

ALASKA LEGISLATURE COMMITTEE FILES 1987-1988 8672

4975 HB 423

597

DATE	N.O. in party	NAME	HOME TOWN
8/86	7	Joyce + Louis Beaulieu	Emu Claire Wis.
	11	Gaucher Paul Rancie	D. Allkers Ma.
	5	Mike + Ethel Backer	ST Louis, Mo.
	3	Liz Dea	OAKLAND, CA
	2	Leo + Ethel Glass	Greensboro, N.C.
	1	Tom Trantham	Homestead Florida
	1	B.H. ARMSTRONG	APPLE GROVE, W.VA
	1	Dennis O'Leary	Charleston, W.VA.
		Rose Neumann	BALLWIN MO
		Christil Gibbs	Ellensburg WASH
	3	RON + MARILYN CORBELL	AZILDA ONTARIO
	3	Dana Wilson	Azilda Ontario
	2	Jim + PONA	PHX AZ.
		Mar Hines	Hamel MN
		Larry Blewett	Ligon, N.Y.
		Paul Hines	Hamel, Minn.
		Kath. Pennington	Norwood Va.
		Cecil (and) Hoesier	Fairfax Va.
		Maurine + Alice Taber	White Beck, New York.
		Darryl Taber	Fairbanks Alaska
		Hejler Cassidy	Marett, Ohio
		Adam Winiq	Lafayette, California
		Bery Winiq	" " "
		Ceci Ruth	Fairfax Va
		James + Edith	San. Calif.
	4	Ken Dobby	MEMO. ?

Date	No. in party	Name	HOME TOWN
7-8	2	Bulldog Bill Montoya	SANTA FE NM
	2	Rob Darrin	West Coast USA
7-8	2	Posey Art Boon	Houston, TX
7-8	1	Helen Morgan	Catawba, NC
7-8	3	JESSE FRANKLIN	SEATTLE, WASHINGTON
7-8	2	Tom & Doris Young	New Orleans, MS
7-8	2	J. H. & Tommy Morrison	Eugene Oregon
7-9	4	W. Chris Allard	Manchester, New Hampshire
7-9	4	Cindy Clement	Manchester, New Hampshire
7-9	2	John & Elizabeth Storm	Bunker Hill, Illinois
		Sara & Gene Yamin	Dallas, Texas
7/9/8	3	William B. Dennis	Frederick, Maryland
7-9		R. H. Eyer	Grand Jet, Colo
		Pat & Matthew	Mary Lake WA.
		Jamie Underhill	Moses Lake WA
		Julius Merckel	Wasilla, AK
		Linda Aubert	Wasilla, AK.
		Cheryl	" "
		Keith Allen	Wasilla AK
		Judy Morris	Wasilla AK
		Annie Thompson	Palmer A.K.
		Kay Jay Wood	Chad. In.
		Stedman Ed Ruesbeck	Las Vegas, Nevada
7/9		Kelly & Fant LADCOIG	WAILUOLA, HAWAII
7/9		Gail Finabie	Cordova, Alaska
7/9		Frank & Kristin	Cordova, Alaska

THE FOLLOWING PAGES WERE TREATED AS
A UNIT IN THE ORIGINAL FILE.

02/02/88 revised

Summary Notes

HB 423 - Tourism Projects Bill

Projects included in the bill, grouped according to geographical location, are as indicated below. The bill section numbers are provided in the left hand column.

Sec Statewide Projects \$000's

19	DNR/Historic Preservation Grants	100.0
20	DNR/Highway Interpretive Signs Program	25.0
22	DOTPF/Tourism-Recreation Signage	50.0
38	Youth Conservation Corps	225.0

Sec Interior

02	Chena Recreation Area	210.0
03	Chena River Recreation Site	50.0
04	Chena Hotsprings Trail	50.0
05	Birch Lake Recreation Site	250.0
06	Dry Creek Recreation Site	150.0
21	Fairbanks Historic Preservation/Riverboat Nenana	100.0
27	Tok Historic Gold Dredge	688.0

Sec Kodiak/Rural Alaska

07	Buskin River Recreation Site/Ft. Ambercrombie	200.0
31	Nome/Various Projects	160.4
32	Snake Lake Access Road (Dillingham)	55.0
33	Unalaska Pictorial Display	54.2
34	King Cove/Town Center Park	23.5
35	Newhalen/Historic Site Renovation	9.0
36	Togiak/Marine Tourism Center	48.5
37	Naknek Museum	15.0

Sec Anchorage-Eagle River

11	Eagle River Visitor Center	300.0
12	Chugach State Park	670.0
13	Peter's Creek	180.0
23	Alaska Aviation Heritage Museum	160.0
26	Ft. Richardson Hatchery	25.0
26	Elmendorf Hatchery	37.2
27	Visual Arts Center of Alaska	350.0

Sec Mat-Su Valley

01	Quartz Lake Recreation Area	250.0
08	Finger Lake Recreation Site	200.0
09	Hatcher Pass Public Use Area/Independence Mine	900.0
10	South Denali	200.0
26	Big Lake Hatchery	25.2
30	Willow Creek State Recreation Area	100.0

Sec Kenai Peninsula

14	Kenai River Interpretive Boardwalks (Kenai)	350.0
15	Whiskey Gulch/Sport Fish Access	1,000.0
26	Crooked Creek Hatchery (Kasilof)	22.0

