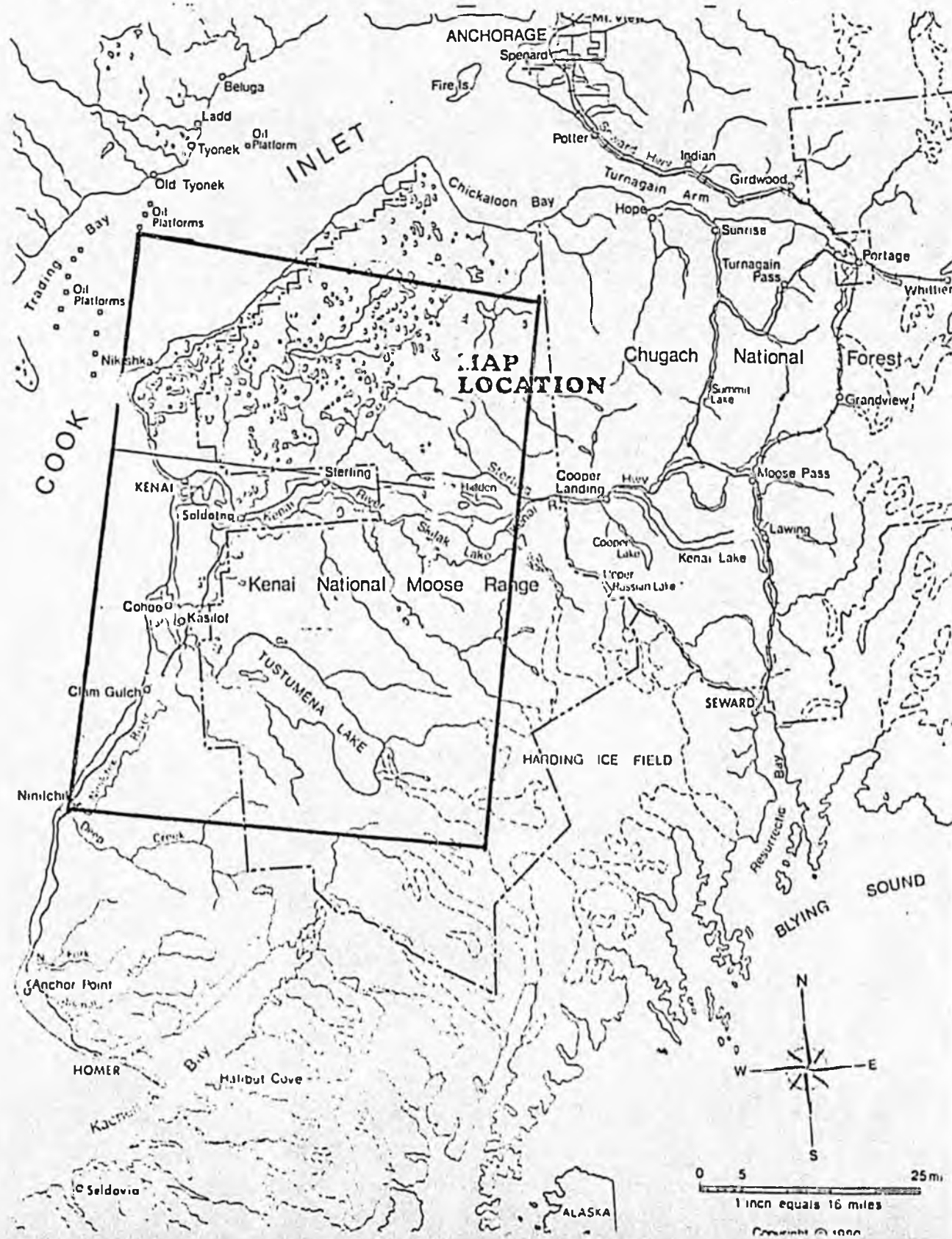
NUMBER OF CLIENTS RECOMMENDED BY PHYSICIAN FOR NURSING CARE (30)

# Kenai Peninsula

Kenai  
Soldotna  
Sterling  
Kasilof  
Cohoe  
Nikishka

Southcentral Alaska

SERVICE TO ENTIRE AREA THAT IS OUTLINED



STATE OF ALASKA 1984 LEGISLATIVE SESSION  
FISCAL NOTE

Revision Date: \_\_\_\_\_, 1984

Page 1 of 2

**REQUEST**

Bill/Resolution No.: SB 444  
 Title: Construct a Pioneer Home on the Kenai Peninsula  
 Sponsor: P. Fischer  
 Requestor: \_\_\_\_\_  
 Date of Request: \_\_\_\_\_

**FISCAL DETAIL**

Agency Affected: Administration  
 Program Category Affected: Social Services  
 BRU, Program of Subprogram(s) Affected: Pioneers' Homes

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

	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
<b>OPERATING</b>						
100 PERSONAL SERVICES				26.5	990.9	1,961.8
200 TRAVEL				3.0	6.0	3.5
300 CONTRACTUAL				3.5	176.6	353.2
400 SUPPLIES				.5	150.0	165.0
500 EQUIPMENT				2.0	0	0
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC					1.0	3.5
800 MISCELLANEOUS						
<b>TOTAL OPERATING</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35.5</b>	<b>1,324.5</b>	<b>2,487.0</b>
<b>CAPITAL</b>	<b>8,000.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>REVENUE</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40.0</b>	<b>110.4</b>

**FUNDING: (Thousands of Dollars)**

GENERAL FUND	8,000.0			35.5	1,284.5	2,376.6
FEDERAL FUNDS	0			0	0	0
OTHER (Program Receipts)	0			0	40.0	110.4
<b>TOTAL</b>	<b>8,000.0</b>	<b>0</b>	<b>0</b>	<b>35.5</b>	<b>1,324.5</b>	<b>2,487.0</b>

**POSITIONS:**

FULL-TIME	0	0	0	.5	44.0	44.0
PART-TIME	0	0	0	0	10.0	10.0
TEMPORARY	0	0	0	0	0	0

**SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:**

Not indicated by sponsor.

ANALYSIS: Attach a separate page for any Analysis.

Prepared By: E. Louis Keller, Director  
 Division: Pioneers' Homes

Phone: 465-4400  
 Date: February 16, 1984

Approved by Commissioner: Lisa Rudd  
 Agency: DEPARTMENT OF ADMINISTRATION

Date: 2/22/84

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

SB 444  
Fiscal Note Analysis  
Prepared by Division of Pioneers' Benefits  
Department of Administration  
February 16, 1984

This bill makes appropriation of \$8 million for construction of a Pioneers' Home on the Kena' Peninsula.

ASSUMPTIONS:


1. A Home of approximately 47 beds would be built.
2. It would be ready for occupancy on January 1, 1988.
3. Approximately 44 full-time and 10 part-time positions would be needed to staff the Home.
4. Operating expenses would be proportionate to those in other Pioneers' Homes.
5. A Pioneers' Home Manager would be hired one year prior to Home completion to assist in planning, construction, outfitting and hiring of staff.

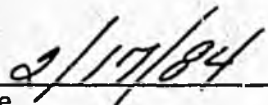
POSITION PAPER

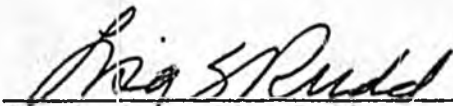
SB 444

This bill would make an \$8 million special appropriation to the Department of Transportation and Public Facilities for construction of a Pioneers' Home on the Kenai Peninsula, and provides for an effective date.

The Department of Administration opposes this bill. It is our position that a feasibility study (such as is provided for in HB 471) should be completed prior to the appropriation of funds for construction.

  
\_\_\_\_\_  
E. Louis Keller, Director  
Division of Pioneers' Benefits

  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Commissioner Lisa Rudd  
Department of Administration

  
\_\_\_\_\_  
Date

STATE OF ALASKA 1984 LEGISLATIVE SESSION  
FISCAL NOTE

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

REQUEST

Bill/Resolution No.: SB 444  
Title: Kenai Peninsula Pioneer Home

Sponsor: P. Fischer  
Requestor: Senate Transportation Committee  
Date of Request: February 16, 1984

FISCAL DETAIL

Agency Affected: Dept. of Administration  
Program Category Affected: Social Services

BRJ, Program or Subprogram(s) Affected: \_\_\_\_\_

EXPENDITURES/REVENUES: (Thousands of Dollars)

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

CAPITAL		8,000.00				
---------	--	----------	--	--	--	--

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

FUNDING: (Thousands of Dollars)

GENERAL FUND		8,000.00				
FEDERAL FUNDS						
OTHER						
TOTAL		8,000.00				

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

Not identified by bill sponsor.

ANALYSIS: Attach a separate page for any Analysis

Prepared By: William R. Snell Phone: 266-1462  
Division: Planning - Central Region Date: February 22, 1984

Approved by Commissioner: *H. Hengeman Jr* Date: 2/23/84  
Agency: \_\_\_\_\_

Distribution (by Agency preparing fiscal note):

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

ANALYSIS - SB 444  
KENAI PENINSULA PIONEER HOME

1. Analysis of the fiscal impact on existing programs:

The Department of Transportation and Public Facilities will be able to design and construct the facility with no additional fiscal impact on existing programs. The fiscal impact on the Department of Administration is unknown.

2. Analysis for the fiscal impact of new programs or activities:

The fiscal impact on the Department of Administration is unknown.

3. Analysis of how the figures in the fiscal note were derived:

Required covered space per occupant - 700 square feet

Cost/square foot = \$260.00

Cost/occupant = \$260.00 X 700 square feet = \$182,000.00

Number of beds that can be furnished for \$8,000,000.00

$\$8,000,000 \text{ divided by } \$182,000 = 43 \text{ beds}$

Please note that the bill did not provide a project scope. The number of beds to be provided was computed by dividing the appropriation by the estimated cost per occupant for the required space.

- A. Number of beds furnished excludes outside area such as parking lots and emergency vehicle areas as well as land costs.
- B. Number of beds furnished includes kitchen, activity rooms, storage, lockers, and other miscellaneous spaces such as mechanical, electrical, bathrooms, etc.
- C. Covered area/occupant is based on Palmer and Anchorage Pioneer Homes.
- D. Building maintenance cost is estimated to be \$36,000.00 per year based on similar facilities.
- E. Program operational costs are unknown and would have to be provided by the Department of Administration.

