

MEMORANDUM

State of Alaska

TO: Charles Karella
Design Construction &
Maintenance
Standards - Juneau

DATE: March 13, 1984

FILE NO:

TELEPHONE NO:

FROM:

Robert L. Haneline *RH*
Central Regional
LSR&T Engineer

SUBJECT:

Project Funding
Requests, LSR&T
Program

This memo will iterate information on project requests presently in abeyance, awaiting a source of funding approval which was relayed to your office by telephone last week.

UNORGANIZED BOROUGH IV (South)

1. Chignik Bay - \$600,000

Construction of 4,500 l.f. of 14 foot-wide gravel roadway and a single lane, single span, 50 foot-long vehicle bridge. Provide access to proposed new HUD houses. Road to serve dual purpose as a protective dike (seawall).

2. Egegik - \$60,000

Construction of 600 l.f. of 16 foot-wide gravel roadway and approximately 3,000 l.f. of four foot-wide gravel path. Provide roadway access to existing HUD houses and replacement of existing boardwalks with a gravel pathway.

3. Eek - \$410,000

Construction of 2,700 l.f. of 14 foot-wide gravel roadway between the village proper and the airplane landing strip and 2,700 l.f. of eight foot-wide boardwalk needed to provide access between the village and the cemetery.

4. Manokotak - \$3,000,000

Construction of eleven miles of 14 foot-wide gravel roadway. The road is needed to provide City access to a proposed new garbage dump site, HUD housing site and the proposed Snake River Port Access Site. Funding needs are beyond the scope of the LSR&T program. This is a community planned development with a high community priority.

UNORGANIZED BOROUGH I

1. Whittier - \$1,000,000

Construction of 1.4 miles of 26' to 36' wide paved streets, including 5,250 l.f. of sidewalk, 10,000 l.f. of curb and gutter and miscellaneous storm drains (\$700,000). The project also is to include the paving of the boat harbor parking area (\$300,000).

This office has also received verbal requests for LSR&T funding involvement from the communities of Mekoryuk and St. Paul. The information received is sketchy, at best. We lack the information needed to properly determine the project scope, cost, or feasibility; only know that the monies needed are anticipated to exceed \$1,000,000 per project.

For what it's worth:

A common sense approach to the functionability of any State funded, intelligently planned program requires that the certainty of future funding availability be known, as the ordinary business of any program centers around a fixed budget. Provisions for limited program adjustments to the seasonal ebb and flow of available funds extend to a small degree in the form of project deletion or construction delay.

To promulgate a five-year LSR&T construction program based on the anticipated availability of six million dollars per year and then to cut back the amount of funds available to the extent being proposed is controversial to say the least.

If nothing else, we have a main purpose at this time of convincing the money appropriating bodies of the importance of maintaining the State's credibility.

MEMORANDUM

State of Alaska
Department of Transportation & Public Facilities

TO: Charles D. Karella
State LSR&T Engineer
Standards & Technical Services
Juneau

DATE: March 8, 1984

FILE NO:

TELEPHONE NO: 443-5266

FROM: Jeffrey S. Chandler *JSC*
SR&T Manager
Northern Region, Western District
No.

SUBJECT: LSR&T Funding Allocations,
Unorganized Borough/Western

Per your request, here is a brief description of our fiscal outlook for the LSR&T Program in the Western District unorganized borough.

Generally, under present law, the proposed funding level of \$6.0 million for the Statewide annual LSR&T program should be adequate to meet the Western District's 5 Year Plan for the unorganized borough. The major exception is the need for a one time infusion of \$500,000 which would be used as follows :

St. Michael Local Roads	300,000
Western LSR&T Equipment	200,000
Total	<u>\$500,000</u>

The St. Michael project is presently programmed for FY85, however there will be insufficient funding to plan and complete the entire project as requested unless LSR&T or the village can provide the additional funding by 1985.

The Western District LSR&T equipment fleets were substantially reduced during the period we were in phase-out status. We presently have one small fleet in reasonably good shape capable of handling typical LSR&T local hire projects, but one old bulldozer and two old trucks are in need of replacement. This would assure that the fleet will remain operationally effective for the next several years.

Upgrading the existing fleet would result in a level of reliability that would allow us to split it between two projects in seasons when we are administering supplemental grant projects in villages which have a limited assortment of equipment on site. This approach reduces mobilization costs and improves the effective utilization of locally available municipal equipment.

In the event that the present proposed funding level were further increased either Statewide or for the unorganized borough, then we would advance the schedule of projects in our 5 Year Plan accordingly.

MEMORANDUM

State of Alaska

TO: Charles Karella
State LSR&T Engineer
Highways Design and Construction

DATE: November 23, 1982

FILE NO: 245C-2519

TELEPHONE NO: 266-1542

FROM: Robert L. Haneline *RPH*
Central Regional
LSR&T Engineer

SUBJECT: LSR&T Program
Justification &
Impacts

In presenting an overview of the existing LSR&T program and its possible future direction the following is offered for consideration.

There is a subtle but potentially significant change underway in the thinking regarding the pending phase-out of the LSR&T program. Many people are increasingly considering as realistic the possibility that the proposed phase-out of the LSR&T program might take place. This was apparent at a number of meetings just completed in Anchorage (State Planners Meeting), Fairbanks (Municipal Leagues Meeting), Kotzebue (Traditional Council Presidents Meeting) and Bethel (Traditional Council Presidents Meeting) where the attitude was one of apprehension and concern.

As the realities of the program possibly being abandoned come closer, it is apparent there is a need to address some of the significant impacts of the program not being available.

It has become increasingly apparent, and properly so, that a lot of the "bush" needs cannot be addressed by the State C.I.P. program. Smaller projects are required to compete with larger projects for available funding resources on a regional basis, severely limiting their chances for funding. The mechanisms of a lot of the smaller communities to supply the necessary expertise are limited due to isolated conditions and communication problems. Most "bush" communities do not have the internal resources to help themselves, and often lack the technical background to effectively determine if they are getting what they pay for. Even if given direct grants, use of the monies may not be maximized due to the lack of knowledge on how to best utilize existing resources to efficiently accomplish set goals. This is nourishing doubt as to the direction being taken and is evident to the obvious appeal the LSR&T Program has to a broad popular support.

As the State has a sizable responsibility to "bush" communities, it seems appropriate that the State give some attention to identifying ways in which this commitment to smaller communities will reap the highest return.

A productive example of effective channeling of State funds into "bush" communities is the LSR&T Program. There are many ways in which the State and "bush" communities, alike, have benefited from the creation of the LSR&T Program, where the attitude toward community improvements is that of participation and self-help rather than that of being subsidized at someone else's expense, something not to be considered as the primary purpose or intent of the program, but only mentioned here as it serves to reflect on another positive factor to be contemplated when evaluating the importance of the LSR&T program.

The LSR&T Program may not ~~be~~ represent the total solution to providing for the needs of the "bush" communities, but it is certainly a step that provides economics of scale where other programs cannot provide the same end results for the dollars available. Admittedly, there are some problems with the program, but no one can deny the great benefits of the program. What the LSR&T Program expresses and provides is a sensitivity to "bush" needs, an opportunity for "bush" communities to recognize and fulfill the responsibilities of their communities and to directly contribute to the construction of their transportation needs. This direct involvement instills a sense of community pride in the work accomplished, which normally results in greater care being exercised in the general treatment of the finished construction product. The LSR&T Program provides the necessary link between the State's investment in terms of monies spent and in terms of meeting "bush" transportation needs that might not otherwise be met.

It is felt the LSR&T Program, being the small State Section that it is, accomplishes positive results for the State for a minimal investment compared to larger programs with higher overhead costs.

The present portfolio of the LSR&T Section of the Department of Transportation and Public Facilities consists of hundreds of projects totaling millions of dollars. These projects vary in scope from simple boardwalk and footbridge projects to massive, multilane, arterial highway systems. This project versatility is a reflection of the flexibility developed by members of the LSR&T staff which, balanced against the "bush" needs, succeeds in effectively accomplishing set goals.

None of this is to suggest the LSR&T Program is beyond reproach. But only to say that a great deal of energy and money have been invested in the development of the LSR&T Program, resulting in the efficient workable program it is today. To abandon a program that fills needs that otherwise may not be met seems contrary to the best interest of the State. It is plain that awareness and open minds are required in the final decision making process.

MEMORANDUM

State of Alaska
Department of Transportation & Public Facilities

TO: C.D. Karella
State LSR&T Engineer
Juneau

DATE: November 15, 1982

FILE NO:

TELEPHONE NO:

FROM: D.S. Ronken *DR*
LSR&T Engineer
Fairbanks

SUBJECT: LSR&T Program

In response to our telephone conversation of 11/5/82, I have informed J. Chandler at Nome to supply you with the information you requested regarding the LSR&T Program in the bush communities.

I have been in contact with the local governments and the comments received from them regarding the LSR&T Program are as follows:

Since local roads and streets are always in need of improvement the local governments would like all the funds they can possibly obtain for roadway construction.

The local governments without road powers feel that the DOT/PF has too much control over the funds. They object to some of the conditions stated in Section "C" of the project agreement.

The local governments however, do like the flexibility of the Program, i.e.:

- 1) Various types of construction that can be funded
- 2) Project funding can be changed to cover overrun, providing funds remain in their allocations
- 3) LSR&T Construction Program submitted (priority list) can be changed, if for some reason the local needs change

Some local governments in the Fairbanks area feel that the manner in which funds are allocated based on population by the latest federal census should be changed. With the population in the Fairbanks area increasing every year and the allocation based on the latest census of 1980 which has been questioned by the local government, they feel the present system leaves much to be desired.

In summary, the local governments like the program and would like to see it refunded. The funds obtained through the LSR&T program are not sufficient to cover the road improvement needs, but all funds that can be obtained to improve the local transportation system will be accepted by the local governments providing the conditions for its acceptance do not change.

MEMORANDUM

TO: Charles D. Karella
State LSR&T Engineer
DOT/PF
Headquarters/Juneau

DATE: November 24, 1982

FILE NO:

TELEPHONE NO: 443-5266

FROM: Jeffrey S. Chandler *JSC*
Acting LSR&T Manager
DOT/PF
Interior Region/Nome Residency

SUBJECT: LSR&T Program In Rural Communities

In response to your enquiry regarding the involvement of the Local Service Roads and Trails Program in rural communities of Western Alaska, and the attitudes held by the rural communities towards the Program, I offer the following information:

The LSR&T Program generally has been highly regarded and supported by the bush communities. The underlying reasons for this are as follows:

I. LOCAL PRIORITIES

The City Council of each community sets the priorities for local service projects needed in that community.

This process insures the Program's responsiveness to local needs. Within the limits of available funding, a community may designate access roads, local streets, bridges, boardwalks, or trail repairs for inclusion under the Program. Since LSR&T is primarily a reimbursement program, the local governing body may start construction as soon as a Project Agreement is approved and materials or equipment available, and is then reimbursed periodically for expenses. For larger heavy construction projects utilizing State equipment or a private contractor, costs are generally paid directly by the State.

II. LOCAL INVOLVEMENT

The local community has direct input into all phases of each project, from planning through construction.

The scope of the project selected is determined by the City Council, within the limits of sound engineering principles. For locally constructed projects, flexibility is preserved through the construction phase, allowing alterations to accommodate local concerns which may not have been anticipated initially. Although LSR&T administers the project, it is basically a community enterprise in which the community shares responsibility. Through cooperative effort the State provides a helping hand rather than a hand-out. A completed project becomes a source of pride for residents of a rural community because they were integrally involved in creating the end product.

III. LOCAL HIRE

Locally hired crews are employed to construct most rural LSR&T projects.

With labor intensive projects such as boardwalks and trail construction, the crew is hired locally by the local governing body which also appoints a local foreman.

Day to day operations of small scale heavy construction projects involving local equipment are also handled by a foreman. On larger heavy construction projects involving State equipment, LSR&T may provide a foreman and/or a heavy-duty mechanic, while the construction crew is hired locally. In the event the local labor pool is exhausted, workers are generally sought from neighboring villages. The primary exception to this procedure occurs when a project has been let to contract, where hiring is done by a contractor whose policies generally tend to be more restrictive than those of local managers.

IV. LOCAL TRAINING

Training of local residents in new skills is necessary for most remote LSR&T road projects.

It is unusual to find the required number of qualified equipment operators and truck drivers locally available for the typical local road construction project. Training is therefore provided by an LSR&T representative or designated foreman and mechanic. Emphasis is placed on proper equipment care and usage, not only for safety reasons, but also to avoid unnecessary downtime. Safety awareness is encouraged through the life of a project in order to reduce the chances for injury or accident. This policy of training employees allows a greater proportion of local residents to obtain jobs than is the case with contractors, who generally require skilled workers for available positions. It also results in an added benefit outlasting the life of the project: a pool of trained workers who may be able to later obtain jobs for which they were previously unqualified.

V. LOCAL EQUIPMENT

Local equipment, public or private, is utilized for heavy construction projects whenever available.

For local road projects, LSR&T encourages the use of locally available equipment: from the local governing body, from DOT/PF, or from other public or private sources, in any combination necessary to perform the work. This practice results in substantial cost savings and production increases for the project, by avoiding the extra costs of mobilizing equipment from outside the community. LSR&T also has its own construction fleet, which is generally moved from project to project on an annual basis to supplement local equipment. In the event that adequate equipment is not available either locally or from LSR&T, and when private enterprise is available, then a project is generally put to contract with a contractor who is preferably already mobilized on site. It should be noted here that due to age and the phase-out of the LSR&T Program, most of the LSR&T equipment fleet will have been exceeded by the end of the year.

VI. REGION WIDE PROJECTS

All local communities in the Nome Residency area are eligible for participation in LSR&T's region-wide projects.

Winter Trail Staking and Shelter Cabins are two projects in which most rural communities participate annually. Although a limited amount of funds are available, these are distributed among local communities to help defray the costs of marking trails each winter, and the costs of putting up shelter cabins on the most heavily used trails for the use of the traveling public. A limited number of permanent trail markers are installed each year during Trail Staking. Permanent trail markers could be installed on the 1,400 miles of primary arland

trails in the Nome Residency area within two years, if current funding levels were doubled.

VII. PROFESSIONAL SUPPORT

Technical support services are provided to each project in proportion to the demands of the project and the needs of the community.

Engineering, supervisory, mechanical expertise, and expediting services are available for each LSR&T administered project. Where sufficient local initiative, labor, and expertise is available, periodic visits of the LSR&T Engineer is all that is required, resulting in lower administrative charges to the project. For small scale heavy construction projects, LSR&T provides a highly qualified roving heavy-duty mechanic, who periodically visits each project as needed to assist the local foreman in handling complex emergency mechanical repairs. For larger scale projects, the LSR&T Engineer or designated representative may direct the project and provide experienced foreman and qualified heavy-duty mechanic for the duration of the work. The key to this approach is flexibility: the fewer the resources of a local community, and/or the more complex the nature of the project, the greater the level of direct assistance provided, and vice-versa.

VIII. ADMINISTRATIVE SUPPORT

That rural communities need some administrative support to keep their projects from bogging down.

This applies to a majority of local development projects involving local administration, whether funded through LSR&T, special legislative appropriations expended through LSR&T, or direct legislative grants to the villages. This need can be met by consulting engineering firms and contractors where funds are sufficient. However, for smaller projects a little common sense advice and direction is frequently all that is required, rather than a costly and lengthy study which doesn't help the local governing body with the day to day problems associated with doing its own construction projects. Although not mandated to do so, LSR&T has been providing technical information, quantity and cost estimates, and alternative recommendations to villages seeking guidance for the application of their direct grants for new construction equipment, new equipment storage buildings, and local transportation-related construction projects. The Nome office has handled seventeen such calls from different villages in the last five months.

IX. SUMMARY

Given the limits of available funding for rural areas, the LSR&T Program has made some substantial contributions in helping local communities to meet their own transportation needs. By and large, remote communities have not requested advanced development projects. Basic projects have been the rule, providing boardwalks, access roads, or streets for the community, frequently for the first time. Additionally, the Program has received strong support from the Bering Straits and NANA Regional Native Corporations, in the form of streamlined permit procedures, free use materials, and expedited right-of-way reconveyance agreements. Finally, the LSR&T Program has retained the flexibility to fund those projects requested by villages which have not been addressed through the legislative process under line-item appropriations or specific grants. Hopefully this information will assist in the evaluation of the LSR&T Program as it has functioned in the Nome Residency, and contribute to the formation of a policy or program through which rural communities may continue to receive State support in alleviating their transportation problems.

The LSR&T Program, initiated in 1971, has been used to fund a variety of projects in almost every community in the Panhandle. Cost has ranged from a drainage project in Haines, costing \$1,300, to major street construction in Ketchikan, costing \$245,000.

Types of projects constructed include footbridges in Kasaan; housing access roads in Yakutat, Hydaburg and Klawock; trails in Metlakatla, Hoonah, Tenakee, Kasaan and Elfin Cove; road construction and reconstruction in just about every town; sidewalks, parking areas, boardwalks, drainage projects, paving, signing, stairways, and a boat launching ramp.

The LSR&T program has been flexible enough to answer the needs of the people in regard to getting them out of the mud, which was the original concept of LSR&T. Costs were kept down and the dollar stretched to the extent possible by using local labor, material and equipment whenever possible. Money was brought into the economy of the towns, jobs were created where none existed, and the people involved developed a sense of pride in their accomplishments.

Some of the projects constructed which have meant a great deal to the communities and the traveling public are listed below:

1. Kasaan Bridges and Boardwalk. Reconstructed to provide access from the harbor to town. Existing structures were completely rotten and the community had no funds.

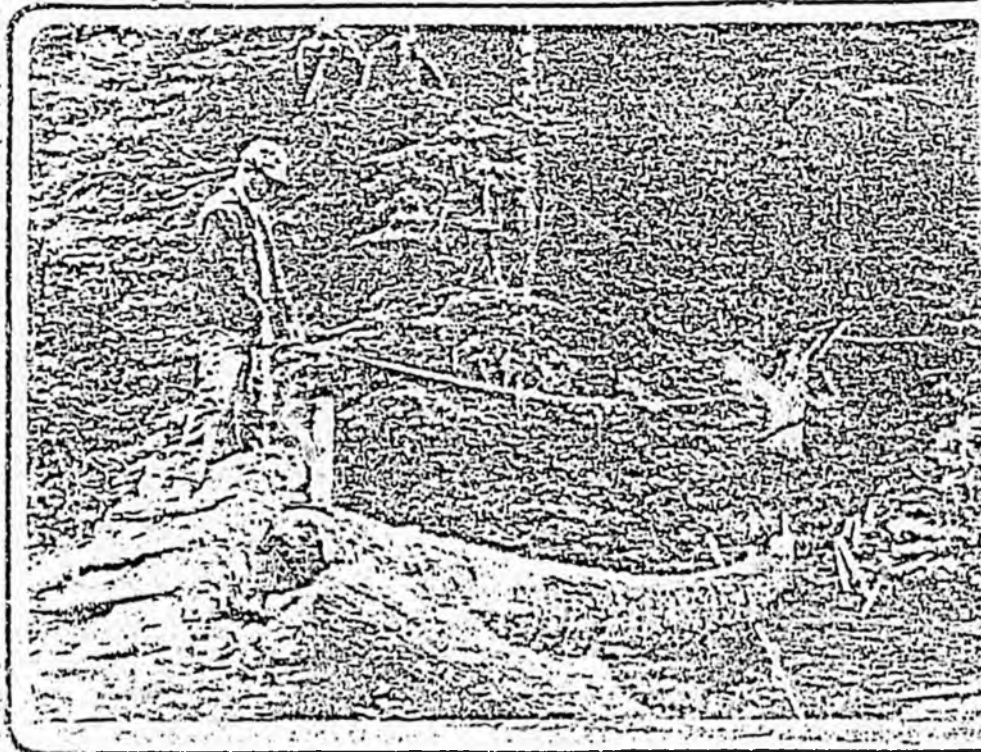
2. Pelican Landfill Access. A road constructed by the city to meet EPA requirements.
3. Kake Totem Park. A road and parking area to the site of the world's tallest totem pole.
4. Hydaburg Townsite Road. A new road to provide access to a new municipal building and housing for senior citizens.
5. Elfin Cove Boardwalk and Trail. Replacement and reconstruction of the boardwalk and trail around the cove, including material for future maintenance.
6. Port Alexander. A boardwalk to replace a washed out trail connecting the inner and outer harbors.
7. Craig Cold Storage Road. A 30' roadway to provide access to a new city shop and site of proposed highway maintenance shop.
8. Haines Trail. A year-round trail for hiking, skiing, horseback riding, snowshoeing, etc.
9. Wrangell - Outer Drive. Construction of roadway embankment, drainage and sidewalks which access new municipal building to downtown.