Sec Southeast

16	Chilkoot Lake Recreation Area/Chilkat Park (Haines)	250.0
17	Castle Hill Historic Site (Sitka)	210.0
18	Totem Bight/Totem Carving Program (Ketchikan)	200.0
24	Chilkat Bald Eagle Observatory-Cultural Center	1,500.0
25	State Maritime Museum (Ketchikan)	50.0
26	Klawock Hatchery	26.0
26	Deer Mountain Hatchery (Ketchikan)	32.0
29	Juneau City Museum	490.0

Project #1: QUARTZ LAKE STATE RECREATION AREA

Location: 86 miles east of Fairbanks (3 miles north of Big Delta)

Senate District: J

House District: 17

Amount: \$250,000

Description: Upgrade the existing campground, improve the two mile access road, construct additional 70-car parking lot, construct a new double-wide boat ramp, install a handicapped fishing dock and fish cleaning station, install a float plane dock, extend the lakeshore beach and provide additional camping and related facilities at selected locations within the recreation area.

Justification. Quartz Lake State Recreation Area has become an extremely popular camping and fishing destination spot in the Interior. It is commonly filled to well over twice its present capacity. Users presently experience tremendous congestion and confusion at the one boat launch site and boat rental area. The use needs to be dispersed. All or a portion of these funds would be used as a 25/75 match for federal Dingell-Johnson funds. However, it is unrealistic to expect any more than \$75,000 from that program. The funds identified herein are needed to rehabilitate and expand the site regardless of

whether Dingell-Johnson funds are eventually earmarked for these fishing improvements.

Project #2: CHENA RIVER STATE RECREATION AREA

Location: 30 miles east of Fairbanks

Senate District: J

House District: 17

Amount: \$210,000

Description: Construct trailhead parking improvements in three areas, including parking sites, loading ramp, toilet, well and information boards; install interpretive station, directional and informational signing; construct three trail shelters on the Granite Tors and Chena Dome trails, and one public use cabin on the river; construct a group use picnic shelter at 39-mile Campground; and, expand the shooting range at 36-mile, including new picnic sites, road improvements, and an archery range.

Justification: This area, located just 30 miles from Fairbanks, is popular with residents and tourists alike. The Chena River is one of the best road-accessible grayling fisheries in the state.

Recreational activities are currently concentrated along the road-river corridor. These funds would provide necessary facilities to divert activities off the Chena Hot Springs Road thoroughfare and provide additional access points to the river and backcountry.

Improvements would provide access to popular ATV, snowmachine, dogmushing, hiking and horse trails on Colorado Creek, Four-mile Ridge, the South Fork and Angel Rocks.

The area is popular with the entire spectrum of users: boaters, hunters, trappers, fishermen, hikers, ATV riders, horse riders, campers, etc. The Division is attempting to satisfy the diverse recreational needs with orderly developments that do not overly favor any particular user groups.

Developments are planned to minimize impact on the scenic and resource values, yet maximize recreational opportunities for the 130,000 annual visitors (1987 figure).

Project #3: CHENA RIVER STATE RECREATION SITE

Location: within downtown Fairbanks

Senate District: J, K (A-B)

House District: 18-21

Amount: \$50,000

Description: Upgrade the circulation roads for better drainage and dust control; improve the access and drainage around the toilets and dump station; rehabilitate and landscape the group picnic area; upgrade the riverside nature trail for handicap access; establish five new campsites; replace deteriorated tables, benches and barbeques.

Justification: This site is probably the most popular summer recreation destination site in Fairbanks with 80,000 visits in 1987. Nearly every tourist that camps in Fairbanks stays in Chena River SRS because of its close proximity to downtown, the university and shopping areas. It is also popular for residents' weekend and river-oriented activities. These funds will give deteriorating areas a facelift.

Project #4: CHENA HOT SPRINGS WINTER TRAIL

Location: 30 miles east of Fairbanks

Senate District: J, K (A-B)

House District: 18-21

Amount: \$50,000

Description: Continue work initiated with \$50.0 grant which explored the feasibility of developing this historic sled road as a public recreational corridor between Fairbanks and Chena Hot Springs. Continue field surveys, platting, easement negotiations with private and government properties crossed by the trail; adjudication/assertion of RS 2477 status initiated as necessary. Public meetings on the progress and feasibility of the project will be conducted, and trail markings and improvements (brushing, widening, rerouting) will be initiated on "accepted" portions of the trail.

Justification: The Chena Hot Springs Winter Trail (historic sled road) is very important for winter tourism and recreational use in the Fairbanks area. Portions of the route are used by: sled dog racers such as the Yukon Quest, Angel Creek 125, Two Rivers Classic; various snowmachine and ski events; numerous individual mushers, skiers, horse riders, and snowmachiners. The trail needs to be established and recognized as an entire public recreation corridor and its future development planned.

Project #5: BIRCH LAKE STATE RECREATION SITE

Location: 61 miles east of Fairbanks (28 miles north of Big Delta)

Senate District: J, K (A-B)

House District: 18-21

Amount: \$250,000

Description: This new development will upgrade the site access road from the Richardson Highway; upgrade the boat launch and parking area; develop 15-20 campsites and a new circulation road; provide three picnic sites, a well, toilets, furnishings and directional signing.

Justification: Since the Division acquired this undeveloped DF6 fishing access site in 1983, only minor road repairs, a single toilet, and intermittent janitorial servicing and trash collection have been performed. Besides the DOT/PF pull-off across the lake, this site provides the only public access to Birch Lake.