S

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5

# Alaska State Legislature

SENATOR  
DON GILMAN

Juneau Ph.  
(907) 485-4935  
(907) 485-4529



HOME ADDRESS  
P.O. BOX 630  
KENAI, ALASKA 99611  
(907) 283-4182

DURING SESSION  
POUCH V  
JUNEAU, ALASKA 99811

## State Senate

February 20, 1984

### Memorandum

To: Senator Pappy Moss  
Chairman, Senate Transportation  
Committee

From: Senator Don Gilman

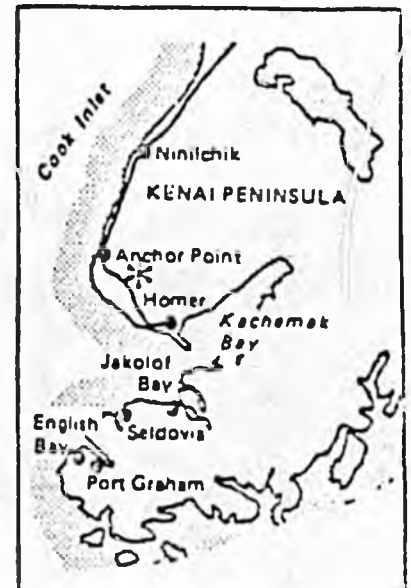
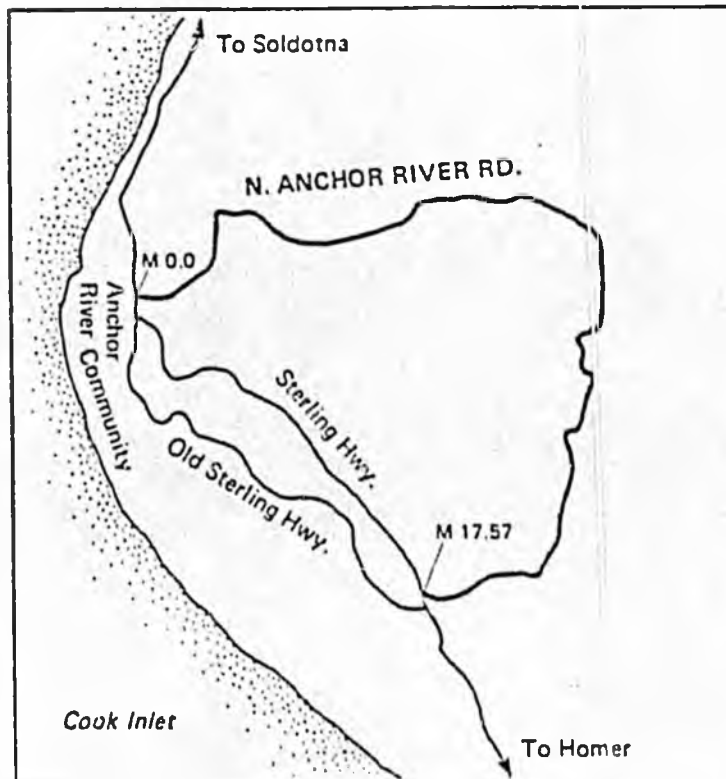
Subject: SB 475 (Appropriation to DOT for Construction of North Anchor  
River Road)

North Anchor River Road is the number one priority on the Kenai Peninsula Borough's road list and is also number one on DOT's Kenai Regional Transportation Study list. This appropriation provides for realignment and paving of the first three miles which contains the highest population density of the entire road with a total of 295 residents (91 are school children).

Current condition of the road is 20' gravelled width with no shoulders and many sharp, blind curves. With an average daily traffic count of 665, the road is dangerously below standard. North Anchor River Road is the only road access to the village of Nikoloevsk with a population of over 200 people (not counted in population density figures).

Status: The Kenai Borough has funded a \$470,000 design study in three phases. The design of Phase I (mile 0-3) is complete. The Corps of Engineers permit has been completed and right-of-way acquisition is complete.

N. ANCHOR RIVER ROAD (SR 111800)



Capital Cost:

\$10.5 million

1980 ADT = 437

Existing Condition: Mile 0.0 (N. Jct Sterling Hwy) to Mile 17.57 (S. Jct Sterling Hwy): Gravelled 20' surface, no shoulders. Overall condition: poor to fair.

Proposed Physical Improvement: Mile 0.0 to Mile 17.57: Widen, realign, and pave to 28' rural standard. Replace bridge over Anchor River with a super span multiplate.

Project Alternatives: None

Status: The KPB has funded a \$470,000 design in three phases: Phase I Mile 0.0 to 3.0; Phase II Mile 3.0 to 8.5; Phase III Mile 8.5 to 17.0.

Next Step Prior to Construction: Construction funding

Factors Affecting Development:

Relation to Other KRTS Projects: None



Source: Woodward-Clyde Consultants

# KENAI REGIONAL TRANSPORTATION STUDY (KRTS) PROJECT

Prepared for  
Alaska Department of Transportation and Public Facilities

October 1982

Woodward-Clyde Consultants/Wince-Corthell and Associates

KENAI PENINSULA BOROUGH'S  
ROAD PROGRAM

PREPARED BY:  
KENAI PENINSULA BOROUGH  
DEPARTMENT OF PUBLIC WORKS  
NOVEMBER 1983

WILLIAM CONYERS  
BOROUGH ENGINEER

STAN THOMPSON  
MAYOR



# KENAI PENINSULA BOROUGH

BOX 350 • SCLDOTNA ALASKA 99569  
PHONE 262 4441

STAN THOMPSON  
MAYOR

October 25, 1983

The Honorable William Sheffield  
Governor of the State of Alaska  
Pouch 'A'  
Juneau, AK 99811

Re: Kenai Peninsula Borough's Road Program

Dear Governor Sheffield:

Enclosed for your review and consideration is the Kenai Peninsula Borough's Road program.

Please note that the Borough's program centers on upgrading to paved standards the State's secondary roads within the Borough. We believe this program not only benefits the citizens of this Borough, but the State of Alaska as a whole by reducing maintenance costs on State roads. We suspect that you will find strong support for this program within the Maintenance Section of the Department of Transportation.

Copies of this report will be forwarded to the Borough's delegation for their use in the legislative process. Your approval for the funding of this program will be greatly appreciated.

Should you have any questions, please do not hesitate to have your staff call on us.

Sincerely,

Stan Thompson  
Mayor

Enclosure

SUMMARY  
1984  
"BID READY"  
CONSTRUCTION PROJECTS

<u>1981</u> <u>ADT</u>	<u>ROAD</u>	<u>COST</u> <u>(MILLIONS)</u>	
665	North Anchor River Road, Phase I	\$ 3.8	(5.7)
620	Lamplight Road, Phase II	2.0	(1.5)
603	Sport Lake Road	2.1	
520	Robinson Loop Road, Phase I	1.5	
500	East End Road, Phase I Paving	.7	
260	Resurrection River Road, Phase IB	.8	
New	Seldovia Landfill Access Road	<u>.7</u>	
	TOTAL	<u>\$11.6</u>	

COMMENTS:

All of the above projects will be bid ready by mid-January.

The Borough would appreciate receiving a block grant thereby having the latitude of rolling surpluses up or down into adjacent projects depending upon bid results.

STATE OF ALASKA 1984 LEGISLATIVE SESSION  
FISCAL NOTE

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

REQUEST

Bill/Resolution No.: SB 475  
 Title: Construction of North Anchor River Road  
 Sponsor: P. Fischer, Gilman  
 Requestor: Same  
 Date of Request: 2/17/84

FISCAL DETAIL

Agency Affected: DOT&PF  
 Program Category Affected: D&C  
 BRU, Program or Subprogram(s) Affected: \_\_\_\_\_

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 SUPPLIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS						
TOTAL OPERATING			5.5	5.5	5.5	5.5

CAPITAL		3,800.0				
---------	--	---------	--	--	--	--

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

FUNDING: (Thousands of Dollars)

GENERAL FUND		3,800.0	5.5	5.5	5.5	5.5
FEDERAL FUNDS						
OTHER						
TOTAL						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

Not identified by bill sponsor.

ANALYSIS: Attach a separate page for any Analysis

Prepared By: William R. Snell Phone: 266-1462  
 Division: Planning Date: 2/21/84

Approved by Commissioner: *W. H. ...* Date: 2/21/84  
 Agency: DOT&PF

Distribution (by Agency preparing fiscal note):

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

12/1/83

ANALYSIS SB 475

1. Would increase the M&O budget for the Department. Project has been identified in the Kenai Regional Transportation Study.

Kenai Peninsula Borough has funded design of this project. Design is complete. ROW acquisition is complete.

2. Fiscal impact on new programs or activities: Unknown

3. Cost estimate prepared by Kenai Peninsula Borough and verified by DOT&PF.

M&O costs based on Departmental standards of \$5,500/lane mile (at 12 ft. widths).

4. Project would fund the reconstruction of a 32 ft. wide paved road and replacement of a bridge over the Anchor River.

STATE OF ALASKA 1984 LEGISLATIVE SESSION  
FISCAL NOTE

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

REQUEST

Bill/Resolution No.: SB 475  
 Title: Construction of North Anchor River Road  
 Sponsor: P. Fischer, Gilman  
 Requestor: Same  
 Date of Request: 2/17/84

FISCAL DETAIL

Agency Affected: DOT&PF  
 Program Category Affected: D&C  
 BRU, Program or Subprogram(s) Affected: \_\_\_\_\_

EXPENDITURES/REVENUES: (Thousands of Dollars)

<u>OPERATING</u>	<u>FY 84</u>	<u>FY 85</u>	<u>FY 86</u>	<u>FY 87</u>	<u>FY 88</u>	<u>FY 89</u>
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 SUPPLIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS						
<u>TOTAL OPERATING</u>			<u>5.5</u>	<u>5.5</u>	<u>5.5</u>	<u>5.5</u>
<u>CAPITAL</u>		<u>3,800.0</u>				
<u>REVENUE</u>						

FUNDING: (Thousands of Dollars)

<u>GENERAL FUND</u>		<u>3,800.0</u>	<u>5.5</u>	<u>5.5</u>	<u>5.5</u>	<u>5.5</u>
<u>FEDERAL FUNDS</u>						
<u>OTHER</u>						
<u>TOTAL</u>						

POSITIONS:

<u>FULL-TIME</u>						
<u>PART-TIME</u>						
<u>TEMPORARY</u>						

SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

Not identified by bill sponsor.

ANALYSIS: Attach a separate page for any Analysis

Prepared By: William R. Snell Phone: 266-1462  
 Divisor: Planning Date: 2/21/84  
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4. Project would fund the reconstruction of a 32 ft. wide paved road and replacement of a bridge over the Anchor River.

COMMITTEE REPORT  
SENATE

FURTHER:

FINANCE

2/13/84

Date February 13, 1984

Mr. President

The Committee on TRANSPORTATION considered SB 475

special appropriation to the Department of Transportation and Public Facilities for construction of North Anchor River Road; efd.

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

- do pass
- do pass with attached amendment(s)
- replace with/or adopt CS for \_\_\_\_\_
- new title \_\_\_\_\_
- same title and recommends \_\_\_\_\_
- and attached a "LETTER OF INTENT"  NEW FISCAL NOTE
- reports it back without recommendation
- recommends referral to \_\_\_\_\_ Committee

MEMBERS SIGNING  
DO PASS

Stan Gelman

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

MEMBERS HAVING  
OTHER RECOMMENDATIONS

John ... *support bill*

Joe ... *No Pass*

\_\_\_\_\_

\_\_\_\_\_

Chairman *Al ...*

Chairman recommendation *No Pass*

# Alaska State Legislature

SENATOR  
**DON GILMAN**

Juneau Ph.  
(907) 465-4935  
(907) 465-4529



HOME ADDRESS  
P.O. BOX 630  
KENAI, ALASKA 99611  
(907) 283-4182  
  
DURING SESSION  
POUCH V  
JUNEAU, ALASKA 99811

## State Senate

February 20, 1984

### Memorandum

To: Senator Pappy Moss  
Chairman, Senate Transportation  
Committee

From: Senator Don Gilman

Subject: SB 475 (Appropriation to DOT for Construction of North Anchor  
River Road)

North Anchor River Road is the number one priority on the Kenai Peninsula Borough's road list and is also number one on DOT's Kenai Regional Transportation Study list. This appropriation provides for realignment and paving of the first three miles which contains the highest population density of the entire road with a total of 295 residents (91 are school children).