10. Petersburg. Replaced Birch Street Trestle along Hammar Slough, and constructed several new access roads.

11. Juneau. Sidewalks, drainage, paving of local streets, including Evergreen Bowl Access, Trinity Drive, Memorial Drive and Riverside Drive.

These are only a few of the projects constructed under the program in the past ten years. As can be expected, each project is unique and in the villages sometimes innovation is the key to success.

Attached are excerpts from the April 1976 issue of The New Alaskan which had several interesting LSR&T projects featured.

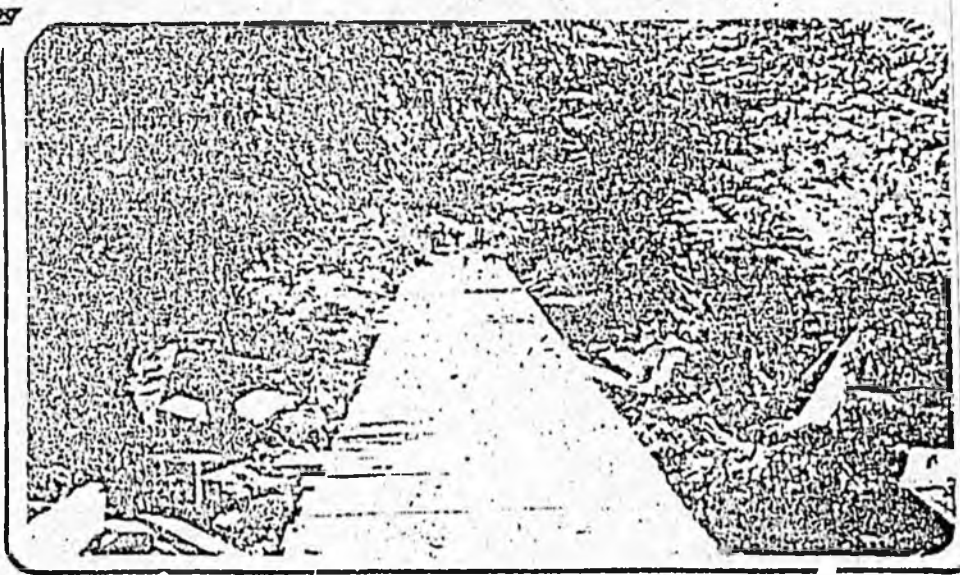


TENAKEE-INDIAN RIVER BRIDGE

The log spanning the Indian River, about one mile east of Tenakee collapsed in the spring of 1975. This crossing provided access to hunting and fishing areas for residents and outdoorsmen from southeast, and also access for home owners at Sunny Cove, Columbia, Superior, Harley Creek and Coffee Cove. Old bridge was placed by Loyal H. Clark in the spring of 1957. The tree came from the east side of Kadashan Bay, about 1/2 mile back from the beach in an area Bill Tonsgard logged. He used a TD-14 International Tractor to yard the log out and towed it across the inlet. The job was done by Mr. Clark alone, and took about 10 days. He rafted the tractor across the inlet and back, which he says was very time consuming.

The Department agreed to assist Tenakee in replacing this bridge, and arrangements were made to begin work directly after the Thanksgiving weekend last fall. Supplies were delivered to the site by Channel Flying of Juneau on November 28, 1975. The following day the temperature dropped sharply and it began to snow. It was decided to delay the project until the weather improved. Plans were made recently to begin work March 1, but once again the weather didn't cooperate.

The replacement bridge will be placed several hundred feet downstream and will consist of 2 logs placed side by side, cabled together and planked to provide a walking surface. The east Tenakee trail will also be improved at the same time. The forman for construction of the bridge will be Thomas Jack, of Hoonah, who resided in Tenakee previously. Don McGee will be forman for the remaining work. All work will be done using local labor. Mayor of Tenakee, Bob Pegues, initiated the project.



Kasaan, Boardwalk

The purpose of this project was to connect the Village of Kasaan to the boat harbor and airplane float, a distance of approximately 1,000 feet. The existing boardwalk was completely rotten, and injuries had been caused due to people falling through the walk.

It was agreed that the lumber would be purchased from Mr. B.G. Morrison who has a small sawmill on the beach at Kasaan, and that the labor would be performed by local residents.

Work was started August 5th and proceeded by fits and starts until November, when a lack of material halted the project. A lack of lumber halted the project several times, as the mill had a habit of eating up its engines and Mr. Morrison was kept busy looking for replacements. The project lacks about 300 feet of being completed. The remaining material is being acquired from Ketchikan, and the project should be completed soon.

A unique aspect of this project is that the village had no monies available, and the project could not be set up on a reimbursement basis. A bank account was established for the project by the Department so weekly payroll could be handled, and materials purchased. The checks require the signature of a village representative and the Local Service Roads and Trails Engineer. This arrangement has been used several times with satisfactory results.

Hoonah — Spasski Trail

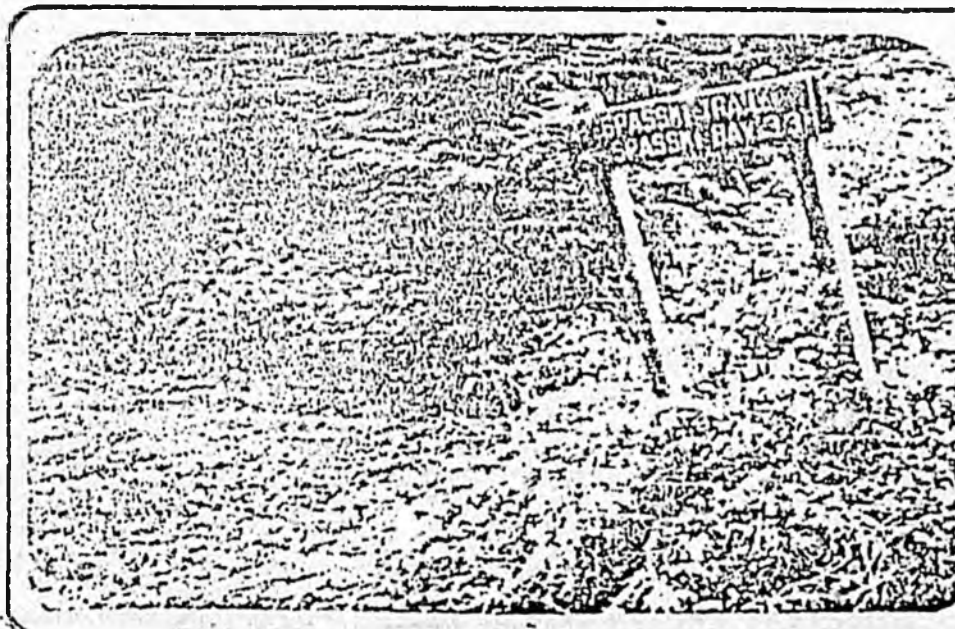
The Spasski Trail was originally upgraded by the Forest Service in 1938 and 1939, and probably maintained by the Forest Service at some time in the 1960's. The trail connects Hoonah to Spasski Bay, a distance of approximately 3½ miles. The trail was heavily overgrown, and several gullies and muskeg areas required crossings. The trail was usable, but just barely.

It was agreed to upgrade the trail to make it usable for recreation purposes such as hiking, hunting, snowshoeing, etc. Work was begun on September 8, 1975, with Thomas Jack as foreman. The size of the crew was usually about eight men, all labor was local.

One of the cost items in the project was rifle shells, as the brown bear in the area also liked to use the trail. Dogs were usually kept with the crews to help keep the bears away.

The trail was completed to Spasski Bay the first week in October.

Also, as part of the project, it was agreed to construct a stairway down "Jackass Pass" which is a portion of undeveloped roadwork between Hill Street and Hemlock Avenue. This is a very steep area which was utilized by a number of people, including older residents as a shortcut to town. According to Mayor Miles Murphy, it wasn't really any shorter, but people seemed to use it anyway. The same crew did the work on this project and it was completed in early November.



HOONAH BULKHEAD
Project G-30182

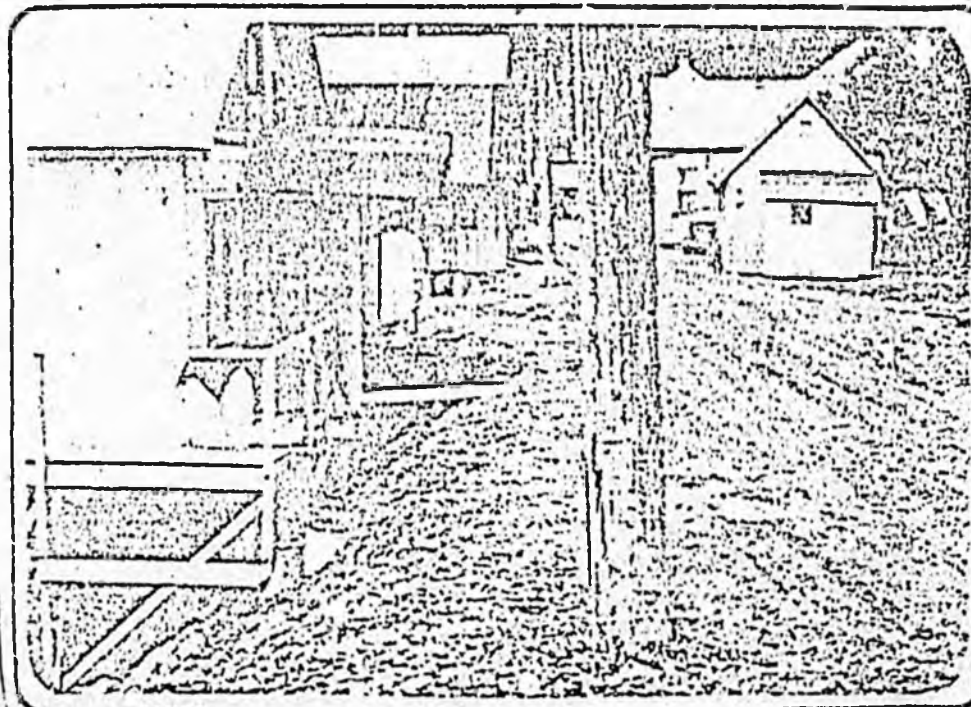
The purpose of this project was twofold. First to reinforce the log bulkhead along Front Street in Hoonah, and secondly to afford a measure of shore protection in areas where there was no bulkhead.

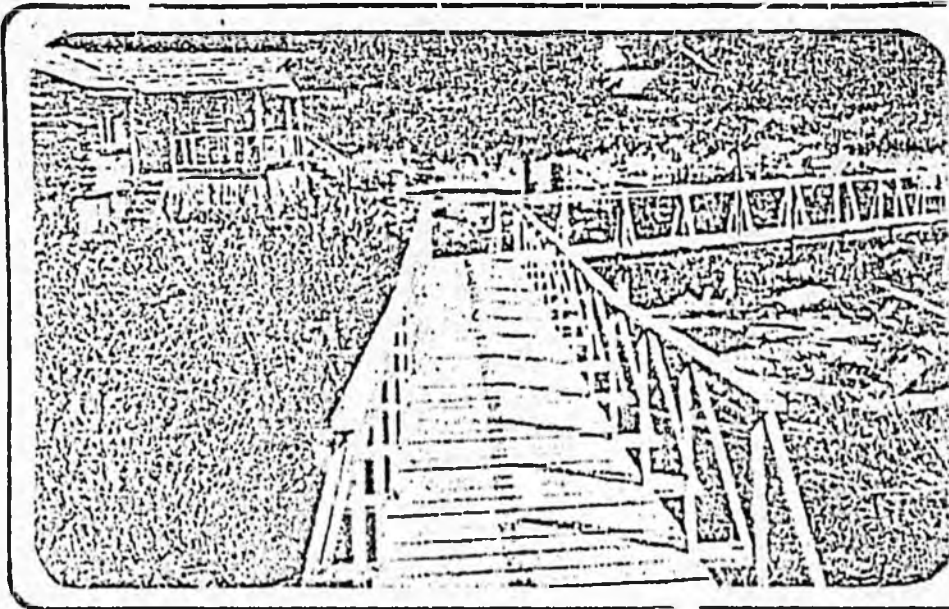
The project was initially designed and advertised by the Department of Highways, but the bids received were considerably over the engineers estimate, and were rejected. It was subsequently agreed between the Department and the City of Hoonah that the City would provide the labor and equipment on a reimbursable basis, and highways would supervise the work.

The work force consisted of Millard Cartee, Charles Bennett and Frank Wright, St. The LSR&T Superintendent was Roger Polley.

Work started in November, 1972, and consisted of building demolition and carpentry work until winter shutdown. Work commenced on the project in April, under supervision of Kelly St. Clair, of Hoonah. He was appointed by Mayor Frank See and approved and hired by the Department.

Rock was obtained from the Bureau of Indian Affairs quarry and the project was completed on May 22, 1973.





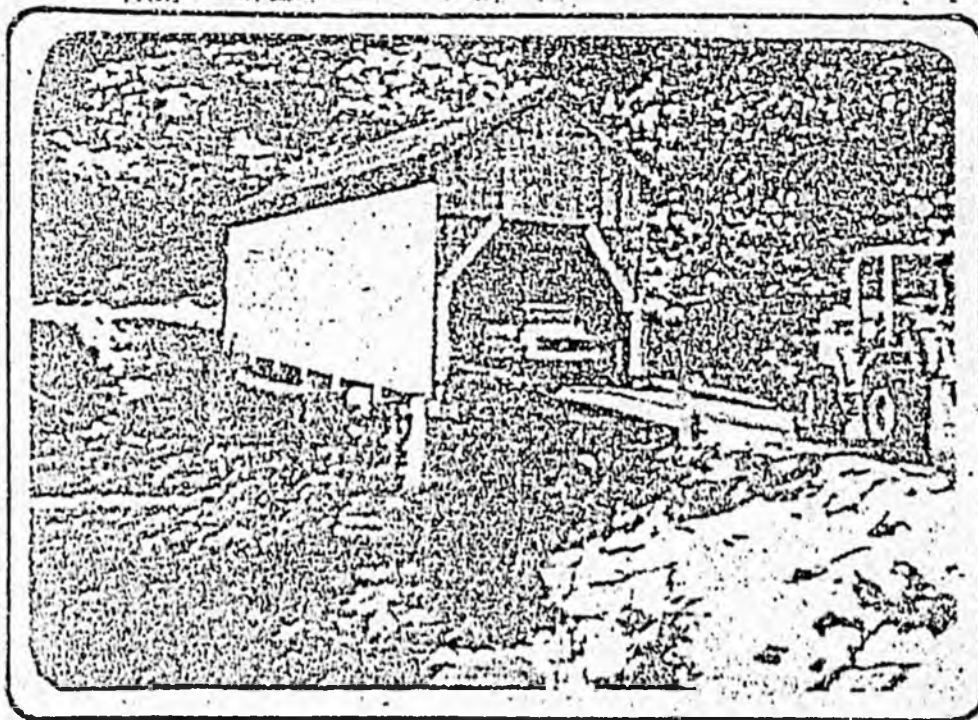
KASAAN VILLIAGE-BRIDGE RECONSTRUCTION

The objective of this project was to reconstruct the Tinkum Creek Bridge, and to redeck the Linkum Creek Bridge. The Tinkum Creek Bridge was constructed under L.S.R. & T. Project C-30019, and was completed on the 29th of September at a cost of \$2,237.23.

The above referenced bridge was destroyed on January 19, 1970, when attacked by drifting logs carried by storm sea wave's generated by 70 mile per hour winds during an 18.5 foot high tide.

A field inspection indicated that the bridge would require relocation above the tidal area, to prevent a reoccurring damage. This was apparent by the presents of log strewn beaches adjacent to the bridge site. Most of the existing bridge lumber could be salvaged and reused in the new structure. The new bridge was relocated 45 feet up stream and paralleling the preceding site.

The grant of right of way easement and petition was signed on the 23rd of February. Construction began on March 25, with the arrival of Dale Henkins, project supervisor, in Kasaan. Alton McAllister, David Peele and D. Wallace were hired and work began on the project. The lumber was picked up and delivered to Ketchikan Transportation Company, by Ketchikan maintenance forces. The lumber was inadvertently loaded and shipped to Klawock by the Ketchikan Transportation Company. Klawock Maintenance Foreman, Louis Seltzer transported the lumber to Hollis, placing the lumber on the beach. Dale Henkins chartered the seine boat, Glenda Joe, to pick up the lumber in Hollis and delivered it to the Kasaan project. The project was completed on the 4th of April at a cost of \$4,820.00.



HYDER — TEXAS CREEK BRIDGE.

The Texas Creek Bridge, located 7½ miles north of Hyder, is said to be the last remaining covered bridge in Alaska, and is sought by tourists utilizing the Stewart, B.C. road connection.

The bridge was constructed by the Territorial Road Commission in 1928, and provides the only access to the west bank of the creek.

The winters of 1970 and 1971 badly damaged the main support members of the bridge, and without repairs it was doubtful the bridge could hold up under heavy wind and snow loads of another winter.

At a public meeting held in Hyder in September of 1972, it was agreed to make repairs to the bridge utilizing LSR&T funds. The various companies in Hyder having suitable equipment to perform the work were contacted and requested to furnish rental prices on equipment. Mr. Glen Wilkes of G.W. Logging submitted acceptable prices and was awarded the work.

Temporary repairs took eight days to accomplish. The repairs consisted of placing a 60 foot stringer under the damaged chord and installing three bents. These were reinforced with large boulders and river run from the creek, which also cleared the channel area to allow freer flow. Four sets of cross braces were installed inside the bridge, completing the job.

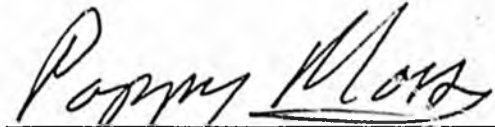
According to a report from Lawrence Marx, Highway Maintenance Foreman in Hyder, this strengthened the bridge to a point where traffic could utilize the bridge once again.