Very few good accessible lake fishing opportunities exist in the Interior. These improvements would relieve some of the pressure at Quartz Lake by providing improved access for boating, fishing, swimming and other recreational uses closer to Fairbanks. The unpublicized site is already popular with Fairbanks residents, sometimes accommodating 60 vehicles in an

area barely suitable for 10. The poor drainage, erosion, fire hazards, and deterioration impact caused by unstructured camping and vehicle use can be alleviated with this development project.

Such a development and signing would provide tourists with better access to another productive Interior fishery.

Project #6: DRY CREEK STATE RECREATION SITE

Location: 5 miles northeast of Glennallen

Senate District: J

House District: 17

Amount: \$150,000

Description: Rehabilitate the existing campground by redesigning the site and road system in order to improve the standing water and drainage problems, upgrade the campsites, latrines, park furniture, signs and improve the access and campground roads by resurfacing all roads, parking and camping sites with crushed D-1 surfacing material.

Justification: This project is designed to improve the existing 58-unit campground that is currently spoiled by old and discarded U.S. Army debris and foundation structures which they used in the fifties and sixties.

The poor design of the existing campground facilities has created severe drainage problems which has led to a menacing mosquito population. This campground is situated in a strategic location and provides a valuable service to the local community and to the traveling public passing through the Copper Basin to and from the Canadian border, Fairbanks, Valdez and Anchorage. Many

of Alaska's visitors, via the Alcan, stay at this campground during their visit to the state.

This site has tremendous potential for providing a much needed visitor service and for generating revenue to help pay for the maintenance and operation costs.

Project #: BUSKIN RIVER and FORT ABERCROMBIE STATE HISTORIC PARK

Location: City of Kodiak area

Senate District: N

House District: 27

Amount: \$200,000

Description: Construct shoulders, upgrade and pave the roads, parking lots and individual vehicle campsites in the Buskin River State Recreation Site. Prepare a development plan for the WWII History Museum in the Miller Point Bunker at Fort Abercrombie State Historical Park. Begin the first phase development of the museum. The first stage development will include electrical and mechanical systems, installation of the large bunker doors, safety lights and minor site improvements. Develop a historical interpretive trail and brochure to guide visitors through the fort.

Justification: Buskin River State Recreation Site is located on Kodiak Island. The wet climate makes maintenance of the existing gravel access road very costly. The roads and parking area become rutted and potholed from the traffic and rain climate. The rough condition of the road surface and the narrow shoulders combine to present a serious public safety problem and generate a large number of complaints from visitors. This is a highly used camping facility close to Kodiak. Weather conditions dictate that this

facility be paved to stop the erosion of the road surfaces. The complete restoration and adaptive reuse of the Miller's Point Bunker would serve as a commemorative museum interpreting the significance of the Aleutian defense during WWII, not only for the Kodiak area but for all of southwest Alaska.

Project #8: FINGER LAKE STATE RECREATION SITE

Location: 6 miles west of Palmer, 7 miles east of Wasilla

Senate District: E (A-B)

House District: 16 (A-B)

Amount: \$200,000

Description: Rehabilitate the existing 41-unit campground by improving and expanding the campsites, replacing park furniture, access and campground roads, day-use picnic sites, trails/boardwalk, fishing and boating facilities. If funds allow, an RV sewage dump station will be designed and constructed.

Justification: Finger Lake provides an attractive setting for campers, picnickers and offers access to motorized boat users and provides for accessible water-based recreation. This site consistently receives use of over 200% of its capacity during the summer months and also provides excellent winter recreation opportunities. When improved, this site will generate fees which will help defray the maintenance and operation costs.

Project #9: HATCHER PASS PUBLIC USE AREA AND INDEPENDENCE MINE STATE
HISTORICAL PARK

Location: 20 miles northwest of Palmer on Fishhook Road

Senate District: E (A-B)

House District: 16 (A-B)

Amount: \$900,000

Description: Roadside turnouts, trailheads, toilets and signs will be developed in the public use area in conformance with the Hatcher Pass Land Management Plan.

In the park, several historical buildings have had building foundation restoration completed. These buildings now need follow-up funding in order to complete the restoration and rehabilitation project by providing electricity, plumbing, heating and interior restoration. These buildings can then be contracted out to a private concessionaire to provide such services as overnight lodging, food services, retreat facilities and historical tours. Recently the U.S. Olympic cross-country ski team has proposed to establish a three month/year training camp at the historical park by readapting the use of the top floor (of three floors) of the old bunkhouse into their training and living quarters. When they are not using the facility, the Olympic floor and the rest of the building will be used as a public facility.

Justification: It is estimated that more than 100,000 people have visited the year-round area during the past 12 months, and with additional proposed projects, such as road upgrades, parking lots and an increased number of visitor facilities to provide for the already existing demand, this figure may double within the next few years. This project will provide greater opportunities to the tour bus companies, overnight lodging, food services, guides/outfitters, the ski-snowmachine and sledding industry and many other spin-off support functions. A major Southcentral ski resort development project is proposed by the Government Peak area and will have a major beneficial effect on this area for economic development.

Project #10: SOUTH DENALI PROJECT, DENALI STATE PARK

Location: 50 miles north of Talkeetna

Senate District: E (A-B)

House District: 16 (A-B)

Amount: \$200,000

Description: This appropriation will lead to private venture capital invested in the area north of Talkeetna and south of Denali National Park to create a visitor complex to view Mt. McKinley. Public capital would be invested to create the infrastructure necessary to attract continued private investment in the site. We envision a joint federal-state visitor center, lodge, gift shops and possibly a tram or rail connection as the result.