Current condition of the road is 20' gravelled width with no shoulders and many sharp, blind curves. With an average daily traffic count of 665, the road is dangerously below standard. North Anchor River Road is the only road access to the village of Nikoloevsk with a population of over 200 people (not counted in population density figures).

Status: The Kenai Borough has funded a \$470,000 design study in three phases. The design of Phase I (mile 0-3) is complete. The Corps of Engineers permit has been completed and right-of-way acquisition is complete.



Source: Woodward-Clyde Consultants

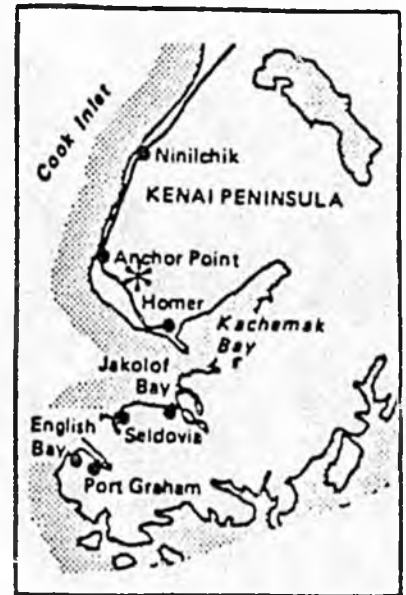
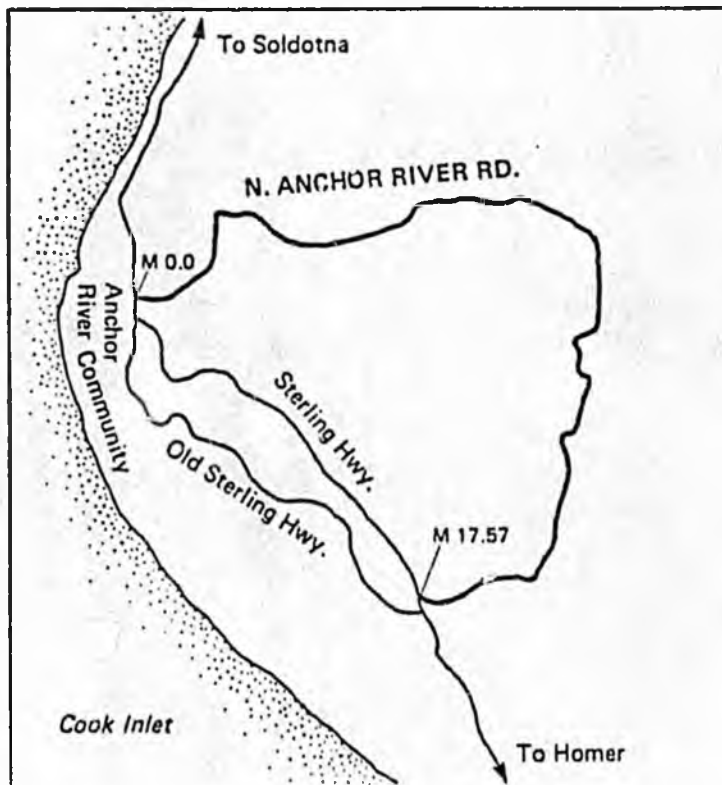
# KENAI REGIONAL TRANSPORTATION STUDY (KRTS) PROJECT

Prepared for  
Alaska Department of Transportation and Public Facilities

October 1982

Woodward-Clyde Consultants/Wince-Corthell and Associates

N. ANCHOR RIVER ROAD (SR 111800)



Capital Cost:

\$10.5 million

1980 ADT = 437

Existing Condition: Mile 0.0 (N. Jct Sterling Hwy) to Mile 17.57 (S. Jct Sterling Hwy): Gravelled 20' surface, no shoulders. Overall condition: poor to fair.

Proposed Physical Improvement: Mile 0.0 to Mile 17.57: Widen, realign, and pave to 28' rural standard. Replace bridge over Anchor River with a super span multiplate.

Project Alternatives: None

Status: The KPB has funded a \$470,000 design in three phases: Phase I Mile 0.0 to 3.0; Phase II Mile 3.0 to 8.5; Phase III Mile 8.5 to 17.6.

Next Step Prior to Construction: Construction funding

Factors Affecting Development:

Relation to Other KRTS Projects: None

Table III-4  
HIGH PRIORITY PROJECTS\*

	Ongoing DOT/PF Project	Ongoing KPB or Municipal Projects	Community Desires	Economic Development	Use Deficiency (safety, traffic) overload, etc)
<u>Roads</u>					
1. Airport Bypass/Kachemak	x		x		
2. Anchor Point		x	x		
3. Bean Creek		x	x		
4. Bear Creek (Kachemak City)			x		x
5. Big Eddie		x	x		
6. Cannery			x		
7. Ciechanowski			x		
8. Clam Gulch				x	
9. Coho Loop					x
10. Diamond Ridge (Skyline Dr.)/Olson Mt.		x	x		
11. East End - Phases I, II, III, & IV	x	x	x		x
12. East Hill	x		x		x
13. Feuding Lana/Kenai Keys		x	x		
14. Funny River/Bridge/Scout Lake	x		x	x	
15. Halbouty		x	x		
16. Homesite Loop		x	x		
17. Kenai Alternate			x		
18. Kenai Spur			x		
19. Kingsley/Oil Well	x	x	x	x	
20. Lake St./Pioneer Ave.			x		x
21. Lamplight/Holt		x	x		
22. Lou Morgan/Scout Lake	x		x	x	
23. Lovell Point			x		x
24. Mackays Lakes		x	x		
25. Meyers/Strawberry		x	x		
26. Nash Rd./Seward Hwy. Intersection			x		
27. Ninilchik/Beach		x	x	x	x
28. North Anchor River		x	x		x
29. North Kenai Highway Phases I, II, & III	x		x	x	
30. Olson/Bunnel/Main			x		
31. Resurrection River		x	x	x	
32. Seldovia Airport Rd.-Main St.			x		x
33. Seldovia/Jakolof Bay-Seldovia/Anderson			x		
34. Seward Highway	x		x		x
35. Soldotna Frontage					x
36. Sports Lake		x	x		
37. Sterling Highway	x		x		x
38. Tustumena Lake	x			x	
39. West Hill	x		x		x
<u>Air</u>					
40. English Bay Airport	x		x		
41. Homer Airport	x		x		x
42. Kenai Airport		x	x		x
43. Port Graham Airport			x		
44. Seldovia Airport			x		x
45. Seward Airport			x		x
46. Soldotna Airport			x		x
<u>Marine</u>					
47. English Bay Shuttle Ferry Ramp			x		
48. Homer Ferry Terminal and Passenger Bldg.	x		x	x	x
49. Homer Fish Dock	x	x	x		
50. Homer Small Boat Harbor	x	x	x	x	
51. Homer Ocean Dock			x		
52. Kachemak Park Shuttle Ferry Ramp				x	
53. Kaslof Harbor			x	x	
54. Kenai Small Boat Harbor		x	x		
55. Ninilchik Harbor			x	x	x
56. Port Graham Harbor/Ferry Dock	x	x	x	x	
57. Seldovia Ferry Terminal and Passenger Bldg.	x		x	x	x
58. Seward Ferry Terminal			x	x	x
59. Seward Small Boat Harbor			x	x	
60. Shuttle Ferry Vessel	x	x	x	x	
61. Tustumena Replacement	x		x		x
<u>Rail</u>					
62. Fourth of July R.R. Spur			x		

\*Projects are listed alphabetically and not order of priority

KENAI PENINSULA BOROUGH'S  
ROAD PROGRAM

PREPARED BY:

KENAI PENINSULA BOROUGH  
DEPARTMENT OF PUBLIC WORKS

NOVEMBER 1983

WILLIAM CONYERS  
BOROUGH ENGINEER

STAN THOMPSON  
MAYOR



# KENAI PENINSULA BOROUGH

BOX 850 • SOLDOTNA ALASKA 99669  
PHONE 262-4441

STAN THOMPSON  
MAYOR

October 25, 1983

The Honorable William Sheffield  
Governor of the State of Alaska  
Pouch 'A'  
Juneau, AK 99811

Re: Kenai Peninsula Borough's Road Program

Dear Governor Sheffield:

Enclosed for your review and consideration is the Kenai Peninsula Borough's Road program.

Please note that the Borough's program centers on upgrading to paved standards the State's secondary roads within the Borough. We believe this program not only benefits the citizens of this Borough, but the State of Alaska as a whole by reducing maintenance costs on State roads. We suspect that you will find strong support for this program within the Maintenance Section of the Department of Transportation.

Copies of this report will be forwarded to the Borough's delegation for their use in the legislative process. Your approval for the funding of this program will be greatly appreciated.

Should you have any questions, please do not hesitate to have your staff call on us.

Sincerely,

Stan Thompson  
Mayor

Enclosure

SUMMARY  
1984  
"BID READY"  
CONSTRUCTION PROJECTS

<u>1981</u> <u>ADT</u>	<u>ROAD</u>	<u>COST</u> <u>(MILLIONS)</u>	<i>2/3/84</i>
665	North Anchor River Road, Phase I	\$ 3.8	(3.7)
620	Lamplight Road, Phase II	2.0	(1.5)
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New	Seldovia Landfill Access Road	<u>.7</u>	
	TOTAL	<u>\$11.6</u>	

COMMENTS:

All of the above projects will be bid ready by mid-January.