SENATE TRANSPORTATION COMMITTEE
LETTER OF INTENT
FOR
COMMITTEE SUBSTITUTE FOR HOUSE BILL 169 (FINANCE)

It is the intent of the Senate Transportation Committee that the Local Service Roads and Trails (LSR&T), program not be discontinued as recommended by the previous Commissioner of the Department of Transportation and Public Facilities, (DOT&PF).

The LSR&T program is vital to local governments and provides very important benefits to communities in the rural and urban areas of Alaska.

The Senate Transportation Committee intends that the Department of Transportation and Public Facilities support continued operation of this vital program and request continued funding for its operations in subsequent fiscal years.



H. Pappy Moxs, Chairman
Senate Transportation Committee

COMMITTEE REPORT
SENATE

FURTHER: FINANCE

4/25/84

Date May 10, 1984

Mr. President

The Committee on TRANSPORTATION considered CSHB 169(Fin)

appropriation to the Department of Transportation and Public Facilities for allocations for local service roads and trails; 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

Alan Schwann

Walter King

Loopy Man
Chairman

Ed Row
Chairman recommendation

H B

240

HB 240 TITLE & SPONSOR SUMMARY
AMENDED TITLE: CSHB 240(FIN)

11:14 6/27/83 PAGE 1 OF 3

REPEALING AN APPROPRIATION TO ANCHORAGE FOR THE POTTER
VALLEY ACCESS ROAD & MAKING SPECIAL APPROPRIATIONS TO
THE DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES AS
A GRANT TO THE MUNICIPALITY OF ANCHORAGE; EFFECT DATE

GENERAL DOLLARS: \$2,500,000 (APPROF)

PRIME SPONSOR: COWDERY.

OT. R DOLLARS: \$0

CO-SPONSORS: PESTINGER, FLOOD, HAYES.
CURRENT STATUS: 5/06/83 IN (S) FINANCE

HB 240 HOUSE ACTION
DATE SEQ PAGE

11:14 6/27/83 PAGE 2 OF 3

LEGISLATIVE ACTION

03/07/83 01 0420 FIRST READING -- COMMITTEE REPORTS
03/29/83 02 0667 FIN -- CS08
04/06/83 03 0753 SECOND READING
04/06/83 04 0753 FIN CS ADOPTED BY UNAN CONSENT
04/06/83 05 0753 ADVANCED TO 3RD READING BY UNAN CONSENT
04/06/83 06 0753 THIRD READING
04/06/83 07 0753 PASSED BY DIV 37-00-03
04/06/83 08 0754 EFFECTIVE DATE VOTE SAME AS PASSAGE

*** ** ** *** ** **

HB 240 SENATE ACTION
DATE SEQ PAGE

11:15 6/27/83 PAGE 3 OF 3

LEGISLATIVE ACTION

04/07/83 09 0607 FIRST READING -- COMMITTEE REPORTS
05/06/83 10 0914 TRAN -- DP04
FINANCE
RULES

*** ** ** *** ** **

ALASKA

STATE LEGISLATURE

MEMORANDUM

TO: Representative Al Adams
Finance Committee Chairman

FROM: Representative John J. Cowdery

DATE: March 26, 1983

RE: PROPOSED CSHB 240-REAPPROPRIATION OF POTTER VALLEY
ROAD FUNDS

CSHB 240 repeals a 1982 grant to the City of Anchorage for the Potter Valley Access Road (contained in Sec. 80, C. 101, SLA 1982, pg. 100, line 11) and reappropriates the money as follows:

--\$1,040,000 to the Dept. of Transportation and Public Facilities for construction of the Lake Otis extension from Abbott Loop Rd. to O'Malley Rd. in Anchorage; and

--\$960,000 as a grant to the Municipality of Anchorage for design and construction of the South Anchorage water quality and storm drainage project.

--\$500,000 as a grant to the Municipality of Anchorage for road improvements in District 7.

The unsolicited grant from the Legislature during the last legislative session to the Municipality of Anchorage for construction of an access road in the Potter Valley area has been refused by the Municipality.

The Municipality believes that there is no pressing need for constructing a road into a valley where no one lives, and that there is a greater need to improve Lake Otis Parkway, other roads in House District 8 and water quality in South Anchorage. (see enclosed letters from the Municipality).

Therefore, HB240 will reallocate these funds to other projects that will benefit all areas in South Anchorage. The original appropriation was for old District 11. Because of reapportionment, we now have Districts 7, 8, 9. I believe HB240 will distribute as equal as possible thru out these newly formed districts the aforementioned Potter Valley funds. Thus, benefiting the areas that it was originally designated for.

Enclosed is backup from the Municipality of Anchorage on both the Lake Otis project and the water quality/storm drain project.

Project: WATER QUALITY/STORM DRAIN PROJECT (DESIGN)

Project Cost: \$200,000

Description/Justification:

These funds will design a storm drainage system as recommended by the South Anchorage Drainage Study. The project will consist of 6,250 lineal feet of pipe and 2,600 feet of culverts and ditches. These improvements are needed to upgrade existing drainage facilities that are unable to accommodate the heavy development now going on in South Anchorage. Water quality devices will also be included in the project in keeping with recommendations made by the Anchorage 208 Water Quality Study. Design is expected to be complete in early 1984. A funding request for this project has been included in the Municipality's 1983 Capital Improvement Budget.

Municipal Staff Contact

Name: Everett P. Diener	Lee Browning
Title: Director of Public Works	Municipal Engineer
Phone: 263-8160	263-8109

Legislative District D-7, E-8, E-9, F-10

House Representative: Szymanski, Cowdery, Pestinger, Hayes, Flood, Bussell, Lindauer

Senator: P. Fischer, Gilman, Pettyjohn, Faiks, Sturgulewski, Rodey



Project: WATER QUALITY/STORM DRAIN PROJECT (CONSTRUCTION)

Project Cost: \$1,260,000

Description/Justification:

These funds will construct a storm drainage system including water quality control devices in the South Anchorage Area. Recent and planned development in the area is concentrating heavy demands on the present inadequate drain system. This project will improve the safety of the roads in the area by removing potential hazards presented by excessive water on the roadway. In addition the water quality of the surrounding lakes and streams will be greatly improved by the removal of soil, sediment, and other pollutants. Construction is expected to be complete by mid 1984 and will provide 8 man years of work. The Municipality anticipates annual maintenance costs of \$25,000 to be paid by local taxes and revenue sharing funds. Acquisition of necessary drainage easements is anticipated. A funding request for this project has been included in the Municipality's 1983 Capital Improvement Budget.

786-8160

Municipal Staff Contact

Name:	Everett P. Diener	Lee Browning
Title:	Director of Public Works	Municipal Engineer
Phone:	263-8160	263-8109

Legislative District D-7, E-8, E-9, F-10

House Representative: Szymanski, Cowdery, Pestinger, Hayes, Flood, Bussell, Lindauer

Senator: P. Fischer, Gilman, Pettyjohn, Faiks, Sturgulewski, Rodey



Project: LAKE OTIS PARKWAY, ABBOTT ROAD TO O'MALLEY

Project Cost: \$3,790,000

Description/Justification:

This project consists of the construction of Lake Otis Parkway south to O'Malley Road. The proposed improvements will consist of a 45 foot wide street with barrier curbs. A 5 foot separated sidewalk is planned for the west side and an 8 foot separated bike trail on the east. The project would also include storm drain improvements, street lighting and necessary traffic control devices. This road will be the primary access to the new Junior High School now under design. It will also provide access to the proposed Section 16 Recreation Development and the rapidly developing hillside area. Construction of these improvements is expected to be complete by the end of 1984 and will provide 65 man years of work. The Municipality anticipates annual maintenance costs of approximately \$26,000. This would be paid for through revenue sharing funds and local taxes. Construction of these improvements will significantly reduce existing safety and environmental hazards. Heavy truck traffic has caused high dust concentrations and severe erosion has damaged water quality in adjacent streams and wetlands. Acquisition of additional right-of-way for this project is anticipated. A funding request for this project has been included in the Municipality's 1983 Capital Improvement Budget.

Municipal Staff Contact

Name: Everett P. Diener
Title: Director of Public Works
Phone: 263-8160

Lee Browning
Municipal Engineer
263-8109

Legislative District E-8

House Representative: Cowdery, Pestinger

Senator: Pettyjohn, Faiks

Municipality
of
Anchorage



PHONE 6550
ANCHORAGE, ALASKA 99502-3550
1937, 253-6401

FOR KNOWLEDGE
R4'OR

OFFICE OF PUBLIC SERVICES

March 25, 1982

Honorable Sam Pestinger
House of Representatives
State Capitol
Pouch V
Juneau, Alaska 99811

Dear Sam,

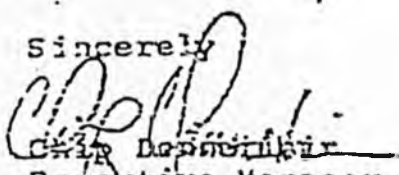
You have requested additional information concerning specific cost breakdowns for various elements in the Lake Otis extension project. Below is a brief summary of these costs.

If you have any further questions please feel free to discuss the project directly with Paul Diener, Director of Public Works, or Lee Browning, the Municipal Engineer, on my staff.

As you know, these costs represent our best estimate based upon available engineering information. Naturally, the final exact cost of the project will be determined by the bid. However, we feel our estimates do represent an accurate estimate of the project.

Thank you for your continued interest and support of this high priority project.

Sincerely


Chris Deppert
Executive Manager
Public Services

CD/bmc
pswl/cd51

THE FOLLOWING DOCUMENT(S) MAY NOT FILM
LEGIBLY BECAUSE OF POOR QUALITY OF THE
ORIGINAL.

DEPARTMENT OF PUBLIC WORKS
 1983 PROJECT COST ESTIMATE FOR
 LAKE OTIS PARKWAY FROM ABBOTT ROAD
 TO O'MALLEY ROAD, STREET AND
 DRAINAGE IMPROVEMENTS
 PROJECT NO. 83-E-07

1. Right-of-Way and Easement Acquisition:

L.S. \$ 300,000

Total 300,000

2. Construction Costs

a. 45-foot wide paved street with curb,
 gutter, and striping:

5280 LF @ \$240/LF 1,267,200

b. Channelization and signalization
 (as required) at 5 locations:

L.S. 405,000

c. 5-foot wide P.C.C. sidewalk on
 west side:

5280 LF @ \$40/LF 211,200

d. 8-foot wide paved bike trail
 on east side:

5280 LF @ \$48/LF 253,440

e. Street lighting:

27 ea. @ \$4,000 ea. 108,000

f. Storm drainage:

L.S. 200,000

g. Landscaping:

L.S. 200,000

Subtotal \$2,644,840

10% Contingency 264,484

1983 Total Estimated Construction Cost \$2,909,324

3. Professional Services & Miscellaneous 580,676

TOTAL \$ 580,676

1983 Total Project Cost (1+2+3) \$3,790,000

* This estimate does not include:

1. Underground electric and/or gas
2. Water improvements
3. Sewer improvements
4. Any other improvements not specifically mentioned herein.

STATE OF ALASKA
FISCAL NOTE

Revision Date _____, 1983

I. REQUEST

Bill/Resolution No.: HB 240
 Title: Repeal Approp ... Potter Valley Rd
 Sponsor: Cowdery, Flood, Faiks, Pestinger
 Requestor: _____

II. FISCAL DETAIL

Agency Affected: _____
 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						
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS:

FULL TIME						
PART TIME						
TEMPORARY						

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

Repeal of an appropriation made in 1982 to the City of Anchorage for the Potter Valley Access Road.

IV. ANALYSIS: Attach a separate page for any Analysis

Prepared by: A. Reed Gibby
 Division: Planning & Programming
 Approved by Commissioner: *Paul Wang*
 Department: DOT & PF

Phone: 266-1652
 Date: 4/4/83
 Date: 4/6/83

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)

3/8/83

COST ESTIMATES

Lake Otis Extension

FY'84	\$300,000	ROW
FY'84	\$581,000	Design
FY'84-85	\$2,909,000	Construction

South Anchorage

Water Quality and Storm Drainage

FY'84	\$200,000	Design
FY'84-85	\$1,260,000	Construction

Would be a grant to the City of Anchorage and would have no fiscal impact on DOI&PF.

1 GRANTS TO MUNICIPALITIES (AS 37.05.313) (CONT.)

ALLOCATIONS	APPROPRIATION	APPROPRIATION FUND SOURCES	
	ITEMS	GENERAL FUND	OTHER FUNDS
	200,000	200,000	
	120,000	120,000	
	125,000	125,000	
	125,000	125,000	
	125,000	125,000	
	100,000	100,000	
	2,500,000	2,500,000	
	50,000	50,000	
	50,000	50,000	
	50,000	50,000	
	5,737,900	5,737,900	
	100,000	100,000	
	150,000	150,000	
	160,000	160,000	
ED 15 KENAI - SOLDOTNA - HOMER			
HOMER - STREET PROJECTS	760,000	760,000	
KENAI - STREETS	2,670,000	2,670,000	
SOLDOTNA - STREETS	1,000,000	1,000,000	
ED 15 ALEUTIAN ISLANDS - KODIAK			
KING COVE - ROAD EXTENSION	600,000	600,000	

1 GRANTS TO MUNICIPALITIES (AS 37.05.313) (CONT.)

ALLOCATIONS	APPROPRIATION	APPROPRIATION FUND SOURCES	
	ITEMS	GENERAL FUND	OTHER FUNDS
ED 16 DILLINGHAM - BRISTOL BAY			
DILLINGHAM - MAIN STREET SURFACING	750,000	750,000	
ALEKNAGIK - DREDGING EQUIPMENT	100,000	100,000	
DILLINGHAM - ROAD IMPROVEMENTS	600,000	600,000	
GOODNEWS BAY - EROSION CONTROL	55,000	55,000	
ED 17 BETHEL - LOWER KUSKOKWIM			
BETHEL - ROAD RESURFACING	500,000	500,000	
ANJAK - MORGAN'S ROAD IMPROVEMENTS	140,000	140,000	
ANJAK - EMERGENCY DIKE EXTENSION	200,000	200,000	
AKJAK - GRAVEL ROADS	499,600	499,600	
CHEFORMAK - BOARDWALK TO WASTE DISPOSAL SITE	100,000	100,000	
CHEFORMAK - RIVERFRONT IMPROVEMENTS	400,000	400,000	
BETHEL - AIRPORT FIREHOUSE	225,000	225,000	
ED 18 GALENA - MCGRATH - HOOPER BAY			
ALLAKAKET - LOCAL ROAD EXTENSION	84,000	84,000	
RUAY - IDLE FACILITY	200,000	200,000	
SASHT NADYE - EQUIPMENT STORAGE BUILDING	70,000	70,000	
PILOT STATION - MAINTENANCE STORAGE BUILDINGS	80,000	80,000	
HOOPER BAY - MAINTENANCE SHOP	50,000	50,000	
HOLY CROSS - STREETLIGHTS	10,000	10,000	
ANVIR - STREETLIGHTS	5,000	5,000	
GRAYLING - MAINTENANCE GARAGE	40,000	40,000	

Potter Valley funds may be reallocated to 3 other projects

by Bill White
Times Journal Bureau

Juneau — A plan to reallocate \$2.5 million earmarked for the controversial Potter Valley Road on three other projects in South Anchorage got the approval of the House Finance Committee Monday.

Under the bill, the \$2.5 million would be spent for the extension of Lake Otis Parkway, road projects in extreme South Anchorage and storm drains.

Rep. John Cowdery, R-Anchorage, sponsor of the bill, said the measure addresses city needs but still keeps the money in the area to which it was allocated initially.

The \$2.5 million to build a road in Potter Valley was appropriated last year at the urging of former Sen. Mike Colletta and former Rep. Ray Metcalfe.

Both Republican lawmakers, in losing bids for higher offices last summer, received heavy campaign contributions from the developer of Potter Valley and his associates. The appropriation became the symbol of the behind-closed-doors process used to

write the state budget last year.

Anchorage Mayor Tony Knowles said he would return the money for reallocation if he could be sure it would go to city projects.

South Anchorage lawmakers fought among themselves for weeks.

Cowdery and five other South Anchorage lawmakers proposed reallocating the money to Lake Otis Parkway and to drainage projects.

But Rep. Mike Szymanski, whose district is the extreme southern end of Anchorage, laid claim to the money, too. So his district was included by using some of the funds for road projects.

The Lake Otis extension involves building a four-lane street from Abbott Road to O'Malley Road. Cowdery said the street would run past a new junior high school planned for the area. The bill proposes \$1.04 million be diverted to the \$3.8 million project.

The storm drainage project would get \$960,000 under the bill. And roads in Szymanski's district would get \$500,000.

BILL HB0240
PAGE 00420
DATE 03/07/83
CHAMBER HOUSE
TEXT HOUSE BILL NO. 240 by Cowdery, Pestinger, Flood and Hayes,
entitled:

"An Act repealing an appropriation made to the City of Anchorage for the Potter Valley Access Road and making special appropriations to the Department of Transportation and Public Facilities and for payment as a grant to the Municipality of Anchorage; and providing for an effective date."

was read the first time and referred to the Finance Committee.

BILL HB0240
PAGE 00667
DATE 03/29/83
CHAMBER HOUSE
TEXT

The Finance Committee has had HOUSE BILL NO. 240 (repealing an appropriation made to the City of Anchorage for the Potter Valley Access Road and making special appropriations to the Department of Transportation and Public Facilities and for payment as a grant to the Municipality of Anchorage; effective date) under consideration, recommends it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 240 (Finance):

"An Act repealing an appropriation made to the City of Anchorage for the Potter Valley Access Road and making special appropriations to the Department of Transportation and Public Facilities and for payment as grants to the Municipality of Anchorage; and providing for an effective date."

and reports it back as follows: Adams (Chairman), Pestinger, Ward, Flood, Grussendorf, Duncan, Bettisworth and Martin recommend do pass.

HB 240 was referred to the Rules Committee for placement on the calendar.

Appropriations HOUSE BILL NO. 240, by Reps. Cowdery, Pestinger, Flood and
(special) Hayes. Repeals a 1982 grant to the City of Anchorage for the
(Anchorage Potter Valley Access Road (contained in Sec. 80, Ch. 101, SLA
road/water 1982, p. 100, line 11) and reappropriates the money as follows:
projects)

--\$1,040,000 to the Dept. of Transportation and Public Facilities for construction of the Lake Otis extension to O'Malley Road in Anchorage; and

--\$1,460,000 as a grant to the Municipality of Anchorage for design and construction of the South Anchorage water quality and storm drainage project.

Provides that appropriation for Lake Otis extension is for a capital project and does not lapse. Provides that grant to the Municipality of Anchorage be disbursed in accordance with AS 37.05.315 - 319 (State Grants). Effective immediately.

Introduced March 7 and referred to Finance.

HOUSE BILL NO. 240, (see page 285). Reported back to the House March 29 by Finance recommending it be replaced with a substitute and that it do pass. Concurring: Adams (Chairman), Pestinger, Ward, Flood, Grussendorf, Duncan, Bettisworth and Martin. To Rules.

The Finance substitute breaks the \$1,460,000 appropriation made as a grant to the Municipality of Anchorage into two separate sections. Provides \$960,000 be appropriated for payment as a grant to the Municipality of Anchorage for design and construction of the South Anchorage water quality and storm drainage project (original version called for the total \$1.46 million for this project), and \$500,000 be appropriated as a grant to the Municipality of Anchorage for road improvements to be allocated between limited life road service districts in election district 7 in Anchorage based on the road mileage in each limited life road service district and subject to a 50 percent match by each limited life road service district.