The National Park Service has indicated strong interest in the project. Recent decisions in Denali National Park to limit north-end visitation make economic projections for the facility's success extremely favorable. Interest from the private sector is expected to be very high.

The \$200,000 in state venture capital will be used to conduct site specific studies to establish design standards, architectural concepts, operating costs, marketing and economic modeling, and allow the state to enter into more detailed environmental studies to determine site suitability and capability.

The work would lead to the development of a contract award document for a public-private sector enterprise.

Justification: Current economic projections look very favorable due to the availability of investment capital in tourism markets for Alaska. Tourism expenditures in Alaska have enjoyed a steady yearly increase. Cruise ship lines and foreign investors are looking to initiate major expansion of their services in Alaska. The area is easily accessible from Anchorage, within a state and national park environment, has high visitor appeal and recognition, offers opportunity for an extended visitor season, and would fill a major void in the supply of facilities and visitor services on the south side of Denali.

PROJECT TITLE: South Denali Visitor Complex
 LOCATION: Matanuska-Susitna Valley COMPLETION DATE: 1989 ELECTION DISTRICT: 16
 APPROPRIATION TO: Department of Natural Resources PROGRAM: Park and Recreation

FUNDING:		CAPITAL REQUEST	OPERATING COSTS	NEW POSITIONS (PFT):
1002	FEDERAL RECEIPTS			
1003	GENERAL FUND MATCH			1
1004	GENERAL FUND	200.0		
1006	INTER-AGENCY RECEIPTS			
TOTALS:		200.0	0	

PROJECT DESCRIPTION AND JUSTIFICATION:

Capital request to establish detailed site feasibility data, economic projections and contractual terms for a Southside Denali visitor center complex in Denali State Park. The complex would include a joint federal-state visitor center, lodging, gift shops, tram and associated visitor facilities.

Background: One of Alaska's greatest attractions is Denali, North America's tallest mountain. It is the top sightseeing attraction among visitors surveyed for the 1984 Division of Tourism study; 32% of all visitors to Alaska currently go to see the mountain. The focus of our attention in this project is an area in Denali State Park that offers what is probably the most accessible spectacular view of Denali and the Alaska Range.

(con't)

CP1 CAPITAL PROJECTS DESCRIPTION
 PRIORITY 3 OF 3

AGENCY Natural Resources

FY 89
 Page 1 of 2
 Revised Date

To accommodate the tremendous increase in visitation to this region, and to promote new tourism in Alaska, the Department of Natural Resources and the National Park Service are currently cooperating in the planning and development of the South Denali Visitor Complex.

The Department of Natural Resources has designated the development of the South Denali Visitor Complex as its top priority new project for this legislative session. As currently envisioned, this project would pay for itself many times over in benefits to the State of Alaska through diversification of the economy, new private sector jobs, and the introduction of a new revenue source into the state treasury.

Description of Work: The capital appropriation would create a public venture capital invested to create the visitor complex. Public capital would be invested to create the infrastructure necessary to attract continued private investment in the site. We envision a joint federal-state visitor center, lodge, gift shops and tram as the result.

The National Park Service has indicated strong interest in the project. Recent decisions in Denali National Park to limit north-end visitation make economic projections for the facility's success extremely favorable. Interest from the private sector is expected to be very high.

The \$200,000 in venture capital would be used to conduct site specific studies to establish design standards, architectural concepts, operating costs, marketing and economic modeling and allow the state to enter into more detailed environmental studies to determine site suitability and capability. The work would lead to the development of a contract award document for a public-private sector enterprise.

Justification: Current economic projections look very favorable due to the availability of investment capital in tourism markets for Alaska. Tourism expenditures in Alaska have enjoyed a steady yearly increase. Cruise ship lines and foreign investors are looking to initiate major expansion of their services in Alaska. The area is easily accessible from Anchorage, within a state and national park environment, has high visitor appeal and recognition, offers opportunity for an extended visitor season, would fill a major void in the supply of facilities and visitor services on the south side of Denali.

Alternatives Considered: Do Nothing - Let the private sector respond on a lesser scale on lands outside the park. Change the Scale of Development to include only a visitor center with no lodging in the park. Both alternatives would be considered in the feasibility study.

Capital Cost: \$200,000 General Fund

Operating Cost: To be determined from concession contract

Positions (PFT): Project Manager would be needed

FY 89

CP1
ADDITIONAL
EXPLANATION
FORM

AGENCY Natural Resources

BRU Park and Recreation

COMPONENT _____

Page 2 of 2

Revised Date _____

Project: South Denali Development

Public Benefit:

Mt. McKinley is the premier visitor attraction in Alaska capturing over 32 percent of the market share of visitors. Development on the northside has reached saturation while southside development, within two hours of Anchorage, has been untapped. This joint federal-state-private sector enterprise project would serve as a major tourism development nucleus for the Mat-Su Valley. Visitors would experience the dramatic environment of McKinley in a park setting. The market appeal and attraction is very strong.

Jobs Created:

The development is estimated to serve over 500,000 visitors per year based on existing highway road counts and projections. Approximately 100,000 new visitors (new capacity in the market place and marketing) are estimated. The economic stimulus from this visitation and the investment of \$40 million into the development of the project will create 400 construction jobs (1 job/\$100,000 investment) and 800-1000 direct jobs (200-room lodge) and 2,000+ jobs from indirect return.