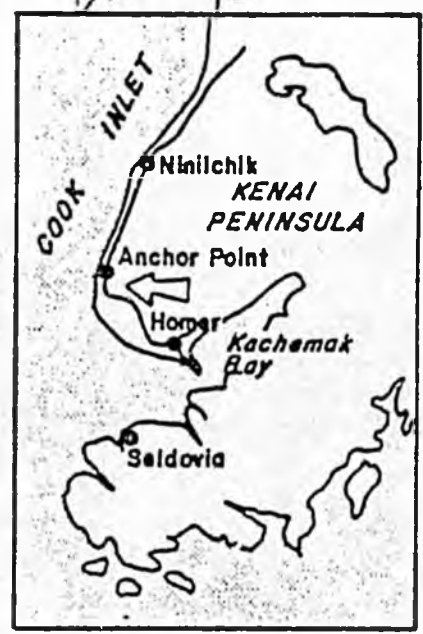
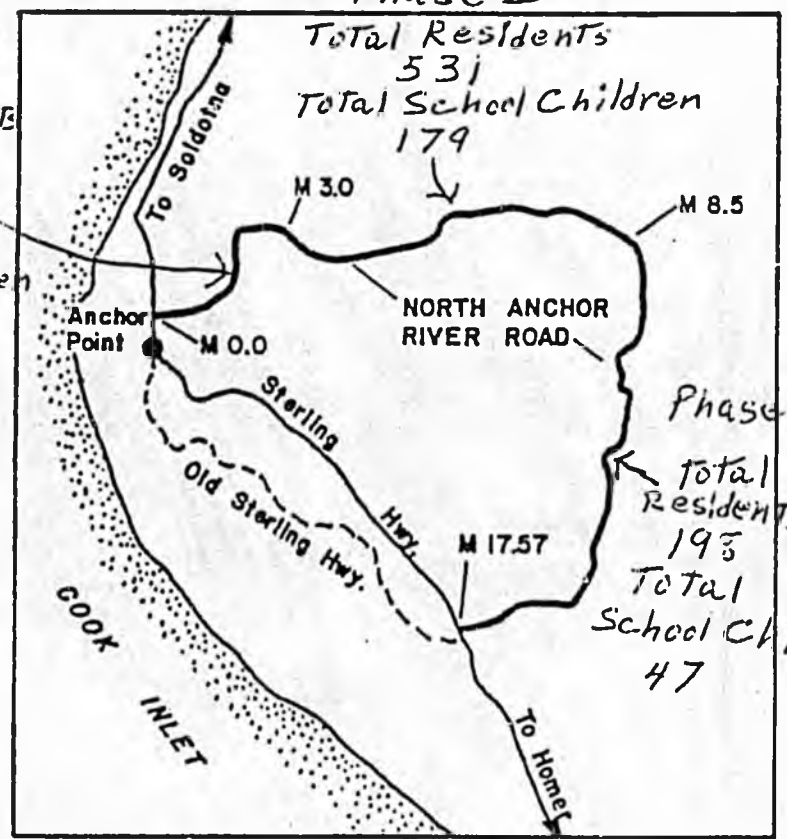
The Borough would appreciate receiving a block grant thereby having the latitude of rolling surpluses up or down into adjacent projects depending upon bid results.

*Senator Julian*

*Baird Info on Anchor River Rd*

NORTH ANCHOR RIVER ROAD (SR III800)

Phase I  
Total Residents  
295  
Total School Children  
91



Total Residents - 1,024  
Total School Children - 317

N. Anchor River Road Phase I

Capital Cost:

\$3.80 million

1981 ADT = 665

Existing Condition: Mile 0.0 (N. Jct Sterling Hwy) to Mile 3.0 (S. Jct Sterling Hwy): Gravelled 20' surface, no shoulders. Overall condition: poor to fair.

Proposed Physical Improvement: Mile 0.0 to Mile 3.0: Widen, realign, and pave to 32' rural standard. Replace bridge over Anchor River with a super span multiplate.

Status: The KPB has funded a \$470,000 design in three phases: Phase I, Mile 0.0 to 3.0; Phase II, Mile 3.0 to 8.5; Phase III, Mile 8.5 to 17.0. The design of Phase I is completed. The Corp of Engineers permit has been secured. Right of Acquisition is complete on Phase I.

Next Step Prior to Construction: Construction funding of Phase I.

PETITION

TO: The Honorable Governor Bill Sheffield, Representatives Hugh Malone and Milo Fritz, Senators Don Gilman and Paul Fischer, Speaker of The House-Joe Hayes, Senate President-Jay Kerttula, and Kenai Pen. Bor. Mayor-Stan Thompson.

We the undersigned, have learned from the Kenai Peninsula Borough Engineering Dept. that the engineering and survey work for the reconstruction and paving of phase I of the North Anchor River Road has been completed. We therefore respectfully request that you fund this project in your 1984 Capital Improvements Budget.

Due to the heavy traffic and poor condition of this road, we further request this funding be approved so construction can begin this summer. (1984)

SIGNED:

ADDRESS:

<i>Linda Tally</i>	Box 162 Mile #3 North Fork Anchor Point
<i>David L. Whinnery</i>	Box 650 N. Fork Rd. Anchor Point
<i>John Jensen</i>	Box 56 Anchor Point
<i>John M. Merson</i>	Box 673 Anchor Point
<i>Tip Palma</i>	P.O. Box 71 Anchor Point
<i>James A. Dyer</i>	Box 2001 Homer AK (Res. Anchor Point)
<i>John Merson</i>	Box 75 Anchor Pt.
<i>Kirkki Oshinnikov</i>	P.O. Box 2139 Homer AK
<i>Robert Ward</i>	P.O. Box 300 Anchor Point
<i>Patricia M. K. K.</i>	P.O. Box 4143 Anchor Pt.
<i>Thomas A. K.</i>	Box 142 Anchor Point AK
<i>Storah A. K.</i>	4410 Beika Dr. Anchorage AK 99508
<i>Andrew M. K.</i>	P.O. Box 470 Anchor Pt.
<i>John M. K.</i>	Box 396 ANCHOR POINT
<i>John M. K.</i>	P.O. Box 355 ANCHOR Pt. AK
<i>John M. K.</i>	Box 519 Homer Alaska 99603
<i>John M. K.</i>	Box 519 Homer AK 99603
<i>John M. K.</i>	Box 1910 Homer AK
<i>John M. K.</i>	Box 475 Anchor Point AK
<i>Gay Bragby</i>	Box 31 Anchor Point AK
<i>Bruce J. K.</i>	Box 198 Anchor Point
<i>Terry J. K.</i>	Box 1074 Homer Mile 6.8 NFR
<i>John M. K.</i>	Box 135 Anchor Point AK 99556
<i>John M. K.</i>	SRA Box 250 ANCHOR PT. 99556
<i>John M. K.</i>	SRA Box 220 ANCHOR POINT
<i>John M. K.</i>	Box 168 Anchor Pt 99556
<i>John M. K.</i>	Box 229 Anchor Point AK 99556
<i>John M. K.</i>	Box 54 Anchor Point.

PETITION

TO: The Honorable Governor Bill Sheffield, Representatives Hugh Malone and Milo Fritz, Senators Don Gilman and Paul Fischer, Speaker of The House-Joe Hayes, Senate President-Jay Kerttula, and Kenai Pen. Bor. Mayor-Stan Thompson.

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SIGNED:

ADDRESS:

Kathleen Schmidt	P.O. Box 434 Anchor Point 99556
Kenneth Blomquist	Box 74 Anchor Pt 99556
Connie Sargeant	P.O. Box 118 Anchor Point 99556
Wm. B. Damm	PO Box 3337 Homer
Brian Selzer	Rt. Box 50 Anchor Point, AK 99556
Shirley Ketchum	P.O. Box 441 AP, AK 99556
Thelma Rasmussen	" " 188 Ap " "
Larry O. Kulis	Sos & T. Box 290 Anchor Pt.
Jean Benson	Box 995 Anchor Point AK 99556
Mike Smith	Box 110 ANCHOR PT. AK
Don Gilbert	Box 2592 Homer, ak
Victoria T. Sorenson	Box 203 Anchor Pt. <sup>43</sup> North Fork
Murray J. Tracy	S.P. Box 920 Anchor Pt. <sup>43</sup> North Fork
Janet P. Lund	Box 268 Anchor Point
Linda Kinney	P.O. Box 186 Anchor Point
Phillip Long	P.O. Box 360 Anchor Pt, AK 99556
Jim D. Hengen	P.O. Box 307 anchor Pt AK 99556
L. M. Perry	PO Box 473 Anchor Pt, AK 99556
Danny G. (Cranklow)	PO Box 208 Anchor Pt. AK 99556
Robin Bain	P.O. Box 327 Anchor Pt. AK 99556
Shirley Ketchum	Box 180 Anchor Pt AK 99556
Susan Cranklow	P.O. Box 328 Anchor Pt, AK 99556
Gene A. Symons	PO Box 182 Anchor Point AK 99556
Charles D. McDonald	Box 570 anchor point AK 99556
Robert L. Johnson	Box 445 Anchor Point AK 99556
Willis S. Enger	Box 574 anchor Point AK 99556
Florence Johnson	Box 574 anchor Point AK 99556
P. D. Geller	Box 55 Anchor Point, AK 99556
Don Oller	Box 55 Anchor Point, AK 99556



# Alaska State Legislature

SENATOR  
DON GILMAN

Juneau Ph.  
(907) 485-4935  
(907) 485-4529



HOME ADDRESS  
P.O. BOX 630  
KENAI, ALASKA 99611  
(907) 283-4182  
  
DURING SESSION  
POUCH V  
JUNEAU, ALASKA 99811

## State Senate

February 20, 1984

### Memorandum

To: Senator Pappy Moss  
Chairman, Senate Transportation  
Committee

From: Senator Don Gilman

The Kenai River/Funny River Bridge project is one that has been identified by local and state authorities for over 20 years. It has been documented by community need and economic factors in attached pages from the Kenai River Transportation Study, published by DOT/PF and jointly prepared by DOT/PF, Kenai Peninsula Borough and the Cities of Soldotna, Kenai, Homer, Seward, Seldovia, etc.

Salient features are as follow:

1. Provides access to a large area on the southeast side of the Kenai River. Borough tax records show approximately 200 families with 576 persons in the area. Access is currently on the 17-mile Funny River Road following the Kenai River from Soldotna.

A large portion of Funny River Road passes through federal land of the Kenai Wildlife Refuge (formerly the Kenai National Moose Range). The road was constructed many years ago to minimum access standards and poses grave safety problems due to its narrow width and current high traffic levels. Accidents are frequent (see attached Peninsula Clarion article). School buses have a treacherous time in the severe weather conditions during winter and break up. Routing keeps children on the buses far longer than necessary.

2. The bridge project is far more cost effective and removes much of the need for upgrade and realignment of Funny River Road. The project cost is under \$6 million while DOT/PF's cost estimates of reconstructing for the 17 miles of the road run as high as \$1 million per mile.