Municipality of Anchorage



ANCHORAGE, ALASKA 99502-0650
(907) 263-8401

TONY KNOWLES,
MAYOR

RECEIVED MAR 7 1983

OFFICE OF PUBLIC SERVICES

March 2, 1983

224

Rep. John Cowdery
Pouch V
Juneau, Alaska 99811

Dear Rep. Cowdery:

This letter is being written to confirm our conversation this morning regarding several items of road policy which affect your district.

First, with respect to a change in wording for the former Potter Valley Road appropriation, the administration strongly desires that the money be made available for use on the Lake Otis Extension. While the State project for construction of the Minnesota Bypass Extension can and should be accelerated, contracts for that project cannot be bid until September of this year. On the other hand, I have a real need to accomplish major engineering work on Lake Otis immediately if we are to have the road completed in time for the opening of the school. As you know, both the school and the road will serve a very broad area of South Anchorage. There are no funds available for Lake Otis at the present time.

With respect to potential appropriations for road improvement, in District 8, I can assure you that the administration is supportive of such an approach. Further, an appropriation of that nature would be used within the boundaries of District 8 primarily for road and drainage improvements on local neighborhood and subdivision streets within both full-service and limited-service areas. The State grant funds would be utilized to supplement the standard road improvement district process and to provide homeowners with a 50% reduction in any assessable costs for the project. Since storm drainage improvements are areawide assessments and only actual road work is assessed directly to homeowners, this would be a very favorable project which would both stretch state dollars and provide substantial assistance to those neighborhoods wishing to improve their streets.

I look forward to continuing cooperation in addressing the road improvement needs of Anchorage and your district.

Sincerely,

Chip Dennerlein
Executive Manager, Public Services

Alaska State Legislature

SENATOR
H. PAPPY MOSS
P.O. BOX 182
DELTA JUNCTION, ALASKA 99737
907/895-4384



WHILE IN JUNEAU
POUCH V
JUNEAU, ALASKA
99811
907/465-4921

State Senate

MEMORANDUM

Date: April 26, 1983

Subject: Back-up for SB 238; SCR 17; and CSHB 240

To: All Committee Members
Senate Transportation Committee

From: Senator H. Pappy Moss, Chairman
Senate Transportation Committee

Attached please find back-up material for SB 238, "An Act making a special appropriation to the Department of Transportation and Public Facilities for road improvements on the New Seward Highway in Anchorage; and providing for an effective date"; SCR 17, "Relating to "Lower" Huffman Road upgrading in the Municipality of Anchorage"; and CSHB 240, "An Act repealing an appropriation made to the City of Anchorage for the Potter Valley Access Road and making special appropriations to the Department of Transportation and Public Facilities for payment as grants to the Municipality of Anchorage; and providing for an effective date."

Please note that SCR 19, "Relating to a statewide system of trails," scheduled for a hearing on April 28, has been waived from this committee at the request of the sponsor.

I would also like to remind you of a presentation to be given by DOT/PF on the Governor's proposal for the Knik Arm Crossing. That presentation will be given on April 27, 1983 at 3:00 in Court Room A. I would respectfully encourage you to attend this important meeting since a decision on the Knik Crossing will have to be made by this Committee in the near future.

STATE OF ALASKA

BILL SHEFFIELD, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION, PLANNING & PROGRAMMING

April 28, 1983

Mr. Brent Paine
Administrative Assistant
Capitol Room 409, Pouch V
Juneau, AK 99801

Dear Mr. Paine:

The following information is in response to your April 27 inquiry relating to House Bill 240, which repeals last year's Potter Valley appropriation and makes a special appropriation to the Department of Transportation and Public Facilities.

If House Bill 240 is approved, the Department envisions no procedural problems in turning the funding over to the Municipality of Anchorage, nor would we assess the project any department overhead charges.

If you or Representative Cowdery have any questions on this matter, please feel free to contact me.

Sincerely,


William R. Snell, Director
Central Region Planning & Programming

WRS:bwb

HB

294



Alaska State Legislature House of Representatives

PO BOX 2716
ANCHORAGE, ALASKA 99510
(907) 276-4506

WHILE IN JUNEAU
POUCH V
JUNEAU, ALASKA 99811
(907) 465-4939

REPRESENTATIVE JERRY WARD
DISTRICT 13

MEMBER FINANCE COMMITTEE
CHAIRMAN OF SUBCOMMITTEE ON
COMMERCE & ECONOMIC DEVELOPMENT
CHAIRMAN OF SUBCOMMITTEE ON LABOR
MEMBER OF SUBCOMMITTEE ON STATE LOANS

MEMORANDUM

DATE: April 18, 1983

TO: All Legislators

FROM: Representative Jerry Ward *JW*

SUBJ: Knik Arm Teleconference

At the April 13 teleconference attended by Reps. Tischer, Larson and Ward and by Neil Phelps-Munson from Rep. Hayes' office, 35 people in Anchorage attended, of whom 11 testified, all in favor of the concept. I attach for your information a transcript of that teleconference.

Attachment

KNIK AND TURNAGAIN ARM CROSSING TELECONFERENCE

April 13, 1983

9:00 p.m.

Legislators Present: Representative Jerry Ward
Representative Mae Tischer
Representative Ron Larson

Teleconference Agenda

The purpose of this teleconference was to discuss the proposed Knik and Turnagain Arm Crossings. HB 294 and HB 295.

Action Narrative

The Knik and Turnagain Arm Crossing Teleconference was called to order at 9:00 p.m. and Representative Ward introduced Representatives Mae Tischer and Ron Larson. The following is a verbatim transcript. (Tape begins here.)

Number 001

Representative Ward: I'm Representative Jerry Ward, I'm from Anchorage also here is Representative Mae Tischer from Spenard, AK and also Representative Ron Larson and we will be taking testimony concerning HB 294 and also 295 which are companion bills and the purpose of these bills are to establish a Alaska Toll Bridge and Causeway Authority for the purpose of building the Knik Arm Crossing. And at this time if the first person who would like to give testimony and ask questions, please step forward. The person I have on my list is Harold Galliett.

Number 027

Harold Galliett: My name is Harold Galliett, I live at 1616 Garden Street in Anchorage and I'd like to state that I favor the construction of the Knik Arm Crossing as far down Knik Arm as is feasible from an economic standpoint, because of the need to simplify traffic to and from Fairbanks and particularly to and from the large areas that can be developed in the Matanuska Valley. The present road and railroad, for that matter, pass along the base of the mountains and the area rapidly pinches out to the point where the amount of developable land is greatly limited. Whereas immediately across the inlet are thousands of acres that would serve for the expansion of Anchorage. It is not a bit too early to think about expanding the area in which Anchorage and its neighbors

can grow. We're becoming a sizable city that doesn't seem to be any signs of a decrease in our growth. Thank you.

Number 054

Representative Ward: Harold, thank you for your testimony, we will make that part of the testimony for tonight and it certainly was a pleasure hearing from you. Would the next person that would like to testify please come forward. I have Dave Ring down here.

Number 069

Dave Ring: This is Dave Ring in Anchorage and I appreciate the opportunity to talk to you folks on the other end about the Knik Arm Bridge. My particular interest has been for some time somewhat the same to get a crossing and I think that a couple of points that have been overlooked in plans that I've had access to and that's the development in Western Alaska. Most of the plans I've looked at have pretty adequately covered the need and the benefit for access to Fairbanks and points in between Anchorage and Fairbanks for the shorter distance that the studies I've had access to they don't emphasize Western Alaska, some don't even mention it. I think I'd like to suggest that we have a realistic possibility of coal development at Beluga that would be extremely enhanced with an access from Anchorage and that in itself might generate enough revenue to pay for a bridge by itself. Second way that this thing might advertise itself, as many people have discussed is a toll bridge. A third way that it might pay for itself and that's the sale of land within a half hours radius from Anchorage. In other words, a half hours driving time. Most of that land is under State ownership and some belongs to the University. Third way that I haven't heard anyone else expound on and that's the idea that gravel in the Anchorage area is becoming a pretty expensive commodity. The pits in the Sand Lake area have been closed, the only thing that's happening there now is a little moonlight and bootleg operation, extended permits perhaps, but the gravel that's in the Elmendorf Marain, which has the nature of some four or five thousand acres to it and it's a pretty high quality gravel according to my testing, some of that would almost meet military specks without further processing. But be that as it may, the sand and gravel in that area with the markets that

Anchorage presents in the next 30 years would be one means and by itself would very likely pay for any structure. That's about four ways to pay for a bridge, I don't know if we need to go a hole lot further than that, I'm sure that there are more ways but we have quite a few possibilities of where to put a crossing and some of them as much as 15 miles north from Anchorage up the Knik Arm. I think that crossings further up would be of less value to Western Alaska, they might have the same value in access to Fairbanks, Talkeetna and points along the existing route, but I think to give the best benefit to Western Alaska it must be as close to Anchorage as possible and if I had to suggest a location it would be in the immediate vicinity of the city docks, say a couple thousand feet north of the city docks but south of Point Karon, that would also keep it outside of the radar range for the military. I want to thank you for your time and your consideration and this is Dave Ring.

Number 158

Representative Larson: Yes, hi Dave, this is Representative Larson and I just wanted to mention one or two little things in relation to your comments. I think you are correct in your site location, the only concern that I have and I think that probably you and I have discussed this before that as we talk about the Knik Arm Crossing we also have to talk about a reason to make it economically feasible and some of the major reasons would be a port development at the Point McKensie area not to compete with the Anchorage port but to facilitate it. One being of course an importing area and the other a potential exporting area and therefore we would have to keep the bridge far enough north so that it would not interfere with the various shipping lanes that would be necessary to utilize both ports at Point McKensie and Anchorage. Do you have any comments on that.

Number 177

Dave Ring: Yes, I have. I've had access to the studies conducted by the Mat-Su Borough groups on a location for a port site at Point McKensie. I've also been involved in hydrology work in Knik Arm for roughly six years, I've been involved occasionally in type flow and selenity content of the waters there, I've also been involved in soil sampling of the bottom in Knik Arm and based

on my study of the, or my exposure to these studies, I've haven't really done any formal study of my own, but I've been exposed to these studies as conducted by other people, I think that the choice of port locations has I know them to be by the Mat-Su Borough group is really a little to north for convenient landing of vessels in the winter months in the extreme ice flow conditions that develop there, plus that location has the possibility of continual necessity, like the port of Anchorage for dredging. I think a more southern point for a port site on the far side of the inlet could be located where no dredging would be necessary its more or less a self scouring area of 60 feet drop minus tide water. Over.

Number 205

Representative Larson: Thank you for your comments.

Number 207

Representative Ward: Yes, and the next person that I have on my list, this is Representative Ward, is Kristie Keele.

Number 212

Kristie Keele: This is Kristie Keele. I have a question. A lot has been said about the economic feasibility and affects of a crossing and what I'd like to know something about some of the aesthetic value as far as the pollution problems that any growing community will have and at the rate that Anchorage is growing and what this might do to alleviate or at least help those problems.

Number 221

Representative Ward: Yes, this is Representative Ward and before I start, I'd like to make notice that Neil Phelps-Munson, the Professional Assistant to Speaker Joe Hayes is here and he is also taking testimony with us at this time. But one of the things I think that people of Anchorage are acutely aware of is that we have pollution that has been growing at a alarming amount. There is a report that was just done and issued to the Anchorage Chamber of Commerce approximately six weeks ago, that report stated that there was going to be if the pollution, if a negotiated agreement between the Federal Government and the State and the City of Anchorage as far as the pollution level was not reached that there could be the possibly of a Federal ban on construction in the Anchorage area. This means that there would

be no more construction allowed because of the emissions of carbon monoxide. What we have is a situation where you have 200 people crammed into a little area. Its also been just computed out by the EPA on the State level that in 33 years what we're going to have with the growth of population if it continues at the same level in Anchorage, Alaska in 33 years from today anybody in that town will only live for approximately 30 minutes and then they will die. This sounds a little harsh but if you just look out of your windows tomorrow morning on a nice clear beautiful Alaska day you'll see this kind of a bluish blackish haze and this will continue to be there and I think that that is one of the things that needs to be addressed. Everybody is crowded in their neighborhoods, they're crowded at the 4 and 5 o'clock traffic jam. We can plan ourselves to death but until there is a release valve that lets the people go out of Anchorage and live outside of Anchorage, all we can do is stack up on top of each other and this is one of the major concerns because its the feeling of the body down here and the members I've talked to its time to plan farther ahead that just one budget to the next budget. We want to plan for not only our future but our childrens future and this seems like to reasonable way of doing it.

Number 261

Representative Larson: Yes, if I can just add a comment too. Southcentral Alaska is really the fastest growing area and the fastest growing state in the United States. One of the major benefits that I would see for the Knik Arm Crossing is that this would help us to have planned growth which would be very necessary and up realize that when you're in downtown Anchorage, you're less that 3 miles away from the Point McKensie area which basically at this time is uninhabited. We know that the potentials are there because with the Dahl-Shell Petrochemical Industry study we had to do samples for waste disposal, water supply, power potential and so forth. In other words, its just an area within 3 miles of downtown Anchorage thats really itching. And one of the methods of paying that we haven't really mentioned yet but I'm going to suggest to Representative Ward is something that we've used in many occasions in relation to capital

relocation. Once you establish the bridge there across the Knik Arm you have tremendous value added to the land prices on the other side. Most of those lands at this time are owned by the State of Alaska, and with the increased value of those lands, it could go a very long way in helping to offset the cost of the crossing itself. So those are just a couple of philosophical thoughts I had, but I do think they are worth bringing out at this time.

Number 290

Kristie Keele: Well, I would just like to say I am in favor of it and one of the reasons is expanded growth out of the Anchorage area and I do appreciate your comments. Thank you.

Number 293

Representative Ward: Yes, and the next person we have to testify is Jorge Hernandez.

Number 296

Jorge Hernandez: My name is Jorge Hernandez, I'm from Anchorage and one of the things that I would like to know is what is the approximate cost estimations at this point for the Knik Arm Crossing and what is approximately the growing cost of it or the percentage, 10, 15 or 20% eventually its going to have to built (undes.).

Number 308

Neil Phelps-Munson: This is Neil Phelps-Munson from the Speaker's office Mr. Hernandez. At the present time we don't have any current cost figures however, they are being produced by the Department of Transportation. You might recall a couple of years ago, Mr. Hayes was successful in getting 5½ million dollars put in the budget for preliminary work on the Knik Arm project and the Department is presently using part of that money for the purpose of preparing some cost estimates. We expect them very shortly. Now there doubtless are going to be higher prices than any of the previous estimates that have been done. We are encouraged to believe, however, that improvements in technology for this kind of work that have occurred in recent years will tend to hold down the cost more that the escalation that might normally be expected over estimates we've had in previous years. We do expect to have those figures in a fairly short period of time. I don't know precisely what we mean by short but hopefully before this summer.

Number 324

Jorge Hernandez: Another thing is what will be the estimated mileage saved by building the bridge or the approximate amount of time saved in driving distances.

Number 327

Neil Phelps-Munson: If I understand, first you are asking about the length of the crossing. There are, in previous studies that have been done, the most exhaustive study which was done slightly more than 10 years ago if I recall correctly, the block to block distance of the various crossings ranged from 8,500 feet in the shortest case to 25,800 in the longest case. The most likely probability, the one that seems most attractive for all of the reasons involved of these six studies is 12,900 feet long.

Number 339

Jorge Hernandez: I see. Thank you for your time.

Number 342

Representative Ward: Yes, Inez, this is Representative Jerry Ward would you put the next person on that would like to give testimony or ask questions.

Number 346

Ron Windeler: I'm Ron Windeler, I've lived in Alaska for 33 years. I'm very much in favor of the Knik Arm Crossing. My first question is what is the status of the Department of Transportation study that you just mentioned. I had heard recently that the Governor had cut off funding for that or in some way was slowing down that study.

Number 352

Neil Phelps-Munson: Mr. Windeler, what the Governor did instead of using the money to go ahead with the Environmental Impact Statement was make a decision with the concurrence of the leadership of the legislature to go ahead with a portion of that money for estimate work to determine if the project was fiscally feasible before spending the rather larger amount of money to go ahead with the EIS, that is the Environmental Impact Statement. And as I say, preliminary indications on that are that the project will be financially feasible, we don't have definite figures. Therefore, the EIS work will proceed. Now some of that has already been done, some of it is recoverable from previous years and the like. But that would be the next step and no, we don't have any indication that the

Administration is deliberately slowed the project, they have rather changed the direction for that short period of time for the purpose of being sure that we could confidently go ahead with it.

Number 367

Ron Windeler: So we actually just changed the order in which he was spending the money that was appropriated. Okay, my next question is what are the chances of passage of the new bills, I believe its Senate Bill 211 and 212, one of which establishes some kind of a authority to run a bridge and the other one appropriates a really substantial chunk of money to begin construction.

Number 374

Representative Ward: Yes, this is Representative Jerry Ward and it looks like, as they go through the committee process that it should be the Senate Bills, I don't believe, I can't really speak for the other body but I've talked to President Kerttula and he seems to feel very confident that it would go through. We have had a House Concurrent Resolution introduced by the bush delegation on the Senate side endorsing the concept of the Knik Arm Crossing and encouraging it. On the House side, we do have 27 signatures which it takes 21 to pass so we do have the support on the House side but we're still not rushing through the procedure because we want to make sure that the Toll Bridge Authority is set up properly so that has to go through the Committee process but we do have every intention of moving the bills through both bodies and to the desk of the Governor this session.

Number 388

Ron Windeler: Last of all, I have a suggestion, we talked a little bit earlier about paying for this bridge by the sale of State land across the inlet and somebody mentioned that land would increase in value tremendously if the bridge were completed. Unfortunately, it seems like its necessary to have money in advance to pay for the bridge rather that build it first and then realize its value and I was wondering if it would be possible for the State to dispose of some of the State land in the McKensie area in advance of the actual construction but after having announced an exact path and a timetable so that many people would be aware of the potential increased value and would be

willing to bid a great amount of money for land over there, nearly as great as they would be willing to pay at a later date when the bridge was complete. That sort of an approach might be able to raise many millions of dollars in advance to offset the cost of constructing the bridge.

Number 405

Representative Ward: Yes, this is Representative Ward. I have written in your comment and I certainly will put this into the consideration. One of the things that we have done since the Speaker and the President have filed a joint bill as the leadership of the House and the Senate, there have been several proposals come forward which I found, if I can just run those by you very quickly, the land one that Representative Larson and yourself have just brought up is an intriguing idea, the coal and gravel has been brought up several times, not to leave out the fact that it is a toll bridge so just paying from actual passenger traffic can be done in about 10 years, but besides that we also have got phone calls from the electrical utilities, Chugach Electric and Matanuska Electric both are going to be writing letters of support so they can take their underground cables and put those on the bridges. We understand that there is a figure floating around for replacement of 3 of the cables of some \$100 million which would go for offsetting the cost of the bridge. We also have had a proposal that has been introduced, at least for discussion purposes by Representative Cowdery for transporting water across the way for the Anchorage area which will be in need of water in about 3-3½ years if the population continues at its present rate. Everything I see says that this bridge should have been built about 10 years ago and the land idea that you have in very intriguing and I think that if my numbers worked in my head as I just added up the amount of State land available, I think we could build about 3 of these.