Feasibility studies are currently underway to take these conservative figures and develop more detailed economic models.

Economic Impact:

The project would consist of a \$20 million, 200-room lodge complex with private sector funding, \$15 million in public/private investment on roads, utilities, parking, maintenance facilities and \$5 million in federal funding for a visitor center. Direct return to the state and local government from revenues, taxes, sales, rentals and services are estimated to be \$2.3 million/year. Indirect returns from new tourist expenditures, jobs, local spin-off development, services and property values is estimated at \$28.7 million/year to a high of \$160 million/year in 15 years.

Timing:

The payback on investment is estimated to be 9 years not including infrastructure. Revenue bonding is an option being considered. Detailed site feasibility and engineering studies would begin by summer of 1988 and contract proposals would be solicited by 1989.

Denali State Park Citizens Advisory Board
SR Box 6706
Wasilla, Alaska 99687
January 14, 1988

The Honorable Steve Cowper
Governor, State of Alaska
Pouch A
Juneau, Alaska 99811

Dear Governor Cowper:

We, the Denali State Park Citizens Advisory Board, would like to bring a matter of great concern to your immediate attention - proposed funding (\$200,000) for completing the planning phase for Denali State Park. This funding has somehow been deleted from the Administration's proposed budget for the upcoming session.

Initially, it was our understanding that the Administration was supportive of these efforts because it would lead to an updated comprehensive master plan for the park which would enable Division of Parks and Outdoor Recreation (DPOR) to establish solid management decisions for Denali State Park - for resource management and protection as well as recreation and economic development (outdoor enthusiasts and tourists alike).

Since the establishment of the Board, three years ago, we have dealt with the issue of potential major commercial development in the Park. From our inception, we have stated that we feel it is imperative to have an updated solid comprehensive management plan for the park before anything - either of conservation or commercial orientation happens in the Park. The Director has supported our efforts to update the comprehensive plan.

We have requested and supported a complete updating of the plan for Denali State Park for three years. This planning effort would enable the state to plan and develop the park in an orderly manner taking into consideration all factors and facets - environmental concerns, recreation and economic development, and resource management and protection.

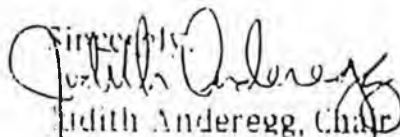
National Park Service has had an interest in development of a visitor center for Denali State Park for sometime, hoping it would alleviate some of their overcrowding on the North Side and allow more people to enjoy the Mountain. This past summer, they came forth with \$100,000 to begin the effort to update Denali State Park's comprehensive master plan with the

understanding that the State would support a \$200,000 appropriation this next session to continue the effort next summer.

At our meeting on January 12, we were informed as a Board that the \$200,000 request was no longer in the Administration's budget. We also received a copy of the January 4 letter from National Park Service to you stating that they could not continue their effort in Denali State Park if the state would not make a financial commitment. Further, it is the understanding of the Board that several legislators have come forth and stated that they would support the effort, if the Administration would take the lead.

Everyone seems to feel that Denali State Park has great potential - environmentalists, recreational enthusiasts, tourists, hunters, park managers, and commercial interests. The Board's concern is that whatever happens to the Park is well balanced and well planned. Without state support for the planning effort, this can not happen. We will lose what federal funds have been made available and continue to have no state funds. We can not afford to allow such a magnificent park to be developed without adequate planning and foresight. If tourism is the state's new economic hope, then surely Denali State Park needs to be considered. We would appreciate your attention to this matter and your consideration of reinstating the \$200,000 request for Denali State Park.

We look forward to your thoughts on this matter. We would appreciate hearing why it was deleted and if there is anything that we can help to provide information that would cause you to reconsider the budget request. Thank you for your consideration and attention.

Sincerely,

Judith Anderegg, Chair

cc: Judy Brady, Commissioner, DNR

Neil Johannsen, Director, DPCR

Mat-Su Delegation: Senators Jay Kerttula and Mike Szymanski

Representatives Ron Larson and Curt Menard

Ric Davidge, Development Services Director, Mat-Su Borough

Senator Arliss Stungulewski

Project #11: EAGLE RIVER VISITOR CENTER UPGRADE

Location: 25 miles north of Anchorage on Eagle River Road

Senate District: E-I

House District: 7-15

Amount: \$300,000

Description: The visitor center is in need of major foundation restoration. The logs of the building rest on the ground, the floors inside are warped and there is no basement. The existing structure will be raised to replace the sill logs, remove the shallow footings and to construct a full basement. The main floor will be reconstructed to provide for structural integrity and the worn carpet replaced. The existing interpretive displays would be improved to include an Iditarod Trail display.

Justification: The improvements would greatly enhance the ability of the facility to meet visitor needs by adding needed storage area, space for volunteers to work and areas where interpretive exhibits can be planned and developed. The Eagle River Visitor Center continues to be one of Anchorage's major tourist attractions. Over the last three years, the visitor center has received 48,363 visitors per year. The center is operated by park volunteers which minimized the impact of its operation on the state's operating budget while providing a highly visitable and high quality visitor attraction in the Anchorage area.

Project #12: CHUGACH STATE PARK

Location: Southcentral Alaska, area just northeast of Anchorage

Senate District: E-I

House District: 7-15

Amount: \$670,000

Description: Provide facilities, special facilities, and upgrade trail standards to enhance the value of Chugach State Park for visitors arriving in Anchorage through Anchorage International Airport and via the Alcan Highway.