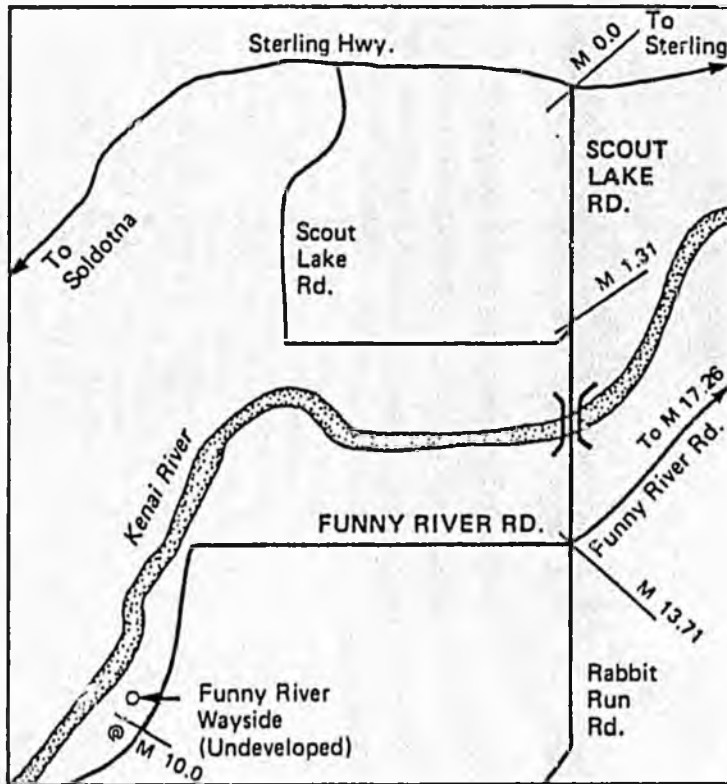
3. Provides faster and improved ambulance, fire and public safety access to families on the south side of Kenai River by allowing emergency vehicles to use the paved Sterling Highway and cross the Kenai River toward the end of Funny River Road. Residential fires are frequently terminal since heavy fire equipment makes very slow progress over the 17 miles of narrow, icy and potholed road.
4. Provides access for residents of the southern side of Kenai River to:
  - Sterling Elementary School, grades K - 6.
  - Business area of Sterling.
  - Access to paved Sterling Highway for faster, safer travel either toward Anchorage or Soldotna.
5. Provides general public access to underutilized state park lands on the southeast side of Kenai River, helping to solve access problem to the river and to disperse the immense fishing crowds over a wide variety of sites.

Actions on this Bridge/Road project are as follows:

1. 1980 - Appropriation for reconnaissance.
2. 1981 - Appropriation for design.
3. 1982 - Included in bond package which was vetoed by Governor.
4. Included in Sheffield 1983 Administrative Budget (DOT/PF) which was submitted to legislature.

The Bridge was identified as #14 on the Kenai Peninsula Transportation Plan. Since the development of the plan, 10 of the 14 projects have been completed, are under contract or adopted as municipal projects, moving this project up to number 4 on the priority list.

FUNNY RIVER (SR 117300)/BRIDGE/SCOUT LAKE (SR 118700)



Capital Cost:

\$ 8.4 million

Funny River: 1980 ADT = 225

Scout Lake: 1980 ADT = 200

Existing Condition: Scout Lake Mile 0.0 (E. Jct. Sterling Hwy) to Mile 1.31 (Jct. improved road to river): Gravelled 22' surface, no shoulders. Funny River Mile 10 to Mile 17.26 (End of route): Gravelled 26' surface.

Proposed Physical Improvement: Phase I: Scout Lake (Sterling Hwy to Funny River Rd); Widen to 36', pave. Construct 26'-wide bridge, boat ramp and parking area next to bridge. Phase II:

Funny River: Mile 13.71 to Mile 17.26: Widen to 36', pave. Phase III: Funny River: Mile 10 to Mile 13.71: Widen to 36', pave.

Project Alternatives: Improve Funny River Rd., Mile 0.0 (Jct. Sterling Hwy) to Mile 17.26 (End of route) to 28' rural paved standard.

Status: DOT/PF has completed Scout Lake Rd. and bridge design.

Funding for project requested in DOT/PF's Central Region, FY 83 CIP.

Next Step prior to Construction: Final design and permits for Funny River Rd., Mile 10 to Mile 17.26 and parking area.

Factors Affecting Development: Need parking area maintenance agreement with DNR-Div. of Parks

Relation to Other KRTS Projects: None

Cost - 5.672

X-14615

# SCOUT LAKE ROAD EXTENSION

## STERLING HIGHWAY TO FUNNY RIVER RD. GRADING, DRAINAGE, PAVING, & BRIDGE

RECE

OCT 2

DEPT. OF TRANSPORTATION

B.O.P. 5+00

BEGIN BRIDGE  
STA. 94+12.00

END BRIDGE  
STA. 99+04.42

E.O.P. 133+91.79



### LEGEND

CONSTRUCT RESIDENTIAL DRIVEWAY APPROACH  
RADIUS=25' UNLESS SHOWN OTHERWISE

CONSTRUCT PUBLIC ROAD APPROACH  
Δ=90° UNLESS SHOWN OTHERWISE

CONSTRUCT PIPE CONDUIT (SKEW INDICATED IF  
OTHER THAN PARALLEL TO C CONSTRUCTION)

REMOVE AND DISPOSE OF CULVERT PIPE

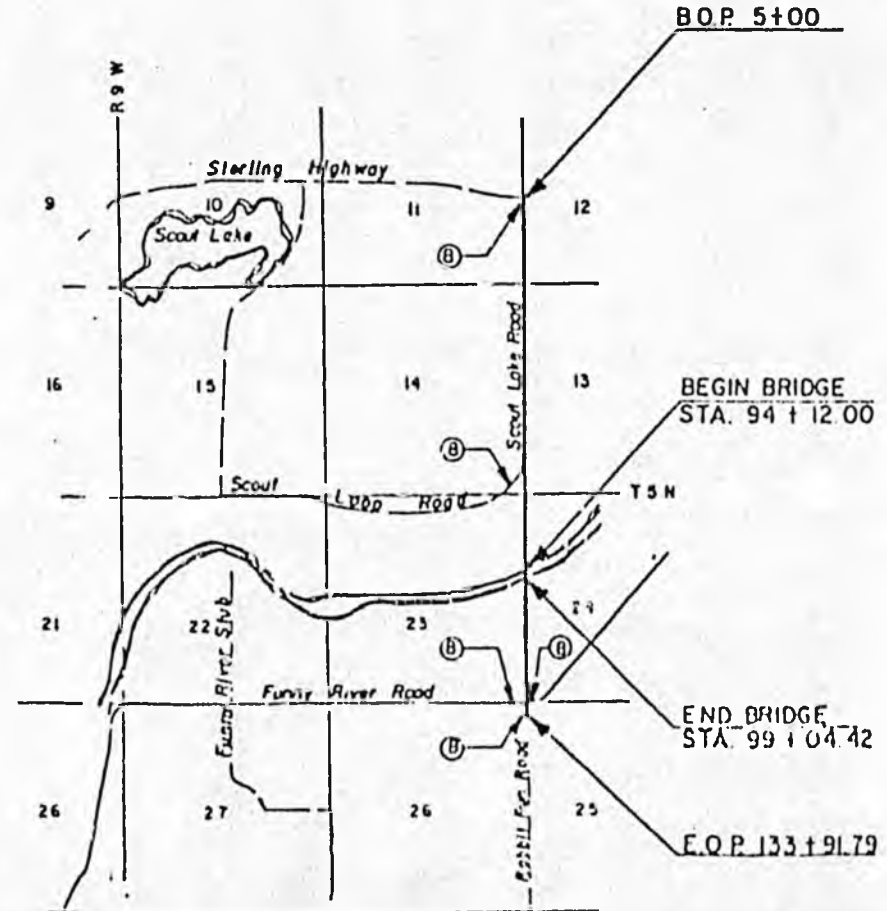
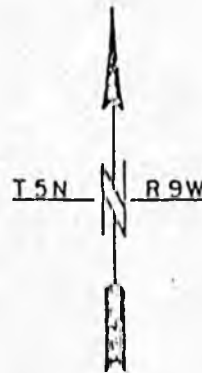
INSTALL GUARDRAIL

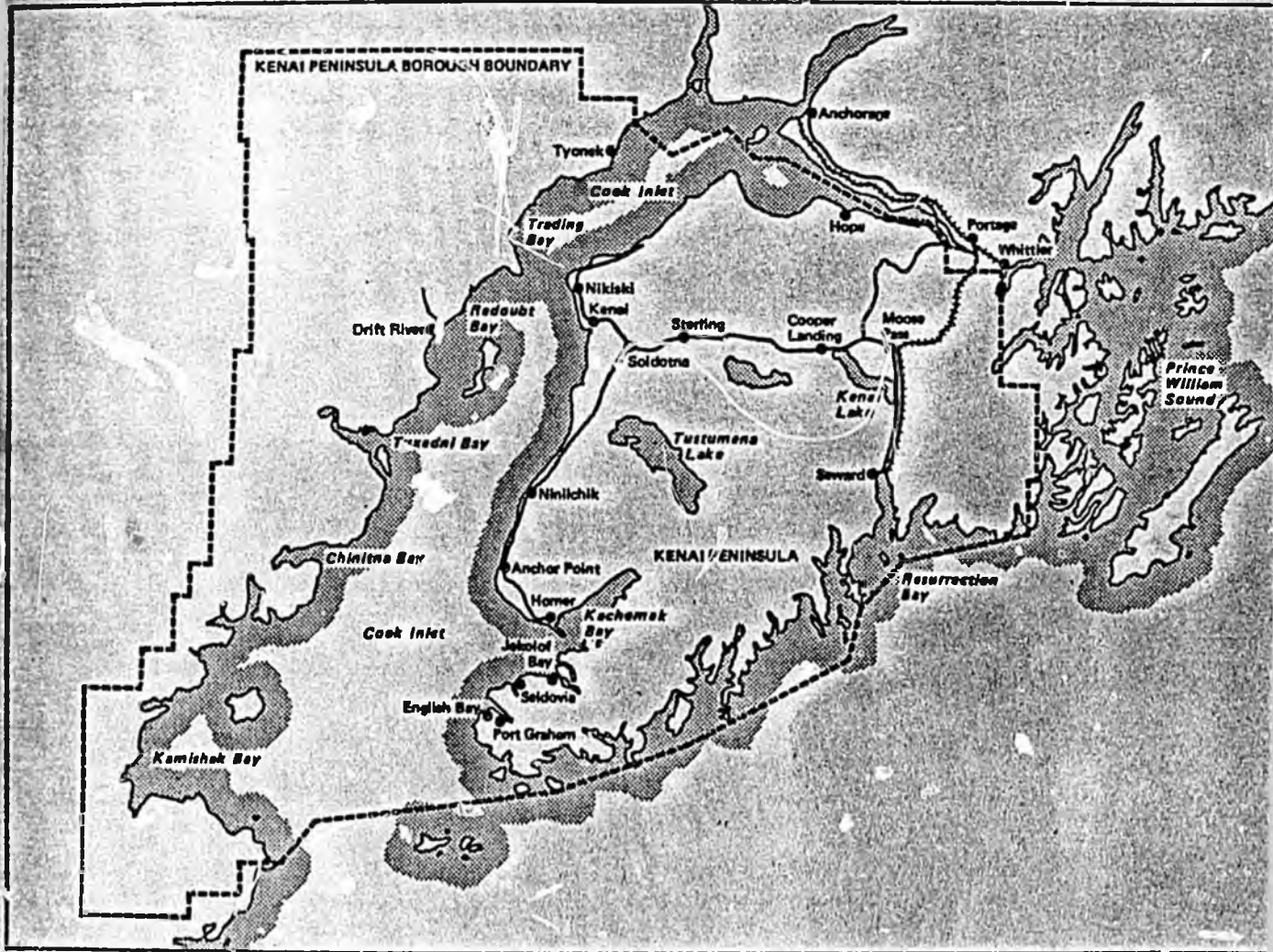
REMOVE STRUCTURE

TRAFFIC SIGN (NUMBER REFERS TO POST NUMBER  
LISTED IN SIGN SCHEDULE)