Number 437

Ron Windeler: Thank you very much, that's all I have to say.

Number 440

Ken Wardwell: Yes, my name is Ken Wardwell and I live at 1444 Hillcrest Drive, Anchorage, and I've lived here since about '66 and I'm also in favor of the Knik Arm

Crossing and I'd like to start with a question. What negative things have you encountered that would hold up the completion or even the beginning of building the bridge?

Number 446

Representative Ward: Yes, this is Representative Ward and I sure hate to be the one to give bad tidings, but the negative things seems to be at this point is I think people when we have been able to get response, it seems to be one way or the other, we should build it or we should not build this bridge because it hurts a program which is they have a feeling that there is a competition for money and that seems to be the overriding thing at this point. And there is a competition for money and thats why we are going on a usery type of basis and I think that this body, and the leadership is decided that if a project cannot stand upon its own, then we really don't want to get behind it and thats why we have gone on the Toll Bridge Authority and we're trying to find creative forms of financing and creative forms to pay for the project so that we can go forward, but the only thing that we have found, or that I have found on a negative note is the fact that people have felt that State government may not be giving out quite as many dollars and they did not want another, did not want any projects if it was going to affect their own personal project that they might have an interest in, so there has been a lot of comparing type of things. I'll turn it over to the other Representatives for there comments on negative.

Number 465

Representative Larson: Yes, this is Representative Larson. I guess I'm going to speak frankly here that the biggest negative isn't that I have seen over the years is been that we've had too many politicians and not enough statesmen. For example, in relation to the Point McKensie road, everyone always says to me why build a road there's nothing at Point McKensie. I say when you build a road there's going to be something at Point McKensie. When you build the bridge there's going to be lot more.

Number 474

Ken Wardwell: Okay, I guess a comment I'd like to make is there's been some recent proposals to bring natural gas from the north slope to, well there's been several

proposals, one of them is to bring it to Kenai. Has anybody considered bringing it to the Point which would also have a deep water port and it would also be able to service potential users of the population of Southcentral Alaska?

Number 481

Neil Phelps-Munson: Yeah, Ken, this is Neil, good to see you, I haven't talked to you in a long time. The biggest negative as I think two members have expressed here is peoples lack of faith in the capability of the State to tackle a project of this magnitude and serve other needs of so many people or other wishes and needs so many people have at the present time. As far as gas is concerned, Jerry has just added that to his list of ways in which the crossing can be paid for. I've been wrestling with this thing myself for about a dozen years having worked in the Department of Highway some years ago. I've heard it said that if everyone studying the crossing had taken a rock with him, we'd have one by now. That may be a slight exaggeration, but probably not far from the truth. I think the introduction of this legislation is probably most important single step that has been taken in recent years. I think its more important than the \$5½ million that the Speaker managed to get into the budget 2 years ago, simply because it will test the public confidence and I think reassure the public confidence that this thing can be done. And of course people who are heartily in favor of the project like those of you there in the room can help a great deal too.

Number 496

Ken Wardwell: Yeah, it seems interesting that in public testimony like this and for several years it seems like everything that comes out seems to positive in favor of it to include newspaper articles and through those years we always see steady groups and little bits of money being put out in some kind of serious or semi-serious study one or another. And then, you know, in a place like LaTouche, where all public testimony comes out negative to building a facility there for boats, and you know, thats trying to go through, trying to put it through. I sell real estate here, have been a broker for several years and we're rapidly running out of property to service the needs of the community and I

think its probable that the bridge will have to be built, or a means to get to the other side to open up that land for the needs of the population of Southcentral Alaska. I think that should be a serious consideration rather than at the last moment say okay, and to just throw money at it, we ought to be prepared with good serious studies and good serious cost amounts and timetables to be able to do that.

Number 517

Representative Mae Tischer: This is Representative Mae Tischer and I've got to throw my two cents worth in here. While you were talking, something just kind of flashed on me and I'd like to share a kind of correlation, a comparison. It has to with when my kids and I were building our homestead in the Susitna Valley area and we were planning on building x number of square feet and so forth and so on and buying our logs instead of peeling them ourselves. One of the things that was told me, because neither I or my children ever really built a whole house by ourselves, which we ended up doing. What happened was the fellow that was telling me this gave me good advice, he said, "you know, the actual structure won't cost you that much but", he said "you can nickel and dime yourself right down into debt if you don't look out when you start on the interior of your home". And I compare that with what I see as a freshman here in the legislature in looking back in the previous budgets where the State has really nicked and dined themselves to death and placed themselves in a real funny position where they have funded little bits and pieces here and there and never really come up with anything really constructive as far as a viable long-range plan for development of the State. Instead, it kind of chips away the bulk of the money and pretty soon you're down to not enough to fund something that is really very important for our development and our progress to prepare for the massive amount of things the State can do for ourselves, in other words, if we build a road as Representative Larson says, there's going to be some productivity coming out of it, its not just for traffic running back and forth for recreation, there's resources to be developed, there's lands to be claimed and there are new horizons out there. This is the only State

in the union, yet, that offers that sort of opportunity and its a terrible, terrible problem in trying to convince people that once you put something out there that will give us a corridor to advance your economic base and broaden our economic base we will back a saddle in square one again like we were six to eight years ago. And this I see as probably the best thing that will happen out of the Knik Arm Crossing outside of saving the Anchorage area from pollution and such things as that, diminish our crime rate and all the things that go with overcrowding. Thank you.

Number 550

Ken Wardwell: Yes, thank you very much.

Number 557

Alfred Mangus: My name is Alfred Mangus and I live at 4805 Mills Drive. I've lived in Anchorage since 1962. I'm an unemployed civil engineer. I'm in favor of the project, certain it will have a great impact on the community, such as many famous bridges have. Brooklyn bridge will be 100 years old here in another month, the Golden Gate Bridge and the Oakland Bay Bridge were both built during the great American depression. They are both toll bridges. The Golden Gate Bridge has been paid off by the Toll Bridge Authority. I feel that if the State doesn't have the capital to directly fund the bridge the Toll Bridge Authority option should be looked at. It would be a means of funding the bridge, I think, and giving them a possibility of raising capital from outside sources. I think that the bridge will come about eventually, I hope that it will have a positive impact on the community and I'd just like to say again that I'm in favor of it.

Number 578

Representative Ward: Well, Alfred, thank you very much for your testimony. This is your Representative Jerry Ward and its sure a pleasure to hear from you. We do have the means to finance it and have it on the form of usury, whether it be people that own coal, gravel, land, gas or water or else the people that actually drive across it, we do have the opportunity to finance the bridge at this time and that's the way we are proceeding and we certainly appreciate your comments. Something that I'd like to make note of right now for any of you in the room and I sure want the next person to testify, but if you

could possibly, there's a phone number that's with the person that's the monitor there at the thing at your end of it and there's a system called public opinion messages. You'll be able to get that phone number and just pick up your telephone, call that phone number and give it to all legislators and state your opinions and this will move more mountains, I've seen it happen on three different issues down here and if 100 of these public opinion messages come in then the project goes. So I hope everybody in the room understands clearly what I'm saying. This is the way the public speaks, there is no charge to you, it is picked by the State, it is a telegram that is paid for through your tax dollars, although we don't pay taxes right now unless we're a corporation, but it's paid for by the State, and it is a public opinion message up to 50 words and I would encourage everybody there to please send those to all the Representatives and Senators so that we can compile those into the public input and I'll take the next speaker at this time and then I'll look around for the phone number in case it isn't there.

Number 608:

Jack Spake: My name is Jack Spake and I feel sure that all you people down there on this board know me quite well. I started out working on this Knik study when I was a young man and I've reached the age, soon to be 73 this April and I see that we're not very much farther away from the first stage that we had initiated in 1972. This was quite a comprehensive study and I was also worked on the Chamber of Commerce Highways Board getting the \$5 million to continue this study. I think that the study of '72 would just merely have to be updated a little bit and I feel that we studied this thing to death. We have had all kinds of proposals. This first study we had gave you a location, gave you a design that was practical but needs updating a little bit but it just doesn't seem to be going forward like it should. I think we should make every effort to get the Knik Crossing going, if we don't it going to price us right out of the ball park. Had an estimate of \$125 million in '72, I think this wholly approaching estimate and the estimate of time given by this consultant that's being employed now, talking waffle about 1990-1992 before the thing could even

be under construction. You take the inflation rate at the present rate it is, maybe 10% you're talking about a billion dollars or more for the time of '88, '89 and '90, I think its going to price us right out of the ball park if we don't get on the ball and get this thing going. I think that it could be done by this bridge commission you're talking about and I think it could expedite the project as much as 3 or 4 years if the proper people were put on it. And another thing I think is that your legislators there have should assist the Mat-Su Borough, Mr. Larson especially has been a strong advocate of this project for many years getting the \$7 or 8 million he needs to complete the road out to Point McKensie, maybe this will stir a little more action on. But this is something it seems to me I spend all my 7 or 8 years when I was Division Engineer for the Department of Highways from '70 to '77 on this project and I just got myself so interested again I come out of the woods and I'm back working on it again and I just feel that every effort should be made by you legislators. Most of the legislators, especially the new ones, on their campaigns promises said more roads, Knik Crossing, Susitna Dam and so forth through the legislature I haven't seen anything in the papers or anything where any effort has made to get some supplemental funding for these projects and I think that it would behoove you and the rest of your legislators to get something going. I feel that you may have a couple of questions, I'll stop now because when I get started on highways, its pretty hard to shut me up.

Number 642

Representative Larson: Yes, this is Representative Larson and I'd like to thank you for your kind words but I'd also like to give due where due is given, Representative Ward has been very, very active on this and is doing a very fine job.

Number 645

Representative Tischer: Amen to that and amen to your comments. This is Mae Tischer speaking. I can't tell you how much I enjoyed listening to what you said about your involvement in the studying of Susitna or the Knik Arm Crossing. I remember when I first came up to Alaska 23 years ago, that's one of the first things I heard talk about and that

was 23 years ago and I agree with you that it has been studied to death and I believe that right now we've got stacks and stacks of actually parked right in front of us here and I agree that its time to move forward. One of the things I think that I recognize at least this year which is different from the last, oh say, 8 years is that we have a new administration and a Governor who is for development and is for this project, its one of his priorities at least to see to it that it is looked into to the point where it can be done or not done. I think he is taking steps to do that and I think he is right and I think the legislature as a whole especially on the House side with 27 sponsors of HB 294 and accompanying bill gives you an indication of how much support it really does have. When people down here put their name on a bill as a sponsor they're committed to that project or to that bill, provided the doggone bill doesn't get changed to a divert or the intent of the legislation remains the same. But anyway, I see this, I'm very excited about the probability of this being accomplished with a very short period of time. The fact that the State has had money in the past 4 years should have made this thing go a long time ago, and we've got a group of new legislators this year that really aren't afraid to step forward and take a stand on something like this and I for one did campaign on the Knik Arm Crossing and the Susitna Dam and roads and so forth and as far as I can see, things are moving along as well as can be expected at this point in time and I think that by the end of the session you'll see some real good action.

Number 673

Jack Spake: We are going through a new era where people are somewhat in favor of highway construction and projects of this size, where back in the 70's the favorite expression that they were given me at all the public hearings that I participated in were quite a few from the first one where we had a 1,000 people and 996 of them were against anything that we were proposing back in the 70's. I think this attitude is changing now toward these types of projects. I think everybody that I've talked to and I think that they are all in favor of this project and I think it would do a great benefit to the Beluga expansion, the coal, the lumber everything over there

and also get some of this traffic congestion out of Anchorage. It won't be too long before you're going to be walking on top of cars to and from work instead of driving them. Its just getting to be ridiculous, we're not doing any advance planning for large construction projects in Anchorage. We're all still working on a program that was conceived back from the (undes.) back in '74, '75 and '76 and they're just merely increasing their present widening the streets and things like this, some interchanges but we've got to come up with some large plans of highways above and highways below or we're certainly going to be in a position where we are going to have to eliminate a few automobiles. I have noticed since 1974 and 75 we had 94% one car occupancy and we still got 94 and maybe 95% one car occupancies and the administration of the city and the state have both tried to get more than one person in a car, and I don't know just what to do. Buses are not going to be the complete answer, we're going to have a system, a monorail, maybe go back to electric cars, something that people really call me a dreamer, but you're going dream up something for Anchorage, you've got to help us. Thank you very much for listening to me, you'll probably here more from me now that I'm back in the saddle again.

Number 695

Representative Larson: You're going to have to listen to one of the things that I've been advocating as a possibility for years, but before I mention that, I do want to mention one more positive step here, and maybe it sounds strange coming from a member of the minority, but I think a positive step here is that the bills that are before us are sponsored by majority, excuse me, the Speaker of the House, Joe Hayes and its also supported, of course, on the Senate side by the President Jay Kerttula, so it does lead me to think that everyones serious down here about these bills this year. But I'll tell you about the monorai some other time.

Number 704

Representative Ward: Thank you very much, this is Representative Jerry Ward and for that phone number for you that were waiting there with the pencils in hand, its 278-3668 and all you need to do is call that number and you can send a 50 word telegram to all

legislators to legislative affairs and that's at no cost to yourself, that is picked up by the State and they are very, very influential to the decision process down here. Its 278-3668 and we would be glad to take the next person that would like to testify at this time.

Number 711

Pam Schlegel: Hi, my name is Pam Schlegel and I (undes.) believe in that. I think that Alaska been caught in a time where we believed in a boom and bust. We had a boom economy and then we bust and everybody (undes.) I believe I'm one of the first or about the second generation Alaskans other than the traditional Alaska native and I believe that there is a strong pull in this country, Alaska that we all are starting to settle, we're going to stay here, boom or bust, we're going to live here and I believe that the Crossing is a good thing, I think Alaska, Anchorage is a perfect example of boom and bust, it has been built, its design of the city is traditionally not well planned and we're constantly now having to redo things because we're outgrowing the area. I think the bridge is a wonderful idea to open up an area that is fresh and new and that we could maybe better plan for a good living for our families and have land to live on and that and as well as the economical basises for induscry and growth. The only real true point I want to state is that I believe that the future you are going to see is that people are going to stick around and that they are going to believe in Alaska and possibly be more active politically and whatever in the growth of our state versus well just staying at home and you've got your cabin and as long as somebody doesn't intrude your land it doesn't bother you. As far as the crossing goes, I really hate to see that we've had 10 years to study and thats it. And we keep studying, and we keep studying and we keep studying and thats all that it goes to and I just think like its been pointed out that the cost keeps getting larger and all we do is study how much its going to cost one more time and I'd sure like to see something more positive go toward this move. And I hope that what I've been reading in the paper, that its not going to be funded is not true.

Number 764

Neil Phelps-Munson: Thanks Pam, this is Neil. We're glad you're in Alaska to stay. As you heard Jack Spake say a few minutes ago we do seem to be coming into an era when development of the kind we're talking about tonight is gathering more favor than it might have in the previous decade, that people are realizing that we can do things like this without destroying the entire countryside, and that we do need them badly. What we need right now, of course is a lot of public support from people like yourself among friends and neighbors to get things like this going because the people down here are required to vote for it and pony up the money for it we'll do what their constituency's tell them they want and we know it's possible but requires the public support to do it and I think any member of the legislature would agree with that opinion.

Number 780

Pam Schlegel: I concur too. Thank you.

Number 784

Representative Ward: Yes, if we could have the next speaker at this time. And Pam, thank you very much and also letters to the editor would help quite a bit to both newspapers.

Number 791

Scott Svendsen: My name is Scott Svendsen and I was born and raised in Anchorage. I'm 34 years old now, Jerry I know you know me down there. As I look around the people in this room, I notice that many people here are quite a bit older than I am, I'm 34 at the present time and I would venture to guess that many of the people sitting here who are older than I am have attended many such meetings as this and I would imagine that they have quite a few meetings left in them, but what I want to know is how many more meetings are we going to have to have before we can really get the ball rolling? Like I say, many people have attended a lot of meetings, but I'd really like to see something happen besides just the consultant studies that have been done. You know, I think that the Knik Arm Crossing is an expensive project, it has always been an expensive project and it will continue to be an expensive project but the way that the real estate is developing in Anchorage is that there really is a dwindling amount of land available and it seems to me only logical that we may have some up front

expense in getting that bridge across but for the welfare and the benefit of Alaska residents as well as Anchorage and Mat-Su area residents that this would be a good thing to do. I'm hoping that this is not just another bunch of lip service, that there will be an attempt a serious stride forward and I certainly would lend a hand on a volunteer basis to help this thing become more of a reality. I also have to state at this time that I am not a land owner in the Point McKensie area or anywhere near abouts, but I just feel so strongly that we need to go in this direction that I'm speaking to you today because of that. Jerry, goll darn it, lets get to work.

Number 840

Representative Ward: Well Scott, I sure thank you very much for the other people there, they might as well know my age too, its 34. I was born in Anchorage and grew up with Scott Svendsen and its been about 20 years since I've seen you. I guess our thoughts are running along the same ways from when you used to play down at the trestle and look across there and wonder when they were going to build that bridge. Now we're both 34 years old and I'm down here doing everything I can to get it built and so is the Speaker of the House and the other members that are here, the freshmen members and the other ones and we are going to get it built. We are here to do a job, we want it built we can only do it with public support and the volunteer work that you mentioned Scott, its good to hear your voice again and like I say the phone number is 278-3668 and I don't know other to emphasize that, I've seen it work on Student Loans, I saw it work on Displaced Homemakers, I've seen it work on almost everything and I'm asking anybody that wants that bridge built to get on, get off, get on the stick and send those things down here, I almost said something wrong there didn't I? Its all public opinion at this point. We need your public opinion in the form of some tangible pieces of paper through telegram system that the State has and we will build it. I hate to be, no I don't hate to be optimistic, but I look at this program and I turn key operation and we can not remove it from the Department of Transportation but maybe let them watch over it with a careful eye. I foresee that from

today 3 years from today, I think that we could be driving across there, I really do believe that.

Number 875

Representative Larson: Yes, Scott as long as we are all confessing our age, I might just, this is Representative Larson, I might just as well tell you that I'm 29. I've been stuck on that number for 19 years now.

Number 881

Scott Svendson: That's too many more meetings to go on this. Anyway, Jerry thank you very much and the rest of you down there thanks very much and I appreciate your efforts as well as everyone's there.

Number 885

Representative Larson: Scott, in relation to the number of meetings that we are going to have to attend, I guess my answer will be, we'll attend as many as it takes to get the job done soon.

Number 888

Scott Svendson: Okay, great I appreciate that, thanks. I'll be there too.

Number 889

Neil Phelps-Munson: Scott, this is Neil. I'm not going to tell you guys how old I am but I was born in New York and I've been in Alaska darn near as long as you have. Further on Jerry's remarks, public pressure and opinion can get things done. You'll recall three years ago you were paying personal income taxes to the State and today you're not, and it was strictly, believe me, the public outcry that brought that about. There was resistance in the legislature and the administration to the repeal of the personal income tax, but it got done and it was people like you that got it done.

Number 900

Representative Ward: Yes, if we could have the next speaker now.

Number 904

Ron Windeler: Ron Windeler again, we don't seem to have anybody else ready to speak at this time and while I was sitting there listening I was doing a little thinking and developing on the idea that I proposed to help finance this project. My new thought is that if it becomes very difficult or impossible to get the legislature to appropriate \$50 million at this time perhaps because our projections for income may slide even further and people may get desperate and

decide that they can't afford this project, would it be possible instead to have the state cede to this bridge authority title to a substantial section of the state land over there and allow the bridge authority to sell the land as they see fit to raise the money to pay for the bridge.