Specifically:

Provide interpretive signing and facilities along the Turnagain Arm Scenic Corridor (\$40,000).

Provide access to the recently acquired Eagle River Greenbelt (\$175,000).

Provide interpretive facilities and improve park signing on the Hillside portion of the park (\$40,000).

Parkwide trail upgrades (\$198,000).

Eagle River Visitor Center Bypass Road (\$187,000).

Eklutna Lake interpretive facilities and signing (\$30,000).

Justification: Chugach State Park is located in Anchorage which is the state's gateway for visitors arriving in Alaska. The Eagle River Visitor Center, Turnagain Arm Scenic Corridor, Eklutna Lake, the Eagle River Greenbelt, Glenn Alps scenic viewing platform overlooking Anchorage/Upper Cook Inlet/Mt. Susitna and the park trail system all provide tourists with excellent opportunities for experiencing Alaska. The above projects will improve the state's ability to offer a quality experience for visitors while also meeting their basic health/safety/transportation needs.

Project #13: PETERS CREEK

Location: Mile 21 Glenn Highway

Senate District: E-I

House District: 7-15

Amount: \$180,000

Description: Construction of parking area, latrines, bulletin boards on state park land at the end of Malcom Drive. Construction of trail to route public use around private lands to gain access to up valley publically owned park lands.

Justification: Public access is poor to this major valley. Visitors that can find the area must park in subdivision roads and often engage in recreational tresspass. The valley is popular wit snowmachiners and cross-country skiers alike. A trailhead parking area and legal trail route will help expand both summer and winter visitor opportunities in the Anchorage Bowl.

Municipality of Anchorage



Peters Creek
P.O. BOX 196650
ANCHORAGE, ALASKA 99519-6650

Tom Fink,
MAYOR

DEPARTMENT OF PARKS AND RECREATION

January 6, 1988

Representative Sam Cotten
Alaska State Legislature
P.O. Box 296
Eagle River, Alaska 99577

Dear Representative Cotten:

In March of 1987 ownership and management of the 52 acre Peters Creek State Park Campground was transferred to the Municipal Parks and Recreation Department. The park has been closed for several years.

A grass roots community planning effort was begun immediately upon transfer to the Municipality to begin the process of redevelopment of the park for neighborhood and community uses. A citizen committee (see attached list of members) was formed to work with municipal park staff to develop a management and development plan for the park.

Eight public meetings were held leading to the unanimous acceptance by the committee on December 7, 1987 of the attached five phase conceptual development plan.

This plan was presented by Bill Lowe and Pat Bailey, committee members, to the Eagle River-Chugiak delegation at the District Hearing in the Eagle River Library on January 2, 1988. Part of the presentation included a description of Phase I development and the associated costs estimated at \$280,000. This figure represents completing Phase I and includes the following:

- Cleanup of the site. Removal of debris, garbage, car bodies, barrier posts and safety hazards and revegetation of several disturbed areas and eroding bluffs and river banks.
- Signage at the entry points and around the park perimeter to identify the boundary of private and public land.
- Paved, signed and landscaped entrance off the Old Glenn Highway with parking for 30 vehicles and new gate to prevent unauthorized vehicle entry beyond the parking lot.

- Sledding hill adjacent to parking lot.
- Installation of portable toilets, trash receptacles, and park rules and hours.
- Safety improvements and erosion control along the north bluff including stabilization and revegetation to prevent accidents associated with continuous sluffing of boulders, trees and soil.
- Removal of overhead abandoned telephone lines and dead-man anchors to improve safety and aesthetics.

Completion of Phase I will enable opening of the park and permit safe year round use and enjoyment by the area's residents. Completion of Phase I is necessary to permit safe access off the Old Glenn Highway and off street parking for park visitors. As part of first phase development, staff will work with the Department of Transportation and Public Facilities to install appropriate directional and traffic control signage and signals to make access to the park safer and more convenient.

The 1988 Municipal Capital Improvement Budget as adopted by the Assembly (see attached excerpt) identifies Peters Creek Community Park as its highest priority park improvement in the Eagle River/Chugiak Parks and Recreation Service Area seeking state funding in 1988. At the time the C.I.P. was developed the master plan had not been prepared and thus the disparity between the Phase I estimate and that shown in the C.I.P.

If there are any questions, you can either contact Mary Miller, Chair of the Peters Creek Park Committee (688-4798), Bob Bradley, manager of the Eagle River/Chugiak Division of Parks and Recreation (694-2011) or Ron Crenshaw, Design and Development Division Manager (343-4335).

Thank you for requesting the attached materials and for the forum you presented on January 2, 1988.