PERMANENT ADVANCE CONSTRUCTION SIGN IN ACCORDANCE  
WITH STANDARD DRAWINGS C-10.04 AND C-11.04

ADJUST SURVEY MONUMENT/CASE TO GRAD





Source: Woodward-Clyde Consultants

# KENAI REGIONAL TRANSPORTATION STUDY (KRTS PROJECT

Prepared for  
Alaska Department of Transportation and Public Facilities

October 1988

Woodward-Clyde Consultants/Wince-Corthell and Associates

Table III-4  
HIGH PRIORITY PROJECTS\*

	Ongoing DOT/PP Project	Ongoing KPB or Municipal Projects	Community Desires	Economic Development	Use Deficiency (safety, traffic) overload, etc)
<u>Roads</u>					
1. Airport Bypass/Kachemak	x		x		
2. Anchor Point		x	x		
3. Bear Creek		x	x		
4. Bear Creek (Kachemak City)			x		
5. Big Eddie		x	x		x
6. Cannery			x		
7. Ciechanski			x		
8. Clam Gulch <i>agency project</i>				x	x
9. Coho Loop <i>re-eval priority</i>			x		
10. Diamond Ridge (Skyline Dr.)/Olson Mt.		x	x		
11. East End - Phases I, II, III & IV	x	x	x		x
12. East Hill	x		x		x
13. Feuding Lane/Kenai Keys		x	x		
14. Funny River/Bridge/Scout Lake	x		x	x	
15. Halibout		x	x		
16. Homesite Loop		x	x		
17. Kenai Alternate			x		
18. Kenai Spur			x		
19. Kingsley/Oil Well	x	x		x	
20. Lake St./Pioneer Ave.			x		x
21. Lamplight/Holt		x	x		
22. Lou Morgan/Scout Lake	x		x		
23. Lowell Point			x		x
24. Mackays Lakes		x	x		
25. Meyers/Strawberry		x	x		
26. Nash Rd./Seward Hwy. Intersection			x		
27. Ninilchik/Beach		x	x	x	1
28. North Anchor River		x	x		1
29. North Kenai Highway Phases I, II, & III	x		x	x	
30. Olson/Bunnel/Main			x		
31. Resurrection River		x		x	
32. Seldovia Airport Rd.-Main St.			x		x
33. Seldovia/Jakolof Bay-Seldovia/Anderson			x		
34. Seward Highway	x		x		x
35. Soldotna Frontage					x
36. Sports Lake		x	x		
37. Sterling Highway	x		x		x
38. Tustumena Lake	x			x	
39. West Hill	x		x		x
<u>Air</u>					
40. English Bay Airport	x		x		
41. Homer Airport	x		x		x
42. Kenai Airport		x	x		x
43. Port Graham Airport			x		
44. Seldovia Airport			x		x
45. Seward Airport			x		x
46. Soldotna Airport			x		x
<u>Marina</u>					
47. English Bay Shuttle Ferry Ramp			x		
48. Homer Ferry Terminal and Passenger Bldg.	x		x	x	x
49. Homer Fish Dock	x	x	x		
50. Homer Small Boat Harbor	x	x	x	x	
51. Homer Ocean Dock			x		
52. Kachemak Park Shuttle Ferry Ramp				x	
53. Kasilof Harbor			x	x	
54. Kenai Small Boat Harbor		x	x		
55. Ninilchik Harbor			x	x	x
56. Port Graham Harbor/Ferry Dock	x	x	x	x	
57. Seldovia Ferry Terminal and Passenger Bldg.	x		x	x	x
58. Seward Ferry Terminal			x	x	x
59. Seward Small Boat Harbor			x	x	
60. Shuttle Ferry Vessel	x	x	x	x	
61. Tustumena Replacement	x		x		x
<u>Rail</u>					
62. Fourth of July R.R. Spur			x		

\*Projects are listed alphabetically and not order of priority

## HIGH PRIORITY PROJECTS

The high priority project list consists of 1) ongoing, 2) current needs and 3) the higher ranked future projects. This list is shown in Table III-4, and detailed descriptions of each of these projects are included at the end of this chapter. In addition, the general location of each High Priority project is shown in Figure III-3.

The higher ranked projects were the subject of both quantitative and qualitative evaluations. While these evaluations provided valuable information on each project, the evaluations were not the sole criterion for placing or keeping a project on the high priority list. In fact, the Technical Advisory and Steering Committees made the final decisions on placements in the high priority group.

### High Priority Project Descriptions

The following descriptions are intended to provide the information and data needed for DOT/PF's capital improvement programming (CIP) decisions. Thus, they represent a "resource" from which DOT/PF can select projects for its annual CIP submission to the Governor.

Each of the following projects are numbered to coincide with those shown earlier in Table III-4. Also the project names are those from the DOT/PF Coordinated Data System (CDS) log--when the popular name differs from the CDS designation, it is added to the CDS name and number.

Most of these roads have been recognized and scheduled for improvement by DOT/PF, by the Borough or by the cities. Thus, the traffic capacity/use analyses in the Phase II report served mainly to confirm their overloaded condition. Table II-3 identifies facilities below the minimal level of service for this project.

## FUTURE NEEDS

### Community Development Goals

During Phase II of the KRTS study, a large list of projects was proposed by the general public and elected and appointed officials during the initial round of public meetings. Many of these facilities are on-going or below minimal level of service facility projects which are included in Tables II-1 and II-2 above. The remaining projects included both regional and local projects on the state-maintained system. See Table II-4 for these community preferred projects which were presented in the Phase II report and repeated here. Note that Table II-4 still includes projects previously included in the On-going (Tables II-1 and II-2) and Facility Projects not meeting a minimal level of service (Table II-3).

### Economic Development Requirements

Projects were identified for this category through the Phase II evaluation of regional economic development potentials. The primary criteria for inclusion on this list was a demonstrable potential for development that would warrant DOT/PF's attention at this time. See Table II-5 which was taken from the Phase II report and still includes projects listed in the On-going (Tables II-1 and II-2) and Facility Projects not meeting a minimal level of service (Table II-3).

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# Peninsula Clarion

THURSDAY, Feb. 16, 1984

Vol. 14, Issue 99

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## Former chief Wisecarver dies in crash

Frank Wisecarver, the first fire chief for the city of Kenai, died Wednesday afternoon in a head-on collision on Funny River Road.

The collision also seriously injured a 19-year-old Soldotna man.

Wisecarver, 59, was the chief of the city's volunteer fire department in the mid-1960s and served as the first chief when the department converted to a paid force. He left the department in 1975.

The accident occurred at Mile 11 Funny River Road at about 1 p.m.

According to an Alaska State Troopers report, Elmer (Roy) Bird of Soldotna was driving his car toward Soldotna on Funny River Road when his car apparently crossed the center line as it was coming around a curve. It struck Wisecarver's truck head-on.

Wisecarver was pronounced dead on arrival at Central Peninsula General Hospital. An Emergency Services medic said Bird suffered rib cage injuries, broken bones and possible internal injuries. He was taken to the hospital, where he is recovering in intensive care.

Kenai Fire Department Capt. Don Morgan remembered Wisecarver as "probably the best thing to happen to the Kenai Fire Department. He was highly respected by the guys he worked with, and was a personal friend, too."

Dick  
Mueller  
Realty

100 TRADING BAY RD., SUITE 1  
KENAI, AK 99611  
907-283-5888



January 19, 1984

Bill Sheffield  
Governor of Alaska  
Pouch A  
Juneau, Alaska 99811

Re: Kenai River Bridge Access Feasibility Design Project No. X-14615

Dear Governor Sheffield:

I'm sure by the enclosed petitions that you've determined that many residents of Alaska including our visitors want the Kenai River Bridge access to Funny River Road.

There are several reasons that necessitate the bridge being built immediately. Please consider the following priorities:

1. Alleviation of the crucial environmental impact on the Lower Kenai River.
2. Allow feasible access for the emergency services of State Trooper assistance, fire and ambulance service.
3. Ending the necessity of driving a dusty or icy pothole ridden secondary highway system which presently has an average daily road count of 416 cars, established from a November 1981 road count.
4. Provide access for agricultural and further tourism development by cutting the time of travel to and from Anchorage by at least 2 hours.
5. Provide access for the development of the Nilnunga State Historic Park (42.47 acres) and the State Funny River Recreation area (218 acres) which also fronts the Kenai River.

The benefit list is endless in providing bridge access to this recreational paradise that boasts the Kenai River, Browns Lake, Killey River, Funny River, public horse trail and abundant wildlife. Please give your support.

Thank you for taking time out of your day to recognize a need of Alaskans.

Further petitions will be forthcoming.

Sincerely,

Patricia Ann Lazer,  
Sales Associate  
Specializing in Funny River  
and Kenai River areas

cc; Paul Fischer  
Don Gilman  
Joe Hayes  
Hugh Malone

PAL:rm  
encl;

S B

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COMMITTEE REPORT  
SENATE

FURTHER: FINANCE

3/7/84

Date \_\_\_\_\_

Mr. President

The Committee on TRANSPORTATION considered SB 526

relocation assistance and real property acquisition practices; efd.

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

- do pass
- do pass with attached amendment(s)
- replace with/or adopt CS for \_\_\_\_\_
- new title
- same title and recommends \_\_\_\_\_
- and attached a "LETTER OF INTENT"  NEW FISCAL NOTE
- reports it back without recommendation
- recommends referral to \_\_\_\_\_ Committee

MEMBERS SIGNING  
DO PASS

MEMBERS HAVING  
OTHER RECOMMENDATIONS

*D. Belman*  
\_\_\_\_\_  
*Robert King*  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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\_\_\_\_\_  
\_\_\_\_\_

*Robert King*  
\_\_\_\_\_  
Chairman

*D. Belman*  
\_\_\_\_\_  
Chairman recommendation

# Alaska State Legislature

H. PAPPY MOSS, CHAIRMAN  
BETTYE FAHRENKAMP, VICE CHAIRMAN  
JAN FAIKS  
DON GILMA\*  
JALMAR KERTTILA



STATE CAPITOL  
POUCH V  
JUNEAU, ALASKA  
99811  
(907) 465-4797  
(907) 465-4921

## Senate Committee on Transportation

MEMORANDUM

Date: March 19, 1984

Subject: SB 526 "An Act relating to relocation assistance and real property acquisition practices; and providing for an effective date."

To: All Committee Members

From: Senator Pappy Moss, Chairman *P. Moss*

The current language of AS 34.60 requires, for federally funded projects, the payment of relocation assistance payments, the availability of relocation advisory services, and standards relating to real property acquisition practices. Under the language of this bill, these standards would apply to all land acquisitions by state agencies.

The state has made relocation payments and providing advisory services since 1969 as a condition of its federal aid highway program. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1971 applied standards similar to those of the federal aid highway program to all federally funded land acquisitions. In 1971 AS 34.60 was enacted with the limitation that relocation advisory assistance services and payments and the land acquisition policies were only required for federally assisted projects.