Number 922

Representative Jerry Ward: I have written that right next to your first proposal. I think that it is entirely possible, I don't see why not. The State, the people own the land anyway, its already theirs. I might as well make one thing clear, along with House Bill 295 and 294, there is a letter of intent that is accompanying it at this time and it does appropriate \$25 million from FY '83 and the additional \$25 million in FY '84. Which would mean \$25 million this year and \$25 million the following year. This has been proposed by the people that are in the bonding business that would be enough to get the program off the ground and to start the rolling, generatings of the revenue bonds to make it work. But your proposal does sound very interesting and all of these proposals are going to get consideration as this bill passes through the committees.

Number 937

Ron Windeler: Thank you.

Number 940

Representative Ward: Is there anybody else that would like to testify there.

Number 945

Dave Ring: I'm always good at afterthoughts. I don't think I covered this before and thats a matter of establishing priority on State spending. I'm pretty well aware and I'm sure everybody else is that we've got about 100 projects for every dollar laying around. I think it comes down to mentioning a few projects where I would willing put this project first. For one, I'd like to see this project undertaken and completed before we spend \$5 billion on a hydro project anywhere or Susitna. I would rather see this job undertaken and funded and built before I see the people of the State of Alaska take over an already operating railroad, and I don't really think that the State has demonstrated the ability to operate that much better than the people that are there. That would dry up a billion dollars worth of state money to buy the railroad. The third idea, I've heard a

couple of our former Governors kick around the idea of spending \$25 billion to build a gas line to somewhere. There is some merit in building a gas line all right, I don't deny that at all but I think for the State of Alaska to involve any money in that thing I'd vote for that just right after a Knik Arm Bridge. I don't think I'd want to put that project first. I wouldn't recommend that you put it first either. I think there's a good many projects throughout the state that while they do have some merit, they do have some worth, and they'll have a long term benefit I don't think there's any of them that's going to exceed this project. I would willing put education in this state ahead of the Knik Arm Bridge. I would willing see our schools and our colleges come first. I would willing see the health and welfare measures come first. I would like to see construction of a Knik Arm Bridge come right behind them. I wouldn't want to see any major projects in the state come ahead of the Knik Arm Bridge, if they did, I'd sure want to look at it quite a while to see if it really had the merit to give a dollar per dollar return that a Knik Arm Bridge might possess. Thank you.

Number 987

Representative Tischer: This is Representative Mae Tischer and I'd like to add to your comments by saying that its abhorable that the state of Alaska with just a little under 420,000 people have to spend \$1.7 billion just to operate state government. That's the first thing I think that surprised the neck right out of me. That's approximately, with state employees running something like 15,000 in total and right now nobody's been able to give us an exact figure of what number the state has in employees, that's about 1 employee for every 23 people in this state. That's almost like a classroom teacher ratio. And to me, we're spending a lot of money on bureaucracy where we should be taking it and doing something like the Knik Arm Crossing. I believe that that should be looked at too.

Number 001

Dave Ring: Thanks a whole lot.

Number 005

Representative Larson: If I may, maybe I just found the \$50 million for us. I agree with Representative Tischer that the population of the State of Alaska is

somewhere in the neighborhood of 415 to 420,000. Yet we're paying out 471,000 dividend checks that means \$51 million in fraud. There we go.

Number 012

Representative Ward: Yes, Dave, I'd like to add this to you since you did bring up two things that I basically hold in high esteem because I think that they are worthwhile projects although I haven't had the opportunity to have that legislation in front of me and that is the Susitna and also the railroad, and when I look at those I also want the Knik Arm Crossing. As I look at the bill on the Knik Arm Crossing if it does not stand on its merits, meaning that it will not pay for itself, I will not vote for it, I will not allow it to pass. I'll do everything I can to stop it. I intend to do the same thing on Susitna Dam, I intend to do the same thing on the Alaska Railroad, and I think that is the general error of the peoples thinking down here and I'm sure that this has not always been the case. But the people that are in this room and the sponsors of this bill I would say at least have this fundamental basis philosophy and that is if the project is worthwhile and it will stand on its own merit, then we are going to support. If it isn't then we are going to call it what it is, an idea that its time has not and will come. But I intend to look at all of those things, the railroad, the Susitna and the Knik with that in mind and I do believe that the Knik Arm Crossing absolutely stands upon its own merits and it will pay for itself and it will be one of the generating, income producers for the city of Anchorage and for the State of Alaska much, much longer after I'm gone. I hope that the Alaska Railroad and Susitna Dam will also fit into that category although I do not have the proper numbers for it at this time.

Number 043

Dave Ring: I appreciate your comments. I think I could be more enthusiastic about a Susitna hydro development if it were scaled down, if it were say a billion dollar project I would probably be more enthusiastic about it. I look at a billion dollar project as needing to return about \$100 million a year in benefits. I look at a \$5 million project as needing to return \$500 million a year in benefits. So far, from what I can see it

doesn't make that promise. On the other hand the Knik Arm Bridge promises to return 4 times its cost in a 30 year period from about 4 different ways and if I messed up somewhere along the line there, excuse me for letting a little of my enthusiasm get in there. But I appreciate what you're doing and I appreciate the opportunity for everybody to have a whack at this. There's quite a few people in the crowd that don't want to speak and I don't want to take more time hoping that somebody else has shown up that will. Thank you again for the opportunity and I hope that we can do this again in the future sometime and maybe involve a few more of the legislators at the same time. Thank you.

Number 067

Representative Ward: Thank you very much Dave, and just for clarification, your arithmetic is exactly the same as mine and I'm hoping that those are the numbers that I've been given and if those numbers remain and the projections remain on Susitna and the railroad, then yes they are in jeopardy at this time but being one that's an optimistic person I always see that the good things have a habit of turning out fine. May we have the next speaker now.

Number 078

Walt Corey: Yeah, this is Walt Corey here and I've been Alaska around 25-26 years and it seems like year after I got here somebody was talking about building a dam thing or something across the inlet but I wasn't too enthused about it then because I didn't know anything about it. However, the past few years last 10 or 12, 13, I have been quite enthused about it. I think it should have been just like you people said a few minutes ago, it should have been built 10 years ago. The rate things are going, it doesn't look like it's going to get built for another 10 years. I'd like to see it finished in 3 but that's well, neither here or there. With the pollution, with the crowded conditions, with everything else that's been brought up here tonight, I am wondering if we have any choice but to build that thing as quickly as we can and that's about all I have to say.

Number 092

Representative Ward: We thank you very much and everybody in this room is shaking their heads, Walt and that is our feeling right now that we feel that it must be built for these

reasons and each person here has a separate reason as far as the economics of why its justifiable and also because of the crime and because of the pollution that you've mentioned and I'm glad that you spoke and you finally said it. Yes, we must build it and we'll be glad to take the next person at this time and we hope that people that are observing would gladly come forward. We work for you. At this time I will say my sign off and turn it over to the other Representatives and my name is Representative Jerry Ward and my sign off will be 278-3668 to send in the free public opinion message, 50 words or less 278-3668 or you can write letters to the editors of the Anchorage Times or News and if anybody wants to get on the 6:00 news and say that they want to build a bridge, that would be fine too. And we will do the work on this end, we're working for you and we're gonna get the project done and good night to you and I'll turn it over to Representative Larson at this time.

Number 115

Representative Larson: Yes, I just want to thank Representative Ward for the opportunity of taking part in this teleconference tonight and I guess if I had any words of wisdom I would say that probably one of our problems at this point is that we've been preaching to the Christians, its time we go out now and make a few converts.

Number 120

Representative Tischer: Thank you Ron, thats an excellent idea and that just spurred a little spark in my head also. Mae Tischer speaking, you know one of the things that I learned over a good number of years when I worked for the Muscular Distrophy Association was that enthusiasm breeds enthusiasm and one of the ways to do that is that you kind of carry the flag and then I learned that while campaigning in this last election myself that visibility has a great deal to do with the success of a job to get done and the visibility can be done in many ways, in a campaign you put yard signs up and bumper stickers out and put flyers out and so forth, some people parade up and down the street, some people have rally's and some people demonstrations. Well I've seen demonstrations down here on the capital steps for various and sundry causes and they're very effective. I've seen demonstrations

down at City Hall in Anchorage, I've seen them on the federal building steps, I've seen car rally's with signs all over them running up and down the street, up and down the highway and so forth and I'm so terribly enthusiastic about the support that so far we've heard and we haven't heard any negativeness coming out and of course, as Ron has said you know there are some converts out there that need some attention. The group that we are speaking to tonight and those that for this project and will favor it have now the opportunity with the enthusiasm that we have down here in the legislature, outside especially the support from the communities is a vital, vital portion of getting this job done and any means by which you can foster this project, by means of demonstrations, by the telephone calls and the letters and the public opinion messages and the bumper stickers and whatever else you can think to rally around the flag if you will, I encourage you to do that. It may sound rather light if you will but it has a tremendous impact and it certainly does get in the news and the news has a way of spreading, it has a way of influencing people. The more they hear about it the more they think and the more encouraged we will be than to feel that going ahead is the positiveness and the feeling of and concurrence with the constituents that we represent. So with that I would like very much to thank all of you for coming out tonight and to Jerry for getting this teleconference together and as Ron said earlier, as many meetings and as many things that we need to do we will be there to do it. Thank you and good night.

Number 163

Neil Phelps-Munson: And finally, this is Neil one more time for Speaker Joe Hayes and he asked me this evening to give each of you listening his word that he is certainly four square behind the project and has been for some years and as I mentioned earlier was instrumental in the most recent increment of money to be put forward for the project. I also know that he very clearly recognizes the value as the three members here have said, all public demonstrations behalf of something like this whether it be an actual demonstration in terms of marching on the legislative information office or as Mae,

Jerry and Mr. Larson have said, letters to the editor and practically any way you think of to attract public attention to the project in Juneau, there's no reason it can't be done, there's no reason the legislature cannot be encouraged to go for it this year and as I said the Speaker is certainly four square behind it. After all he is prime sponsor of the two bills before us right now. Again, on his behalf, thanks a lot for participating tonight, we hope you will continue to participate until you can drive across that cotton-pickin bridge.



Anchorage Daily News/Paul Brown

Dave Ring, president of the Knik Boosters Club, maneuvers his skiff between Point MacKenzie and Anchorage.

Bridge to future

By TOM KIZZIA
Daily News reporter
First in a series

The enduring dream of a bridge across Knik Arm has been revived this year with new advocates in Juneau, a new economic feasibility study, and a whole new rationale.

No longer touted as a shortcut to Wasilla and Fairbanks, the Knik Arm crossing is now being sold as a way for Anchorage to expand into new, undeveloped territory. State planners envision a suburban city at Point MacKenzie of 17,000 people — the largest in the Matanuska-Susitna Borough — within 11 years of completion of a crossing from Anchorage.

Knik Arm crossing now being touted as way to ease population pressure

KNIK ARM CROSSING

part I

dreamers: comeback of the knik arm crossing

See Back Page, KNIK ARM

"If it isn't built we're going to wind up stacked on top of each other under 10 stories of steel and concrete," says Rep. Jerry Ward of Anchorage, the crossing's most outspoken promoter in the legislature. "We can't go through the mountains so let's go across a little water . . . Why don't we let people go across the way and live like Alaskans?"

Schemes for crossing Knik Arm have been alternately promoted and hooted down for more than 30 years. The big obstacle always has been the cost of the crossing: more than \$500 million for a bridge and highway approaches, according to a recent state study.

Even some long-time boosters say past disappointment has tempered their optimism during the current revival.

"Overconfidence is one of our biggest problems," says Dave Ring, a Point MacKenzie homesteader who is president of the Knik Boosters Club. "I've been up to bat before and struck out."

Today state officials say the rising cost of building lots in the Anchorage bowl is shifting the economic equation in favor of the crossing. Gov. Bill Sheffield has even said he thinks a world-class construction company may be willing to build a \$334 million bridge and pay itself back with \$2 tolls collected from the new commuters.

"The whole focus of this administration on this project is to make it go," says Commissioner of Transportation Dan Casey.

The far-reaching implications of a new sister city to the north are only beginning to dawn on political leaders.

"This would have a major potential impact on Anchorage, but there has been surprisingly little dialogue or debate before the local government," says Sen. Arliss Sturgulewski, a former member of the Anchorage Assembly.

Still, an April 15 state study of a four-lane highway bridge gave the project a preliminary green light. Says Dave Haugen, deputy commissioner of transportation: "It has gotten to be a question of when, not if."

The Knik Arm Crossing has become a legend before its time.

In 1955, a study commissioned by the Anchorage Chamber of Commerce stressed the military benefits of a bridge or causeway north of Anchorage. A decade later, a tramway was promoted as part of a short-lived attempt by the Tandy Corp. to build a domed city named Seward's Success.

There were studies of a bridge leading to a new International Airport in the muskeg forest to the north, and studies showing a causeway generating electricity from the Knik Arm tides.

Engineering visionaries were drawn south to Turnagain Arm when oil was found in Kenai, but the discovery of oil on the North Slope turned attention back to Fairbanks. A 1972 state study touted the Knik Arm crossing as a 50-mile shortcut to the interior.

Politicians never have been persuaded that the potential benefits would outweigh the costs. But the April 15 state study concluded that a crossing would be worth five times the estimated \$513 million construction cost.

The projected savings in travel time under the newest study are surprisingly slight. Commuters driving from Wasilla to Anchorage would have a longer drive across the Knik Arm bridge route studied by the state than down the Glenn Highway, and the bridge would shave only 20 minutes off a seven-hour drive to Fairbanks.

The big benefit of a Knik Arm crossing, the state study said, would be a development boom north of Point MacKenzie,

where roughly one-third of the land is owned by the state, one-third by the Mat-Su Borough, and one-third by homesteaders, speculators, and Native corporations.

Benefits would accrue largely to private landholders and vehicle owners, according to the study, which was prepared by EMPS-Sverdrup. "That is why the toll bridge concept has such merit," says Haugen. "We would be applying a tax to the users."

The long-term benefits included higher prices for land at Point MacKenzie — some \$399 million, a benefit to private landholders calculated at \$21,000 for every one-acre lot.

The study predicted a \$1.7 billion savings due to shorter trips and reduced vehicle wear and tear over the next 45 years if a bridge is built. Two-thirds of the bridge's users would be commuters, who would otherwise clog city streets, the study contended.

Other suggested benefits are harder to quantify. To Ward, the crossing offers a solution to nearly all of Anchorage's problems: high prices, traffic congestion, crime, water shortages, air pollution. It is, he says, an environmental cor-ern.

"The reason we have high crime rates is that people are crammed together," Ward says. "The only way we can fix this is with some kind of escape valve."

Put simply, the need is for more buildable land, Ward says. Even opening military land to settlement would only be a temporary solution, he says.

The limitless horizon of the Susitna Valley would be another matter, Ward says: "This could cure the problem forever."

Engineers now studying the proposal for the state say technical problems posed by tides, ice, winds, and earthquakes can be overcome, but other considerations and political objections remain:

- The Sheffield administration says the project is going to have to prove itself economically by attracting a private builder. Many legislators also are withholding commitment. "There's a lot of interest in the Senate, especially if it might be self-supporting," Sturgulewski says. "But the backup data to show that it could be economically viable aren't available yet."

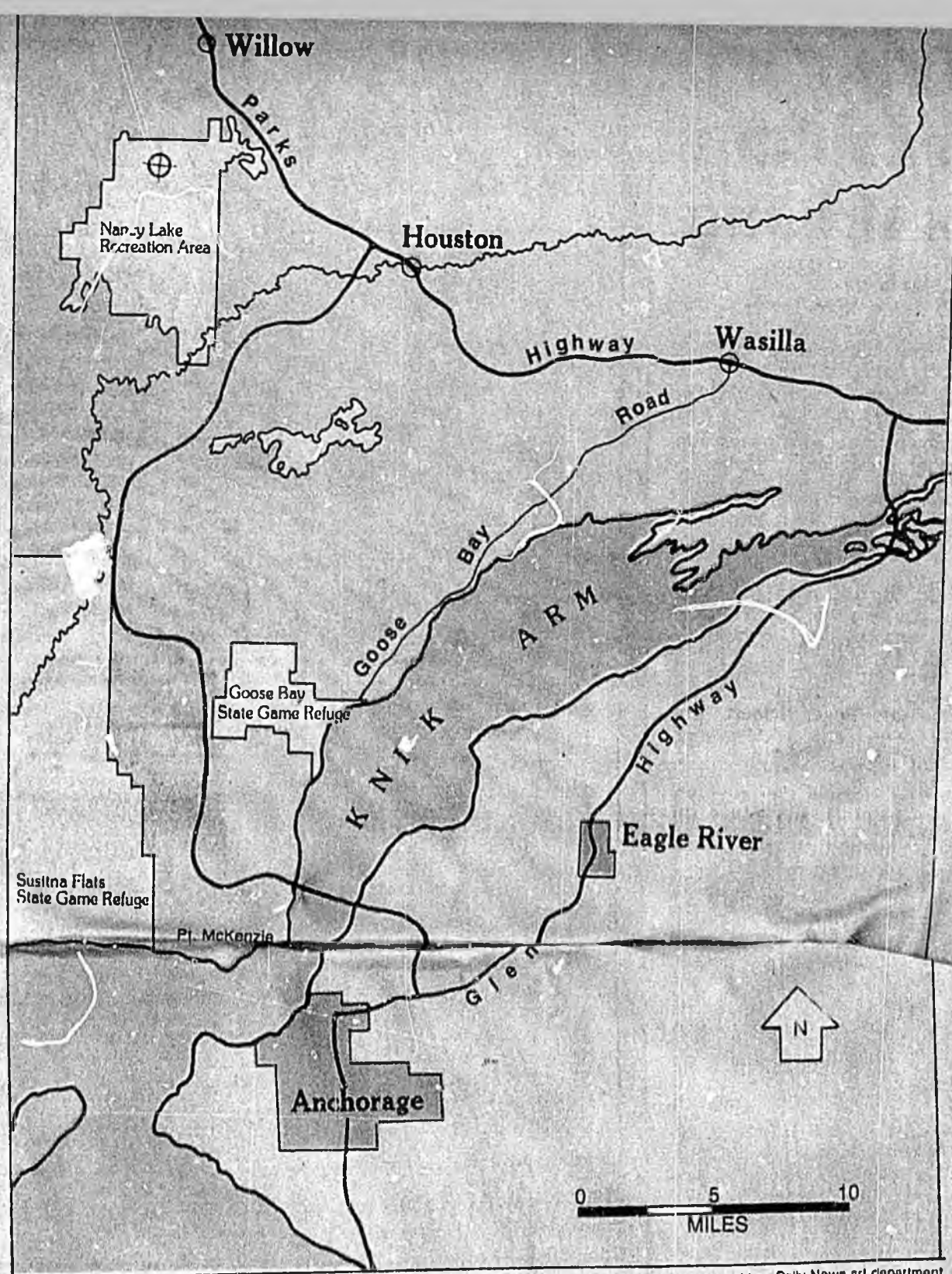
- The notion that the Anchorage bowl has run out of land is "not entirely true," says Bruce Phelps, municipal physical planning manager. The bowl still has close to 21,000 acres of undeveloped land classified residential, Phelps says.