Sincerely,

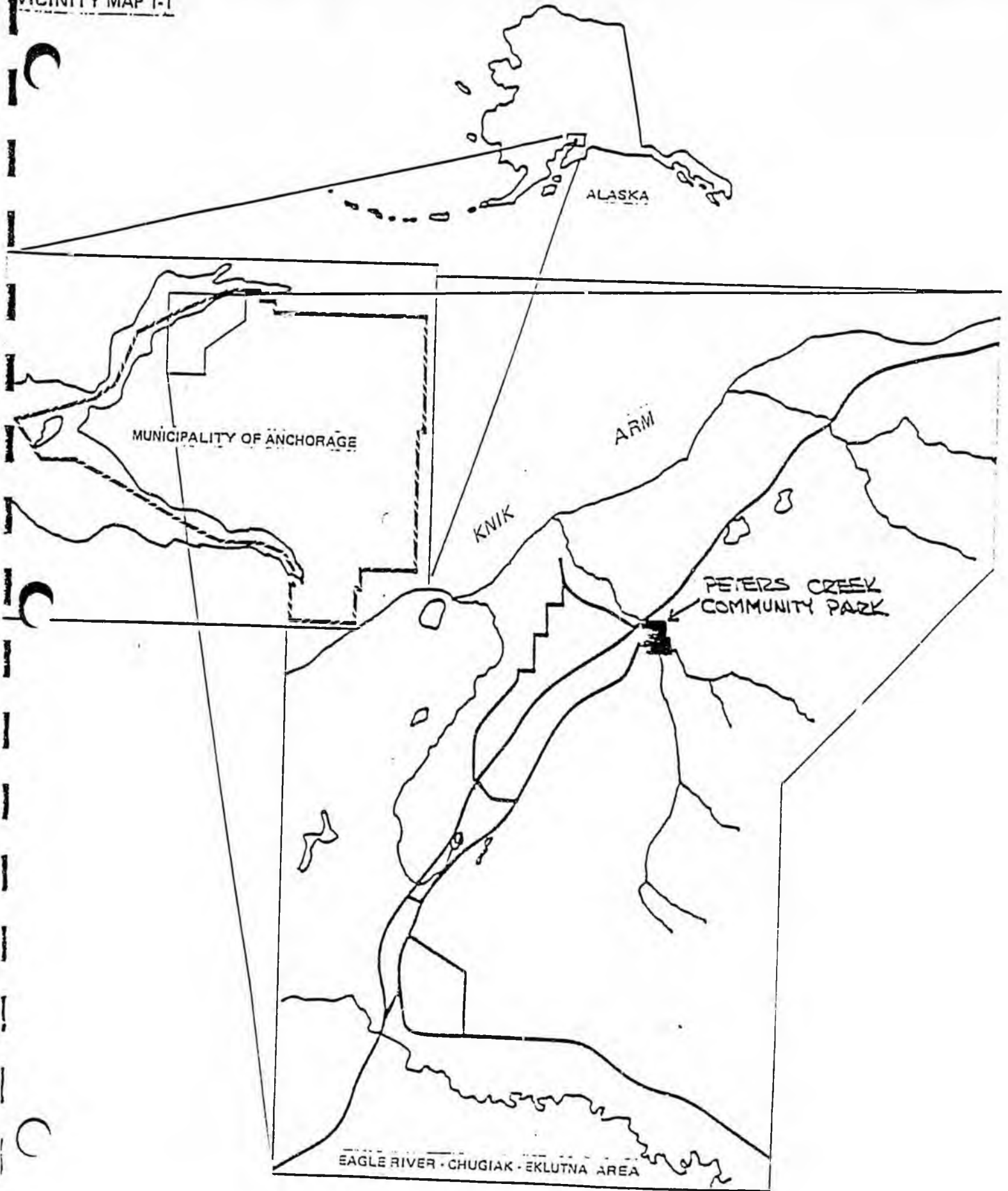


Robert O. Robertson, Director
Department of Parks and Recreation

ROR:RC:ms
attachment

c: Senator Rick Halford
Senator Tim Kelly
Representative Randy Phillips

VICINITY MAP 1-1



MUNICIPALITY OF ANCHORAGE
 1988 - 1993 CAPITAL IMPROVEMENT PROGRAM

Department	Project Category				Fund Code	
Parks and Recreation	Eagle River/Chugiak Parks and Rec.				0462	
PROJECT TITLE AND DESCRIPTION	COSTS IN THOUSANDS OF DOLLARS					S State F Federal P Bonds
	1988	1989	1990	1991	1992	1993
Sunny Slopes Acquisition and Development - Acquisition, planning and development of Sunny Slopes park property for use as a neighborhood park. (Heritage Land Bank - \$50,000 in 1988; Fund Balance \$50,000 in 1988 and \$50,000 in 1989)	0-100	0-50				
Peters Creek Community Park - Complete planning and initiate development of access, parking, and facilities.	S-150			S-300		
Loretta French Park - Planning and Development.	S-450				S-500	
Beach Lake Park - Light approximately 2km of ski trail.	S-150		S-150			
Schroeder Airstrip Park - Planning and initiation of first phase of development of Schroeder Airstrip as a neighborhood park. (Fund Balance)	0-40					
Schroeder Airstrip Park - Development as a neighborhood park. (Fund Balance)		0-50				
Neighborhood Parks Acquisition - Eagle River. (Heritage Land Bank)					0-600	0-600
TOTALS	S-1,700 F-0	0-1,440 B-0			1988 - 1993	

RECONSTITUTED PETERS CREEK PARK COMMITTEE
(As of 7/30/87)