In 1971 most land acquired for public projects was acquired with federal assistance. The result was that the vast majority of public projects was subject to the requirement of providing the necessary services and payments.

In the 13 years since AS 34.60 was enacted, the nature of the funding of public works projects in Alaska has changed. The state is now funding many more projects than it did previously. With the increased activity, state-funded public works projects have a greater impact upon the public. It is only proper that persons displaced by land acquisitions or otherwise affected by state-funded projects should

receive the same treatment as persons displaced by federally assisted projects.

By virtue of secs. 3 and 4 of the bill, displacements that occur after the effective date of the bill ("Act," after it is enacted) will receive the benefits of this expanded coverage; those displacements that occur before that date remain subject to the present law. Deletion of the date reference in AS 34.60.150(2) (the definition of "displaced person"), by sec. 8 of the bill, makes the various provisions consistent and keeps the definition limited to describing the essential features of the people covered, while having the operative provisions such as AS 34.60.040 and 34.60.090 (secs. 3 and 4 of the bill, respectively) set out the time restrictions on the benefits.

The proposed amendments to AS 34.60 will result in fair treatment for all Alaskans displaced by public works projects. Another result of this legislation is that there may be increased land acquisition costs on state-funded public works projects. However, these increased costs will force state agencies to weigh their alternatives much more carefully to lessen the number of individuals displaced because of a project.

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

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

OFFICE OF THE COMMISSIONER

January 10, 1984

Re: Fiscal Note Transmittal

Distribution

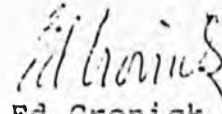
The Department of Transportation and Public Facilities hereby transmits the fiscal note and supporting documentation for the legislation identified below. This transmittal supersedes all previous distributions.

Bill No.: Law Log #036

Title : "...relocation assistance and real property acquisition practices."

Sponsor : Governor

Sincerely,



Ed Cronick  
Legislative Liaison  
Department of Transportation  
& Public Facilities

DISTRIBUTION:

Legislative Finance - N.A.  
Legislative Sponsor - N.A.  
Requestor - Governors Office, Anne Morrison  
Office of Management and Budget - Lisa Emerson  
Impacted Agency(ies) Attn: Legislative Liaison - N.A.  
Regional Director of Administrative Services - Ron Lind  
Regional Director - Standards & Tech. Services - John Simpson

STATE OF ALASKA 1984 LEGISLATIVE SESSION  
FISCAL NOTE

Revision Date: 1/5/84

REQUEST  
Bill/Resolution No.: N/A  
Title: Relocation Assistance  
Amendment Act - A.S. Title 34  
Sponsor: DOI&PF  
Requestor:  
Date of Request: 1/5/84

FISCAL DETAIL Department of Transportation and  
Agency Affected: Public Facilities  
Program Category Affected: Right of Way and  
Land Acquisition  
BRU, Program or Subprogram(s) Affected:  
Relocation Assistance

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						
500 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS						
TOTAL OPERATING						
CAPITAL	-0-	83.5	83.5	83.5	83.5	83.5
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND	-0-	83.5	83.5	83.5	83.5	83.5
FEDERAL FUNDS						
OTHER						
TOTAL	-0-	83.5	83.5	83.5	83.5	83.5

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						
NO NEW POSITIONS REQUIRED						

SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

Capital appropriations

ANALYSIS: Attach a separate page for analysis

Prepared By: Jack T. Bodine Phone: 789-0341  
Division: Standards and Technical Services. Date: 1/5/84

Approved by Commissioner: *[Signature]* Date: 1/1/84  
Agency: Department of Transportation and Public Facilities

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 1984 LEGISLATIVE SESSION  
FISCAL NOTE

ANALYSIS

	<u>FY 84</u>	<u>FY 85</u>	<u>FY 86</u>	<u>FY 87</u>	<u>FY 88</u>
100 - Personal Services	12.5	12.5	12.5	12.5	12.5
200 - Travel	5.0	5.0	5.0	5.0	5.0
300 - Contractual	2.0	2.0	2.0	2.0	2.0
400-500 - Commodities and Equipment	1.0	1.0	1.0	1.0	1.0
600 - Land and Structures (Relocation Assistance)	60.0	60.0	60.0	60.0	60.0
TOTAL	83.5	83.5	83.5	83.5	83.5

100 - Based on 450 person-hours x \$28.00/hr.

200 - Project-oriented travel for reconnaissance, studies, project development and performance.

300 - Contract service for various estimates, such as moving cost, inventories, etc.

400-500 - Material and equipment required to perform job, such as booklets, signs, etc.

600 - Estimated cost of relocation assistance (15 parcels/yr. @ \$4,000/parcel average).

Note: Based on past experience with state-funded projects, there have been about 10-20 parcels per year that would be affected by this program. There would be no appreciable difference in years except that a change in philosophy may increase or decrease state-funded projects.

SB 526

MEMORANDUM

Date: March 19, 1984

Subject: SB 526 "An Act relating to relocation assistance and real property acquisition practices; and providing for an effective date."

To: All Committee Members

From: Senator Pappy Moss, Chairman

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In 1971 most land acquired for public projects was acquired with federal assistance. The result was that the vast majority of public projects was subject to the requirement of providing the necessary services and payments.

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The proposed amendments to AS 34.60 will result in fair treatment for all Alaskans displaced by public works projects. Another result of this legislation is that there may be increased land acquisition costs on state-funded public works projects. However, these increased costs will force state agencies to weigh their alternatives much more carefully to lessen the number of individuals displaced because of a project.

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STATE OF ALASKA  
THE LEGISLATURE

POUCH Y - STATE CAPITOL  
JUNEAU, ALASKA 99811  
907-465-2000

LEGISLATIVE AFFAIRS AGENCY

MEMORANDUM

April 16, 1984

SUBJECT: Commercial Air Carriers  
(SB 548)

TO: Senator Pappy Moss  
Chairman  
Senate Transportation Committee

FROM: Tamara Brandt Cook *TBC*  
Deputy Director  
Division of Legal Services

Here is the section by section analysis of SB 548 that you requested.

Section 02.06.010 The Aviation Safety Commission is established. The seven members are appointed by the governor and confirmed by the legislature in joint session. They are state residents and no more than two may be from the same judicial district. One member must have at least 10 years aviation management experience in the state, one must have aviation safety inspection and enforcement experience, and one member shall be a public member. Members serve staggered terms of three years.

Section 02.06.020 Four members of the commission constitute a quorum and four affirmative votes are required for action.

Section 02.06.030 Members of the commission serve without compensation but receive per diem and travel expenses.

Section 02.06.040 A vacancy is filled by appointment by the governor and the appointment must be confirmed by the legislature. A vacancy does not impair the authority of a quorum of members to act.

Section 02.06.050 The commission shall elect a chairman and may elect other officers.

Section 02.06.060 The chairman shall call meetings at least twice each year.

Section 02.06.070 The commission must adopt regulations in accordance with the Administrative Procedure Act establishing safety requirements applicable to air carriers and ensuring that air carriers obtain and maintain adequate levels of liability insurance to protect persons using their services.

Section 02.06.100 An air carrier operating air transportation services in support of other business activities must obtain a limited air taxi certificate. Air transportation on demand service may be offered only from bases of operation named on the certificate and the carrier may engage in on demand service for a number of air hours each year that is equal to or less than 50 percent of the number of air hours performed in support of other activities. To obtain a limited air taxi certificate certain itemized information must be supplied to the commission.

Section 02.06.110 An air carrier providing only air transportation on demand service must obtain an air taxi certificate. The carrier may provide services anywhere in the state. To obtain an air taxi certificate certain itemized information must be supplied to the commission.

Section 02.06.120 An air carrier providing scheduled air transportation service must obtain a scheduled air carrier certificate. The carrier may also provide on demand service. To obtain a scheduled air carrier certificate certain itemized information must be supplied to the commission.

Section 02.06.130 The commission may issue a certificate with operations conditioned on filing omitted information if an air carrier provides all information required except a copy of its Federal Aviation Administration Air Carrier Operating Certificate or a copy of its liability insurance.

Section 02.06.140 The commission shall publish public notice of the receipt of an application for an air carrier certificate. If the commission determines that the application is complete and accurate and the applicant qualifies for certification, and if no objections are made to the application, the certificate is issued 45 days after the public notice of the application. If the commission determines that the application is incomplete or incorrect or the

applicant does not qualify for certification, or if an objection to the application is filed, the commission must give the applicant an opportunity to respond. Within 30 days after the response the commission shall issue or deny the certificate. An applicant whose air carrier certificate is denied may apply for another one.

Section 02.06.150 An aircraft used by an air carrier must be certified. Upon receipt of a copy of a current liability insurance policy covering the aircraft, the commission shall issue a certificate. The certificate must be displayed so that it is visible to boarding passengers.

Section 02.06.160 By January 31 of each year an air carrier certified under this chapter must file a report with the commission updating certain information supplied on the original application and providing information concerning the number of air hours of service provided during the previous year.

Section 02.06.170 An air carrier may give the commission notice of voluntary suspension of air transportation services and the commission shall automatically suspend the certificate for the period of time indicated in the notice, which may not exceed 12 months. An air carrier certificate automatically lapses if an air taxi or scheduled air carrier does not provide services for compensation for 12 consecutive months or if a limited air taxi does not provide services for compensation for 21 consecutive months.

Section 02.06.200 A complaint against an air carrier may be filed with the commission within 90 days after an alleged violation of state or federal law or regulation. The complainant shall supply certain information. The commission reviews each complaint and if the commission determines that a violation may have occurred, it shall request investigation of the complaint by the Department of Public Safety.

Section 02.06.210 After conducting an investigation on a complaint the Department of Public Safety shall provide a report of its finds to the commission.

Section 02.06.220 Upon receipt of the report on a complaint, the commission may refer the complaint to the Department of Law or conduct a disciplinary hearing itself.

Section 02.06.230 The commission may censure an air carrier or revoke or suspend the certificate if the board finds that the air carrier violated this chapter or a regulation adopted under it or a federal law or regulation dealing with aviation safety. The commission must immediately suspend the certificate of an air carrier if the air carrier does not have in force liability insurance, the air carrier's Federal Aviation Administration Air Carrier Operating Certificate is suspended, or the air carrier has failed to file its annual report. The commission must permanently revoke a certificate if the air carrier has not obtained liability insurance within 60 days after its insurance lapses, the air carrier's Federal Aviation Administration Air Carrier Operating Certificate is revoked or terminated, or the air carrier has failed to file its annual report within 60 days after it was due. Hearings are held under the Administrative Procedure Act.

Section 02.06.240 A person may not provide air transportation services for compensation unless the person is certified, and violation is a class A misdemeanor.

Section 02.06.250 The commission may seek an injunction to stop or prevent a person from violating this chapter.

Section 02.06.500 "Commission" is defined to mean the Aviation Safety Commission.

\* Section 2 Within 30 days after the effective date of this Act the governor is required to submit names of initial members of the commission to the legislature. Some initial members serve short terms so that terms will be staggered.