The Knik Arm crossing would mean a "re-allocation of urban growth," not new growth for the area, the state study predicts. Shifting growth to the north could leave new water and sewer lines in Anchorage without customers and "depress the land market in the Anchorage bowl," according to Phelps.

- The crossing has been described as a "consolation prize" to the Mat-Su Borough for losing the capital, but politicians in the valley have mixed feelings about the project. "There's a lot of support, but it could promote our area to be even more of a bedroom community, and the assembly isn't so sure that's a good idea," says Borough Mayor Edna Anderson.

The borough already is close to its bonding limit for building new schools, and suburbs don't pay for schools the way industry can, Anderson says. For that reason, the borough is "very unlikely" to dispose of its extensive landholdings around Point MacKenzie, preferring to hold them as a lure to industry, Anderson says.

- Municipal officials in Anchorage are concerned that money for the bridge would be drawn from funding for other, more immediate road needs. "Would it mean we



Map: Daily News art department

Map shows proposed location of Knik Arm crossing and road that joins the Parks Highway just north of Houston.

don't get money for the Dimond Boulevard expansion?" asks Community Affairs Director Cathy Allen.

"It's not going to be a gravy train for our borough," Anderson says. "If it's going to come out of our piece of the pie in Juneau, we might have other priorities instead."

• Right now, the city-in-waiting has no zoning. Questions of land use and population density should be taken up in the borough's comprehensive plan, still a year from adoption, Anderson says. But if the borough does much to anticipate the growth it may stir a fuss. "The people in this borough have practically gone into a riot stage if we even mention zoning," Anderson says.

- The likeliest route under study cuts through Elmendorf Air Force Base, and the U.S. Air Force says relocation of antennae and other facilities could cost \$69 million. In addition, it would run uncomfortably close to the east end of the base runway and leave the base split by a fenced-in freeway.

- The route runs counter to a land use

plan for the Willow-Point MacKenzie area prepared by the Department of Natural Resources. The land use plan proposed a longer road, which would open more country for settlement and more rivers to road access. The transportation department route goes across land identified as swamp by the natural resources department. But the transportation route is shorter and probably less expensive, and as one engineer working on the project put it, "The Willow Sub-basin plan isn't a Knik Arm crossing plan."

- Environmentalists are paying attention to alternative routes, concerned not so much with the new city as with the wild country beyond.

- Not every property owner in the Point MacKenzie area looks forward to being overrun by suburbs. "I built a log cabin on the bluff looking back at the city in 1950," says Great Lander publisher Herb Rhodes. "It's been a utopia for us in that it's been inaccessible. If the Knik Arm crossing goes that wilderness retreat would end . . . We realize we're there on borrowed time."

Continued from Page A-1

nel and built a span across the Columbia River Gorge, says the combination of technical problems can be solved. The 1972 state study agreed, and added: "The world-wide recognition which would accompany the construction of this unique and monumental project would certainly be valuable to the state of Alaska."

Crossing advocates have in the past proposed a dam-causeway or a tunnel running through a tube suspended from above. Today the state is inclined toward a bridge, but Deputy Commissioner of Transportation Dave Haugen says no options will be ruled out until later this summer.

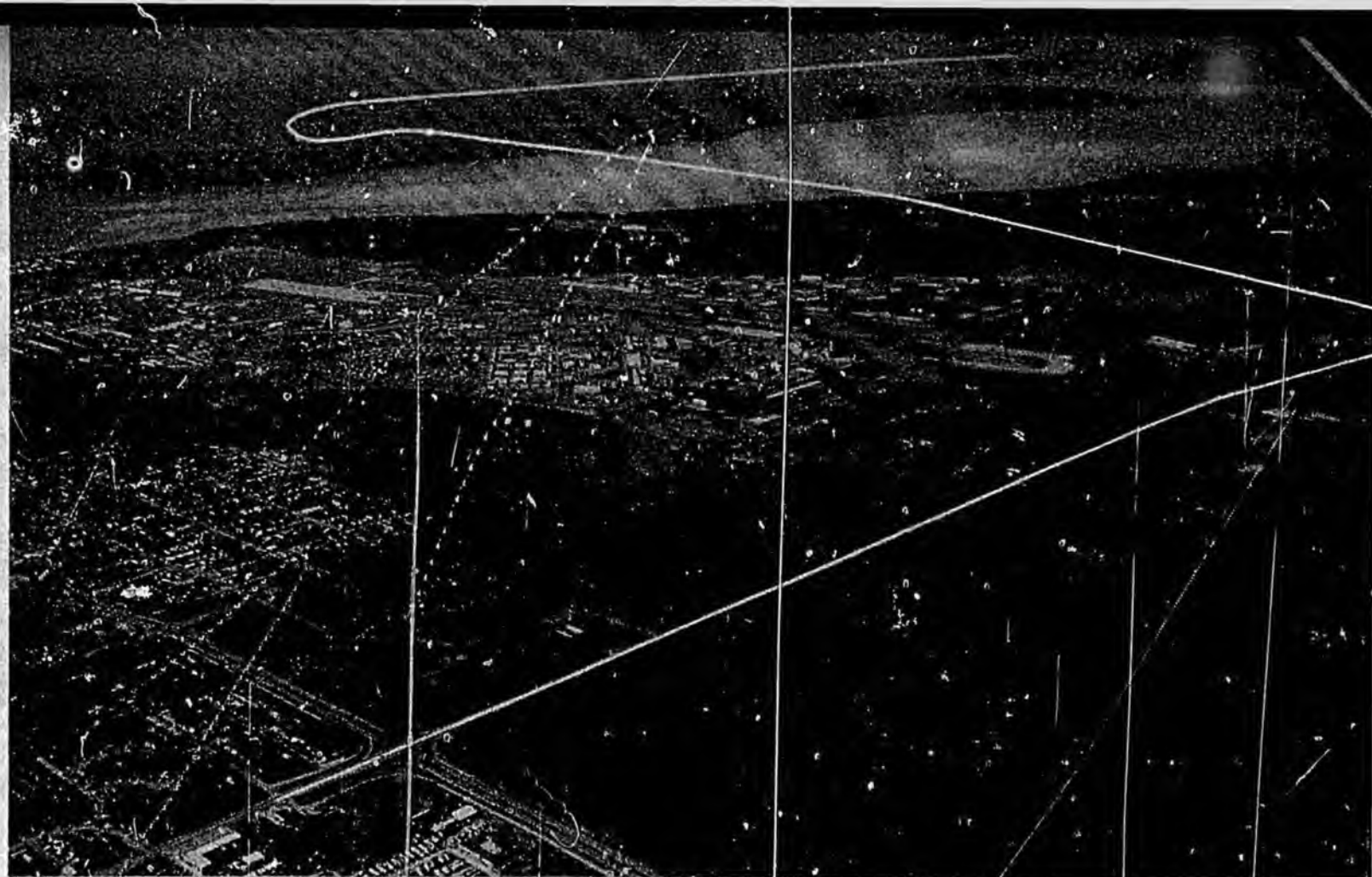
A causeway would have some intriguing possibilities, principally use of the passing tide to generate electric power. A \$250,000 tidal power study in 1980 found tidal generation would work despite silting problems and would cost no more than power currently generated by gas, said Acres American engineer Jim Landman.

Knik causeway boosters also suggested a dam might help reduce siltation and icing in Cook Inlet. However, as Allen observes, in such engineering problems "intuition is dangerous."

A 1973 Army Corps of Engineers study cautioned that a dam might increase Susitna River silt deposits at the port, since they could no longer be flushed up the arm, Allen says. Another concern was that behind the dam Knik Arm might ice over all winter, creating a frozen lake that could drop winter temperatures in the Matanuska Valley.

State Department of Transportation planners have paid most attention to the bridge alternative and have come up with a double-decker design that would carry two lanes of traffic in each direction. A railroad track, power lines, oil and water pipelines could be designed into the structure later, says Commissioner of Transportation Dan Casey.

"I told them to strip away all the other nice things that came with this crossing to find out how much the simple bridge cost," Casey says. "I stopped the environmental impact statement process and



Aerial photograph shows the route of the proposed Knik Arm crossing, linking Anchorage with the north shore of the arm.

told them to cost out an exemplary crossing. People were talking about costs from \$200 million to \$1.5 billion, and I told them if we have a billion-dollar project here, we don't have a project."

The resulting April 15 economic feasibility study estimated a bridge and highway project would cost \$513 million. Department of Transportation consultants detailed a route that takes off from Boniface Parkway, slips past the end of an Elmendorf runway (a detail opposed by the military; "The Air Force position is we'd rather it not go through the base," says Col. Don R. Conway, vice commander of the Alaskan Air Command), crosses the arm 1 1/2 miles north of Cairn Point, and drives into the Susitna Valley to the Parks Highway at Houston, passing through a swampy area between Nancy Lake and Big Lake.

The state would like to recommend a final corridor by August, hold hearings, and have bid documents ready by December 1984, Haugen says.

The bridge could be open for traffic in 1989.

If private funding for bridge construction could be found, the whole project could go through without going to the legislature for funding, Casey says.

Some legislators don't trust the state planners to see the project through, and this spring the state House passed a bill to create an independent toll authority that could push for the crossing.

"The DOT planners have had it for 20 years now," says Rep. Jerry Ward, R-Anchorage. "I'm tired of this thing getting studied to death."

The toll authority measure has been lodged in Senate committee and seems unlikely to move forward in the last day of the legislature. Transportation officials say such a bureaucratic shuffle might actually delay the project. But the pressure in Juneau helped propel the Sheffield administration forward.

Rather than build the bridge with state-backed revenue bonds, the Sheffield ad-

ministration wants to build highway approaches with federal and state funds and find a private company willing to design, finance, build and operate the \$340 million bridge — in return for collecting \$2 tolls.

Building a toll bridge across to virtually uninhabited land is likely to appear risky to developers. Even the state study, which foresaw 29,000 vehicles a day on the bridge by the year 2001, predicted only a 4 percent to 6 percent return on investment. So state officials are talking about ways to sweeten the deal, including a possible income guarantee or, borrowing the strategy that built the transcontinental railroads, granting free land to the developer on the north shore of Knik Arm.

Transportation department officials say such an opportunity should be particularly attractive to foreign firms, with their special financing and balance-of-trade considerations. Though he declines to name them, Casey says several world-class construction companies have already shown in-

terest. "In Third World nations this is done all the time by big-timers like Bechtel," Haugen. "What we're talking about is equivalent to a World development scheme."

Like many dreams of developed countries, the Knik Arm crossing could shine and fade if the real public turns out to be too great. Some potentially serious questions are beginning to be raised by municipal and state officials.

But to date there has been little debate on the project. The moment has come with the dreamers and the boosters and the builders. They may be closer to realizing their ambition than before, and others have taken the proposal seriously.

"We would want to minimize the impact if they do the crossing," says Mary O'Connell of the Alaska Center for the Environment. "But I guess in the heart of hearts we know there will never be enough funding to do it."

On the Forest Service

In response to Guy Martin's column of May 8, entitled "His efficiency team may haunt Regan:"

I agree with his conclusion "...a spirited debate over whether or not it is a good idea to sell federal timber at bargain prices to the timber industry would be useful..." As a former commissioner of natural resources, Martin is undoubtedly aware of the multiple use goals of the U.S. Forest Service as mandated by Congress.

The Private Sector Survey on Cost Control panel's conclusions, "... timber appraisals are consistently far below market value..." and "... the timber companies pay only for timber that is actually harvested," may be correct, but may also be misleading. We are all aware the harvesting of timber in U.S. forests involves compliance with many costly federal regulations which do not apply to private lands.

But it is less well known that U.S. National Forests attempt to be responsive to the needs of the communities where they are located. A portion of the monies received from the sale of timber goes toward local education. This is a form of subsidy which lessens the tax burden of all Americans. It is obvious the sale of timber maintains and creates jobs, increasing the tax base and reducing unemployment. Whereas timber appraisals may be below



Your space to write . . .

'Letters from the people' is your space to comment on nearly any topic, subject only to considerations of good taste and libel. The shorter the letter, the sooner it can be published; but in any case the best guideline is 200 words or less. Prose only, please; no poems or verse. All letters must be signed. Please include a daytime phone number so we can verify authorship. Address them to The Daily News, Pouch 6616, Anchorage 99502.

deployed missiles with multiple warheads on the mere promise that the U.S. won't deploy missiles already built?

4) Our present so called defensive act of building the MX, similar to when we had to close the "missile gap," is in actuality an aggressive forging ahead destined to spur the Soviet Union to build more and better nuclear weapons.

5) If it were necessary to demonstrate will to the Soviet Union, would not the building of the Trident and Stealth programs, determination to deploy Cruise and Pershings, and now the plan to build a single warhead missile be enough?

If we, the American people, allow the MX to be developed, we deserve the inevitable ensuing madness. Never before have the arms merchants arguments been flimsier, or the Congress more two-faced, (having just passed the nuclear freeze), never have we been so taken by such apparent double-talk. Let's, before it's too late, withdraw our invitation to nuclear insanity.

— Denise Woods, director
Citizens Against Nuclear War

Was capital move vote final?

Gross mismanagement; bureaucratic fiasco; blatantly irresponsible; all of the above.

Kodiak Island, southeast Alaska) areas of the Kenai Peninsula and most of the North Gulf Coast. Southeast Alaska and the rest of southcentral had mostly cloudy skies with scattered showers.

Early afternoon temperatures over the area ranged from the low 50s along coastal stations to the low 60s in the Copper River Basin, upper Cook Inlet and the Susitna Valley.

Mostly cloudy skies covered most of the Alaska interior with widely scattered showers. Early afternoon temperatures ranged from the upper 50s to the upper 60s.

Low clouds and fog were observed from the Kotzebue Sound northward to Point Barrow. Visibility at Kotzebue Airport was restricted to near zero in heavy fog all day. Temperatures throughout this area were at or near freezing. The rest of the Arctic Slope also had cloudy skies as temperatures ranged from near 30 to the mid-110s.

Southwest mainland, the Alaska Peninsula and the Aleutians had mostly cloudy skies with areas of rain mainly along the Alaska Peninsula. Temperatures ranged from the low 40s over the Aleutians to the low 60s in the Bristol Bay area.

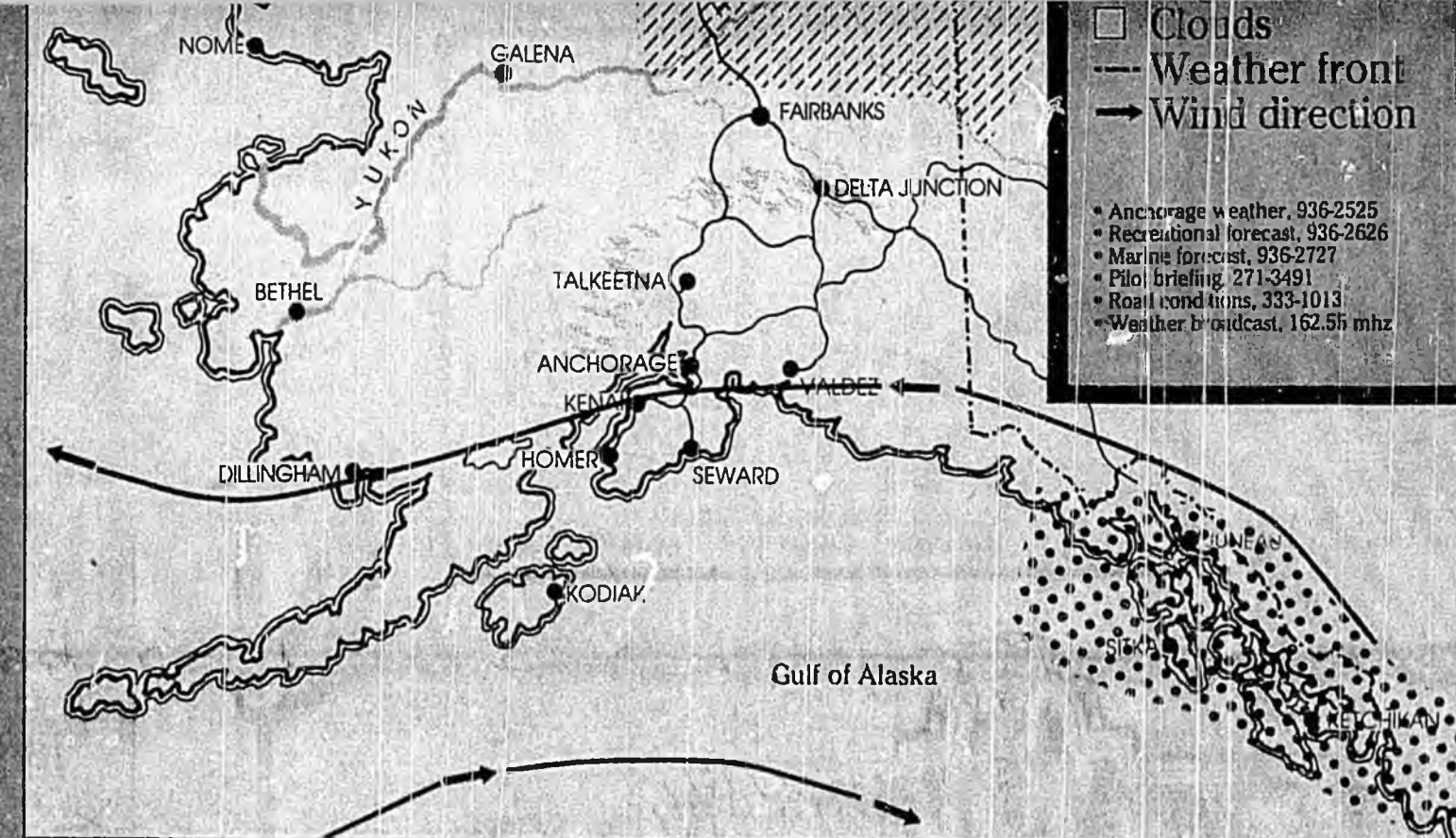
Alaska forecasts

TALKEETNA — Mostly cloudy through tonight. Light winds. Temperatures mid-40s to low 60s. Outlook for Tuesday: little change.

KENAI and SOLODUNA — Mostly cloudy through tonight. Wind to 10 mph. Temperatures mid-40s to low 60s. Outlook for Tuesday: chance of rain.

HOMER — Periods of rain through tonight. Wind to 10 mph. Temperatures high 40s to high 50s. Outlook for Tuesday: little change.

SEWARD — Periods of rain through tonight. Temperatures mid-40s to high 50s. Outlook for Tuesday: little change.



☐ Clouds
 --- Weather front
 → Wind direction

- Anchorage weather, 936-2525
- Recreational forecast, 936-2626
- Marine forecast, 936-2727
- Pilot briefing, 271-3491
- Road conditions, 333-1013
- Weather broadcast, 162.55 mhz

CORDOVA — Periods of rain through tonight. Light winds. Temperatures 40s to 60s. Outlook for Tuesday: little change.

GLENNALLEN — Mostly cloudy through tonight with scattered showers. Wind to 15 mph. Temperatures 40 to 60. Outlook for

Tuesday: mostly cloudy.

JUNEAU — Chance of rain today. Rain tonight. Light winds. Temperatures mid-40s to high 50s. Outlook for Tuesday: periods of rain.

SITKA — Chance of rain today. Rain

tonight. Light winds. Temperatures mid-40s to high 50s. Outlook for Tuesday: periods of rain.

BETHEL — Mostly sunny with scattered showers today. Partly cloudy through tonight. Light wind. Temperatures 40s to 60s.

Outlook for Tuesday: fair.

DILLINGHAM — Mostly scattered showers today. M through tonight. Wind to 10 mph. Temperatures 40s to 60. Outlook: mostly cloudy.

the weather outside

Nation summary

Thunderstorms continued over the upper Midwest and swept from eastern Nebraska and South Dakota into western Minnesota and Iowa on Sunday, the National Weather Service said.

In Colorado, the National Weather Service issued tornado warnings for parts of Adams County northeast of Denver after two tornadoes were spotted touching down in the area. No damage or injuries were reported.

Showers were scattered from northern Minnesota across Montana, western Wyoming and northern Utah.

It was mostly sunny elsewhere.

For today, showers and occasional thunderstorms were forecast over the upper Mississippi Valley from Oklahoma across the Dakotas through the upper Missouri Valley and the northern two-thirds of the Rockies.

Showers also were expected over Florida and northern New England. Fair skies were forecast elsewhere.

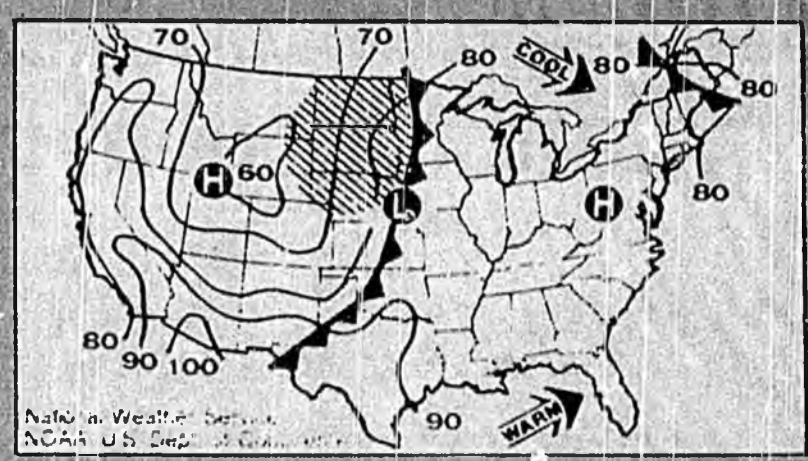
Highs were expected to range from the upper 50s and 60s over Montana and the Rockies, mid-70s along the northern Pacific Coast, near 80 across northern New England, near 90 across Florida, low to mid-90s

over southern Texas and near 100 through the Inland Southwest.

Temperatures around the Lower 48 at 3 p.m. EDT ranged from 42 at Dillon, Mont., to 95 at Gila Bend, Ariz.

Nation temperatures

	Hi	Lo	Pre	Outlk	Hi	Lo
Albany	85	50		clr	82	60
Albuquerque	93	59		clr	85	53
Amarillo	90	61		ody	81	54
Asheville	81	47		clr	61	55
Atlanta	83	60		clr	85	62
Atlantic City	79	64		clr	79	65
Austin	84	71		ody	90	73
Baltimore	87	64		clr	90	67
Bilings	83	50	05	m	76	46
Birmingham	84	66		clr	80	64
Bismarck	89	58		m	70	49
Brixle	86	40		clr	77	46
Boston	90	68		clr	86	68
Brownsville	90	71		ody	94	75
Buffalo	82	65		hls	88	66
Burlington	86	54		clr	90	59
Casper	87	48	11	m	68	39
Charleston, S.C.	80	67		clr	86	66
Charleston, W.V.	88	59		clr	90	62



Charlotte, N.C.	82	56		clr	88	58
Cheyenne	61	46	60	m	67	39
Chicago	93	60		clr	94	67
Cincinnati	87	63		clr	90	63
Cleveland	85	62		clr	89	63
Columbia, S.C.	88	61		clr	88	60
Columbia	87	68		clr	91	64
Dallas-Ft. Worth	88	69		ody	91	71

Dayton	86	61		clr	91	64
Denver	73	54	04	m	69	43
Des Moines	86	61		m	78	67
Detroit	87	57		clr	90	61
Duluth	74	61		m	72	57
El Paso	95	73		clr	92	63
Fargo	81	61	05	m	67	57
Flagstaff	74	49		clr	76	35

Great Falls	89	60	
Hartford	87	63	
Helena	53	46	31
Honolulu	87	70	
Houston	84	71	
Indianapolis	86	64	
Jackson, Miss.	90	69	
Jacksonville	81	71	04
Kansas City	84	67	02
Las Vegas	89	68	
Little Rock	90	69	
Los Angeles	88	64	
Louisville	86	63	
Lubbock	96	66	
Memphis	87	69	07
Miami	84	77	
Milwaukee	87	61	
Mpls.-St. Paul	88	69	
Nashville	87	60	
New Orleans	87	68	
New York	91	68	
Norfolk	89	65	
North Platte	72	68	
Oklahoma City	83	67	
Omaha	79	66	
Orlando	89	73	
Philadelphia	88	60	
Phoenix	87	77	
Pittsburgh	84	59	20
Portland, Me.	87	64	

Anchorage Daily News

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- Lifestyles, Linda Crosson, 786-4321
- Metro (City) Editor, Rosemary

- Sports Editor, Roger Erigham, 786-4335
- Suzan Nightingale, columnist, 786-4346
- Troubleshooter, Jim F.

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MAY 20 '83

Alaska State Legislature

House of Representatives



PO BOX 2716
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(907) 276-4506

WHILE IN JUNEAU
POUCH V
JUNEAU, ALASKA 99811
(907) 465-4939

REPRESENTATIVE JERRY WARD
DISTRICT 13

MEMBER FINANCE COMMITTEE
CHAIRMAN OF SUBCOMMITTEE ON
COMMERCE & ECONOMIC DEVELOPMENT
CHAIRMAN OF SUBCOMMITTEE ON LABOR
MEMBER OF SUBCOMMITTEE ON STATE LOANS

MEMORANDUM

DATE: May 19, 1983

TO: All Legislators

FROM: Representative Jerry Ward *JW*

SUBJ: SB 211, 212 and HB 294, 295

I enclose copies of petitions supporting passage of the above bills and urging priority for the Knik Arm crossing. A total of 45 signatures appear.

Enclosures

To All Members of the
Alaska State Legislature

PETITION

We who have signed below, do so to indicate our support of HB 294-295 and Senate Bill 211 & 212. We also believe that a high priority and early start should be given to the

KNIK ARM BRIDGE

SIGNED:

NAME ADDRESS

- | | |
|----------------------|--|
| Pauline Thomas | 3299 Montpelier Ct. Anchorage 99503 |
| Thomas Bradley | 3302 Montpelier Ct Anchorage 99503 |
| Alvita Smith | 9639 Stearns Dr Anchorage 99507 |
| Donna Lee | 780 West 70 th Avenue Anch AK 99502 |
| John J. Ketchum | 1121 4 th St. Anchorage AK 99508 |
| Jim Bowers | 809 W. 304 th Anchorage AK 99503 |
| John J. [unclear] | 9311 Emerald St. AK 99502 |
| John J. [unclear] | 3507 Island Drive Anch 99504 |
| Marie Mae Bramfield | 6930 E 11 th Ave Anch. 99504 |
| Brenda Brewer | 30-304 th Cherry Dr. Elmendorf AFB |
| Janice M. Hamey | 213815 Bush St. EAFB AK 99506 |
| William K. Overstead | 24386 A Bush St. Elmendorf AFB AK 99506 |
| Janet E. Weber | 1024 Norman St Anchorage AK 99504 |
| Bliff Libbert | 1055 W. 2 th Anchorage 99503 |
| Judy Dobson | 9613 Victor Rd. Anch 99502 |
| Ray D. Pauli | 2320 Paulson Dr. Anch. 99504 |
| Glenn B. Lewis | 922 R Street Anchorage 99501 |
| Ullrich [unclear] | SRA 1025-2 Anchorage AK 99502 |
| John J. [unclear] | 3220 Campbell Avenue Rd. Anchorage 99504 |
| W. J. [unclear] | 875 St. Jacob #1012 Anch 01 |
| Wally Sharp | 400 East 24 th Unit #9 99503 |
| Manda Purdue | 2123 Crataegus Ave 99504 |
| K. Elizabeth Lapore | 2421 Barbours Dr. 99504 |
| Anna C. Rount | 117 E. Howard Ave Anchorage 99501 |
| Mary L. Laxer | 3810 Cheekmate Dr. 99504 |
| Robert K. [unclear] | 2131 Mueser Way Anch. 99502 |
| Edna [unclear] | 105 Sweetland Ct. Anch. 99502 |
| Marjorie [unclear] | 2620 McKinley Dr Anchorage 99504 |
| Constance [unclear] | 3914 James St Anch 99504 |
| William [unclear] | 3410 W. 31st Anch. AK 99512 |

— PETITION —

WE WHO HAVE SIGNED BELOW URGE THAT A PRIORITY BE GIVEN THE

KNIK ARM BRIDGE

OVER SUCH PROJECTS AS: 1) PURCHASE OF ALASKA RAILROAD 2) SUSITNA HYDRO PROJECT
3) ANY STATE FINANCED GAS PIPELINE FROM PRUDHOE BAY TO ANYWHERE. WE MAY SUPPORT THESE
PROJECTS BUT WE WANT THE KNIK ARM BRIDGE BUILT FIRST.

NAME:

ADDRESS

<i>George B. Smith</i>	<i>4401 East 4th Ave Anchorage 99504</i>
<i>Chuck Bates</i>	<i>Box 1086 SOLDOTNA AK 99669</i>
<i>George Smith</i>	<i>9499 BRANTON DR. SPS. PARKWAY, ANCHORAGE 99509</i>
<i>Robert Mackey</i>	<i>625 W 46th St Anchorage AK 99502</i>
<i>John Nelson</i>	<i>Box 31 RIVIERE Point 99556</i>
<i>Keith A. Nelson</i>	<i>Box 31 Anchor Point, AK 99556</i>
<i>Robert Swanson</i>	<i>Box 2831 Palmer</i>
<i>Wanda Moore</i>	<i>7247 Dicken Ave 99504</i>

— PETITION —

WE WHO HAVE SIGNED BELOW URGE THAT A PRIORITY BE GIVEN THE

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PROJECTS BUT WE WANT THE KNIK ARM BRIDGE BUILT FIRST.

NAME

ADDRESS

MEGAERA HODGE	2423 JUNEAU	ANCHORAGE AK 99504	276-5888
VENU W. WILSON	5003 Cambridge Way	Anchorage AK 99503	561-0972
Shon W. [unclear]	" "	" "	" "
[unclear]	1202 1/2 W. 30th St	ANCHORAGE AK 99503	561-2564
[unclear]	112247 99511	Anchorage AK 99511	345-382
[unclear]	4825 Bishop Way	Anchorage AK 99504	333-5475
[unclear]	841 [unclear]	" "	29501 278-4893

June 25, 1963

HB 109 cont'd

SENATE CS FOR CS FOR HOUSE BILL NO. 109 (HESS) was read the second time.

Senator Josephson offered the following Amendment No. 1:

Page 3, lines 21-24: delete "indicted for, held to answer following a preliminary hearing on, or charged by complaint or information following a waiver of indictment or preliminary hearing for an unclassified felony offense" and insert "convicted"

Page 3, line 24: delete "indictment" and insert "conviction"

Senator Josephson moved and asked unanimous consent for the adoption of Amendment No. 1. Without objection, Amendment No. 1 was adopted.

Senator Josephson offered the following Amendment No. 2:

Page 4, line 12: delete "17 or 18" and insert "16 or 17"

Senator Josephson moved and asked unanimous consent for the adoption of Amendment No. 2. Without objection, Amendment No. 2 was adopted.

Senator Ray moved and asked unanimous consent that SENATE CS FOR CS FOR HOUSE BILL NO. 109 (HESS) am S be considered engrossed, advanced to third reading and placed on final passage. Without objection, it was so ordered.

SENATE CS FOR CS FOR HOUSE BILL NO. 109 (HESS) am S was read the third time.

The question being: "Shall SENATE CS FOR CS FOR HOUSE BILL NO. 109 (HESS) am S (persons 16 or 17 years of age who are charged with unclassified or Class A felonies; and amending the children's waiver provisions) pass the Senate?" The roll was taken with the following result:

109 cont'd

SENATE CS FOR CS FOR HOUSE BILL NO. 109 (HESS) AM S 3RD

Yeas: 15 Bennett, Eliason, Fahrenkamp, Ferguson, Fischer Paul, Gilman, Halford, Josephson, Kelly, Mulcahy, Pettyjohn, Ray, Rodey, Sackett, Sturgulewski

Nays: 5 Faiks, Fischer Vic, Kerttula, Moss, Ziegler

and so, SENATE CS FOR CS FOR HOUSE BILL NO. 109 (HESS) am S passed the Senate.

SENATE CS FOR CS FOR HOUSE BILL NO. 109 (HESS) am S was engrossed, signed by the President and Secretary and returned to the House for consideration.

HB 294

President Kerttula stated that without objection, CS FOR HOUSE BILL NO. 294 (TRSP) am (establishing the Alaska Toll Bridge and Causeway Authority; would be placed at the bottom of the calendar.

HB 295

President Kerttula stated that without objection CS FOR HOUSE BILL NO. 295 (FIN) (special appropriation for the Alaska Toll Bridge and Causeway Authority for design of Knik Arm crossing and for the operating expenses of the Authority) would be placed at the bottom of the calendar.

HB 379

HOUSE BILL NO. 379 (establishing a seismic hazard program within the Department of Natural Resources) was read the second time.

Senator Ray moved and asked unanimous consent that HOUSE BILL NO. 379 be advanced to third reading and placed on final passage. Without objection, it was so ordered.

The question being: "Shall SENATE CS FOR CS FOR HOUSE BILL NO. 302 (RLS) (state housing loan and state technology loan program) pass the Senate?" The roll taken with the following result:

SCS CSHB 302 RLS 3RD

Yeas: 16 Bennett, Eliason, Fahrenkamp, Ferguson, Fischer Paul, Fischer Vic, Gilman, Halford, Josephson, Kelly, Moss, Mulcahy, Rodey, Sackett, Sturgulewski, Ziegler

Nays: 4 Faiks, Kerttula, Pettyjohn, Ray

and so, SENATE CS FOR CS FOR HOUSE BILL NO. 302 (RLS) passed the Senate.

Senator Ray 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. Without objection, it was so ordered.

SENATE CS FOR CS FOR HOUSE BILL NO. 302 (RLS) was engrossed, signed by the President and Secretary and returned to the House for consideration.

The Senate reverted to:

MESSAGES FROM THE HOUSE

HCR 42

HOUSE CONCURRENT RESOLUTION NO. 42 by Representative Adams,

Suspending Uniform Rule 42 of the Alaska State Legislature concerning House Bill 105.

was read the first time.

Senator Ray moved and asked unanimous consent that the Rules be suspended and HOUSE CONCURRENT RESOLUTION NO. 42 be taken up as a Special Order of Business. Without objection, it was so ordered.

Halford... 42(b) of the Uniform Rules... HOUSE CONCURRENT RESOLUTION NO. 42 was properly before as a Special Order of Business.

SECOND READING OF HOUSE RESOLUTIONS

HOUSE CONCURRENT RESOLUTION NO. 42 was read the second time.

HOUSE CONCURRENT RESOLUTION NO. 42 was before the Senate on final passage.

The question being: "Shall HOUSE CONCURRENT RESOLUTION NO. 42 (suspending Uniform Rule 42 of the Alaska State Legislature concerning House Bill No. 105) pass the Senate?" The roll was taken with the following result:

HCR 42

Yeas: 16 Bennett, Eliason, Fahrenkamp, Faiks, Ferguson, Fischer Vic, Gilman, Josephson, Kelly, Kerttula, Moss, Mulcahy, Ray, Rodey, Sackett, Ziegler

Nays: 4 Fischer Paul, Halford, Pettyjohn, Sturgulewski

and so, HOUSE CONCURRENT RESOLUTION NO. 42 passed the Senate, was signed by the President and Secretary and returned to the House.

The Senate reverted to:

SUPPLEMENTAL CALENDAR

SECOND READING OF HOUSE BILLS

HB 294

CS FOR HOUSE BILL NO. 294 (TRSP) am (establishing an Alaska Toll Bridge and Causeway Authority) was read the second time.

HB 294 cont'd

Senator Ray moved and asked unanimous consent that CS FOR HOUSE BILL NO. 294 (TRSP) am be advanced to third reading and placed on final passage. Without objection, it was so ordered.

CS FOR HOUSE BILL NO. 294 (TRSP) am was read the third time.

The question being: "Shall CS FOR HOUSE BILL NO. 294 (TRSP) am (establishing an Alaska Toll Bridge and Causeway Authority) pass the Senate?" The roll was taken with the following result:

CS HB 294 TRSP AM 3RD

Yeas: 7 Faiks, Ferguson, Fischer Paul, Gilman, Halford, Kelly, Rodey

Nays: 13 Bennett, Eliason, Fahrenkamp, Fischer Vic, Josephson, Kerttula, Moss, Mulcahy, Pettyjohn, Ray, Sackett, Sturgulewski, Ziegler

Senator Faiks changed her vote from nay to yea

and so, CS FOR HOUSE BILL NO. 294 (TRSP) am failed.

Senator Faiks gave notice of reconsideration on CS FOR HOUSE BILL NO. 294 (TRSP) am.

HB 295

CS FOR HOUSE BILL NO. 295 (FIN) (special appropriation to the Alaska Toll Bridge and Causeway Authority for design of the Knik Arm crossing and for the operating expense of the Authority) was read the second time.

Senator Ray moved and asked unanimous consent that CS FOR HOUSE BILL NO. 295 (FIN) be advanced to third reading and placed on final passage. Without objection, it was so ordered.

CS FOR HOUSE BILL NO. 295 (FIN) was read the third time.

HB 295 cont'd

The question being: "Shall CS FOR HOUSE BILL NO. 295 (FIN) (special appropriation to the Alaska Toll Bridge and Causeway Authority for the design of Knik Arm crossing and for the operating expenses of the Authority) pass the Senate?" The roll was taken with the following result:

CS HB 295 FIN 3RD

Yeas: 6 Ferguson, Halford, Kelly, Pettyjohn, Rodey, Ziegler

Nays: 14 Bennett, Eliason, Fahrenkamp, Faiks, Fischer Paul, Fischer Vic, Gilman, Josephson, Kerttula, Moss, Mulcahy, Ray, Sackett, Sturgulewski

and so, CS FOR HOUSE BILL NO. 295 (FIN) failed.

Senator Halford gave notice of reconsideration on CS FOR HOUSE BILL NO. 295 (FIN).

The Senate proceeded to:

UNFINISHED BUSINESS

HB 294

Senator Ray moved and asked unanimous consent that the reconsideration on CS FOR HOUSE BILL NO. 294 (TRSP) am (Alaska Toll Bridge and Causeway Authority) be taken up at this time. Without objection, it was so ordered.

HOUSE BILLS IN THIRD READING

CS FOR HOUSE BILL NO. 294 (TRSP) am was before the Senate on reconsideration.

Senator Ray moved and asked unanimous consent that CS FOR HOUSE BILL NO. 294 (TRSP) am be returned to the Transportation Committee. Without objection, it was so ordered.



KNIK ARM CROSSING

Presentation

to the

Alaska State Legislature

Senate

Committee on Transportation

April 24, 1984