\* Section 3 An air carrier with a limited air operator or contract carrier certificate on the effective date of this Act issued by the ATC may apply for a limited air taxi certificate under this chapter. An air carrier with an air taxi operator or contract carrier certificate on the effective date of this Act issued by the ATC that is not limited may apply for an air taxi certificate under this chapter. An air carrier with a scheduled air carrier certificate on the effective date of this Act issued by the ATC or the Civil Aeronautics Board may apply for a scheduled air carrier certificate under this chapter.

\* Section 4 The chapter dealing with certification by the ATC is repealed.

Senator Pappy Moss  
Page 5  
April 16, 1984

\* Section 5 The Act takes effect at the beginning of the  
next fiscal year.

TBC:ojb  
J6/045

SCR

5

# COMMITTEE REPORT

## HOUSE

FINANCE

FURTHER:

(9)

5/17/83

Date:

5/24/83

Mr. Speaker:

The Committee on TRANSPORTATION has had SCR 5

Requesting the Department of Transportation and Public Facilities to reconstruct and upgrade the Petersville Road in Matanuska-Susitna Borough.

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
- and recommends \_\_\_\_\_  new title
- AND attaches a "Letter of Intent"  New Fiscal Note
- reports it back without recommendation  Zero Fiscal Note Attached
- referred to the Finance Committee

**MEMBERS SIGNING  
DO PASS**

**MEMBERS HAVING  
OTHER RECOMMENDATIONS:**

Alvin G. Stovmann, do pass

Mike Deems

Richard Tuck do pass

W. J. Miller, D.R.

Bette Cato do pass

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Mike Deems do pass

M.W. Miller No Rec

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Bette Cato

CHAIRMAN

## SCR 5: Background

Senator Kerttula sponsored SCR 5, requesting an upgrade of the Petersville road, in an effort to encourage the Department of Transportation and Public Facilities to improve the road. Petersville Road is a state maintained road that extends approximately 20 miles west from the Parks Highway near Talkeetna into an area just south of Denali National Park.

The Department of Natural Resources has conducted homesite, subdivision and agricultural land disposals in the area. In order for the owners of the property to have appropriate access to their land, the road should be improved.

At present, the road is in reasonable condition in the first 7 miles. However, it deteriorates rapidly and is in poor condition for the next 12 to 13 miles.

Attached are the minutes of the Senate Transportation Committee meeting of March 17 at which this resolution was considered. The discussions at this meeting appropriately capture the rationale of this resolution.

Also attached is a petition from property owners in the area served by the Petersville Road requesting that it be upgraded.

Attachments

I. REQUEST

Bill/Resolution No.: SCR 5  
 Title: Requesting DOT/PF to reconstruct and upgrade the Petersville Road in Manatuska-Susitna Borough.  
 Sponsor: Kerttula  
 Requestor: \_\_\_\_\_

II. FISCAL DETAIL

Agency Affected: DOT&PF  
 Program Category Affected: \_\_\_\_\_  
 BRU, Program or Subprogram(s) Affected: \_\_\_\_\_

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL OPERATING						
CAPITAL	-	750.0	750.0	750.0	34,466.8	27,551.8
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND	-	750.0	750.0	750.0	34,466.8	27,551.8
FEDERAL FUNDS						
OTHER (Specify Source)						

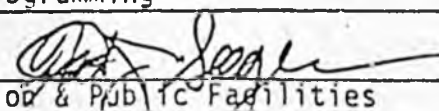
POSITIONS:

FULL TIME						
PART TIME						
TEMPORARY						

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

Not identified in SCR 5

IV. ANALYSIS: See Attached Analysis.

Prepared by: Reed Gibby  
 Division: Planning and Programming  
 Approved by Commissioner:   
 Department: Transportation & Public Facilities

Phone: 266-1652  
 Date: 3/15/83  
 Date: 3/17/83

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)

## IV. Analysis

The reconstruction of Petersville Road to a standard 28 foot wide gravel road was separated into two road segments for cost estimation purposes. The two road segments are:

1. MP 7 - 19
2. MP 19 - 36 (end of State maintenance)

The segment of the road for MP 0 - 7 is currently constructed to a 28 foot width.

The estimated costs of this project in FY'83 dollars are as follows:

	<u>MP 7 - 19</u>	<u>MP 19 - 36</u>	<u>Total</u>
Preliminary Engineering	\$ 675,000	\$ 1,309,000	\$ 1,984,000
Right-of-Way	100,000	100,000	200,000
Construction	<u>13,715,000</u>	<u>26,615,000</u>	<u>40,330,000</u>
Total	\$14,490,000	\$28,024,000	\$42,514,000

All costs are assumed to inflate at 10% per year over the development of the project.

The preliminary engineering is assumed to require 42 months and was allocated as follows:

	<u>MP 7 - 19</u>	<u>MP 19 - 36</u>	<u>Total</u>
FY'84	\$250,000	\$500,000	\$750,000
FY'85	250,000	500,000	750,000
FY'86	250,000	500,000	750,000
FY'87	78,000	96,000	174,000

Right-of-way acquisition was assumed to be completed in FY'87 and was allocated as follows:

	<u>MP 7 - 19</u>	<u>MP 19 - 36</u>	<u>Total</u>
FY'87	\$146.4	\$146.4	\$292.8

The construction phase was assumed to be completed during FY'87 and FY'88 and was allocated as follows:

	<u>MP 7 - 19</u>	<u>MP 19 - 36</u>	<u>Total</u>
FY'87	\$12,000,000	\$22,000,000	\$34,000,000
FY'88	8,888,100	18,663,700	27,551,800

PETITION FOR PETERSVILLE ROAD IMPROVEMENTS:

We, the undersigned, would like to request that improvements to the Petersville Rd. from mile 7 and to mile 19 start as soon as possible as we all have interest in the area, and as it stands right now it is in deplorable condition.

NAME	ADDRESS	PHONE
John M. Anderson	1531 Mac Lane Cir Anchorage 99502	273-8519
John O. Warts	Box 200 Anchorage, Ak. 99510	274-0471
Raymond Matson	1508 W 29th St	277-2227
Manuel Marcia	925 E 2nd Ave Apt. 1	276-5939
Ed Schwyzer	SRA-BOX 3160-C ANCHORAGE 99502	349-4065
Cliff Blazer	2104 W. 46th	27553 248-2584
Kurt Smith	4528 Liberty Circle. 99502	349-6105
Ken Richardson	SRA Box 473-S Anchorage 99507	
Anne Richardson	" " " " " "	" "
Julie Martin	P.O. BOX 3169 PALMER AK	376-5032
Glen Martin	" " " " " "	" "
Herold Craft	724 N. Flower St Anch AK	272-9257
Stan & Tammy	130 E 13th Anch AK	272-2345 <sup>EXT 115</sup>
Yvonne Garrett	P.O. Box 346 GARDWOOD AK	783-2364
Bill Leuker	310 FERN ST ANCHORAGE	333-0757
Joe Redington Jr.	Box 5460 Knik Rd Wasilla	376-5500
Charles Cook	446 W 71st Anchorage AK	277-2338
Robert C. ...	3121 ... Anchorage Ak.	273-...
...	...	...

I. REQUEST

Bill/Resolution No.: SCR 5  
 Title: Requesting DOT/PF to reconstruct  
 and upgrade the Petersville Road in  
 Manatuska-Susitna Borough.  
 Sponsor: Kerttula  
 Requestor:

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 BRU, Program or Subprogram(s) Affected:

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REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND	-	750.0	750.0	750.0	34,466.8	27,551.8
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS:

FULL TIME						
PART TIME						
TEMPORARY						

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

Not identified in SCR 5

IV. ANALYSIS: See Attached Analysis.

Prepared by: Reed Gibby Phone: 266-1652  
 Division: Planning and Programming Date: 3/15/83  
 Approved by Commissioner: *[Signature]* Date: 3/17/83  
 Department: Transportation & Public Facilities

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3/8/83

## IV. Analysis

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The construction phase was assumed to be completed during FY'87 and FY'88 and was allocated as follows:

	<u>MP 7 - 19</u>	<u>MP 19 - 36</u>	<u>Total</u>
FY'87	\$12,000,000	\$22,000,000	\$34,000,000
FY'88	8,888,100	18,663,700	27,551,800

SCR

6

## SCR 6: Background

SCR 6, sponsored by Senator Kerttula, requests the Department of Transportation and Public Facilities to assign a high priority to the upgrade of the Old Glenn Highway between the Knik River and the City of Palmer. Senator Kerttula also suggests that funds directed to the State of Alaska by the Federal Highway Administration be used for this upgrade. Proposed improvements would include straightening the road; purchase and readjustment of the right of way; planning and replacement of the bridge spanning the Matanuska River; and resurfacing the highway.

In the early 1970's the Knik River flooded and badly damaged the roadway. As a result of this flooding, the state constructed a dike that would protect the highway in the event of future flooding. However, the highway itself has not been paved or upgraded since the early 1960's and is in deplorable condition. Some 450 residents of the Matanuska-Susitna Borough who live along the Old Glenn have stated precisely this in a petition requesting its upgrade (attached).

Attached is a copy of the minutes of the Senate Transportation Committee hearing of March 17 at which SCR 6 was considered. Senator Kerttula's comments at this hearing are relevant to consideration of this bill.

Attachments

WHEREAS THE OLD GLENN HIGHWAY FROM THE KNIK RIVER BRIDGE TO THE CITY OF PALMER IS IN AN UNSAFE, DEPLORABLE CONDITION FOR THE HEAVY TRAFFIC LOAD AND WHEREAS THE POPULATION DENSITY IS INCREASING RAPIDLY IN THIS AREA, WE THE UNDERSIGNED VOTERS OF THE MATANUSKA-SUSITNA BOROUGH HEREBY PETITION THE STATE OF ALASKA TO RECONSTRUCT THIS HIGHWAY TO SAFE MODERN STANDARDS FROM THE KNIK RIVER BRIDGE TO PALMER AS SOON AS POSSIBLE.

NAME	ADDRESS	DATE
<i>[Signature]</i>		
William Mark Jr.	SRB 2553 Palmer AK.	11/25/82
Eleanor Mark	SRB 7553 Palmer AK	11/25/82
William Mark	SRB 7553 Palmer AK	11/25/82
Mary Branus	Box 1090 Wasilla AK	11/25/82
Kathy Courtz	Box 1435 Eagle River AK	11-25/82
<sup>2 addresses</sup> Leigh Smulik	<sup>Co 4</sup> Eagle River	11/25/82
<sup>2 addresses</sup> Doree Tussier	PALMER, AK	11/25/82
Norman Casagrande	General Delivery, Wasilla AK	11/26/82
Maria Casagrande	General Delivery, Wasilla	11/26/82
D. Bryant	BOX 73 WASILLA, AK	11/29/82
Louis M Ramstadler	P.O. Box 1342 Palmer AK	11/30/82
For <del>Arthur</del> Jr.	P.O. Box 3263 Palmer AK	11-29-82
Ben Majik	P.O. Box 1207 Palmer AK	11-29-82
Ramone Akkosto	P.O. Box 3263 Palmer	11-27-82

P = 99645 W = 99687 E.R - 99577