<u>Phone #</u>	<u>Name</u>	<u>Address</u>
688-4370	. John Angell	SR 2-4295, Chugiak, AK 99567
688-2939	o/+ Pat Bailey	P.O. Box 771304, E.R., AK 99577
688-4088	. Don Bauermeister	P.O. Box 773401, E.R., AK 99577
694-4226	*wk Gene Burkert [E.R.]	P.O. Box 773952, E.R., AK 99577
694-4445	hm " "	
688-5198	* Tena Cheeley [Eklutna]	P.O. Box 670205, Chugiak, AK 99567
343-4335	M Ron Crenshaw	P.O. Box 196650, Anch. AK 99519-5650
688-9834	* John Cruickshank [Bir]	P.O. Box 773194, E.R., AK 99577
688-9170	. Bob & Lettie Devereaux	P.O. Box 670517, Chugiak, AK 99567
688-3795	. Daryl Douthat	Box 38, Chugiak, AK 99567
688-9236	o Gary Evans	SR 2, Box 6384, Chugiak, AK 99567
688-2230	* Mabel Flodin [Bir]	SR 1, Box 2570, Chugiak, AK 99567
688-4883	. Bill & Judith Geil	703 W. Tudor, #201, Anch., AK 99503
688-2516	. Dan Green	Box 435, Chugiak, AK 99567
688-2197	. Bev & Dave Hayes	SR 2, 4140, Chugiak, AK 99567
688-2326	. Bill Kirk	Box 670282, Chugiak, AK 99567
688-2212	+ O.W. Bill Lowe	SR 3, Box 7180, Chugiak, AK 99567
696-2630	. Lo McCubbin	13914 Savage Dr., E.R., AK 99577
694-2011	M Chuck Michaels	16707 Coronado, E.R., AK 99577
688-4798	o Mary Miller	P.O. Box 671104, Chugiak, AK 99567
688-2516	. Gloria & Dallan Oberg	Box 435, Chugiak, AK 99567
688-4922	o Bruce Ockrassa	P.O. Box 103374, Anch., AK 99510
688-4354	.hm Dianne Pitts	SR 3-5375, Chugiak, AK 99567
276-4557	wk " "	
688-2910	. Elaine Robinson	P.O. Box 670309, Chugiak, AK 99567
688-2610	. Dixie Waddell	SR 1, Box 1155, Chugiak, AK 99567
688-2540	o Margaret Wareham	SR 2, Box 103, Chugiak, AK 99567
694-9430	* Tom Wood [E.R. Valley]	P.O. Box 772812, E.R., AK 99577
688-9404	. Bill & Betty Wright	SR 2, 4155, Chugiak, AK 99567
694-9823	* Dave Young [So. Fork]	9315 Hiland Drive, E.R., AK 99577

- . = original park committee member
- + = added member; to be presented to Council for approval
- o = officers/automatically become members under reconstitution
- +/o = Pat Bailey is acting secretary (officer), and added (+) member
- M = Municipality Dept. of Parks & Recreation staff on park committee
- * = park committee representatives from other area councils
- = temporary; one representative from each council will be chosen

Municipality
of
Anchorage



P.O. BOX 196650
ANCHORAGE, ALASKA 99519-6650

TONY KNOWLES
MAYOR

DEPARTMENT OF PARKS AND RECREATION

August 3, 1987

Mary Miller, President
Chugiak Community Council
P.O. Box 671104
Chugiak, Alaska 99567

Subject: Schedule for Completing Peters Creek Park Master Plan

Dear Mary:

Please review this schedule and make any revisions you like. Call me at 343-4335 if you have questions.

<u>TASKS</u>	<u>TARGET COMPLETION DATES</u>
1. Designate Park Committee to work with staff.	July 24, 1987
2. Hold first Park Committee meeting with staff. A. Develop purpose B. Develop scope C. Develop goals D. Make assignments for data gathering	July 31, 1987
3. Prepare maps, graphics, displays and data base (find out everything about site). A. 50 scale base map with boundary, roads, topographic, water features, perimeter ownership, public access points, utilities, easements, and zoning. B. Existing park plans influencing future development. C. Traditional uses of the site (trails, roads, recreation). D. Water rights (wells, creek) and water quality. E. Off site park developments and recreation opportunities within vicinity.	August 31, 1987

Mary Miller, Chugiak Community Council
Schedule for Completing Peters Creek Park Plan
August 3, 1987
Page 3

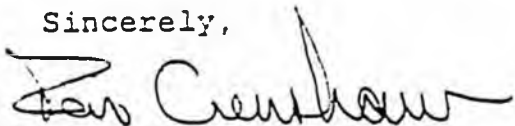
TASKS

TARGET
COMPLETION DATES

16. Final revisions, publish and distribute
final report.

May 16-20, 1988

Sincerely,



Ron Crenshaw, Manager
Design and Development Division
Parks and Recreation Department

RC:ms

c: Chuck Michels, Eagle River/Chugiak Parks & Recreation Mgr.

Project #14: KENAI RIVER FLATS INTERPRETIVE BOARDWALKS

Location: 3 miles west of Soldotna

Senate District: D

House District: 5 (A-B)

Amount: \$350,000

Description: Construction of boardwalks, parking areas, viewing stations, sanitary facilities and interpretive displays.

Justification: The Kenai River Flats are innundated every Spring with thousands of migrating snow geese, sandhill cranes, varous species of ducks and other waterbirds. The lowland caribou herd spends the summer grazing along the Kenai River Flats and are often found next to the bridge access road which bisects the site. Development of the parking areas and boardwalks will provide an area where viewers can leave a vehicle and access the flats safely. The traffic jams along bridge access road would be alleviated and disturbance to the waterfowl and caribou would be minimal. A boardwalk will be built to a prehistoric house site which will be reconstructed to provide the public with an appreciation and understanding of the Kenaitze Indian ancestors' lives. These facilities will be a focal point for tourism activities in the Kenai area.

Alaska State Legislature



MAIL ROOM
PO BOX 1
JUNEAU ALASKA 99801
907 466 3773
CHAIR RULES COMMITTEE

HOME ADDRESS
PO BOX 158
KENAI ALASKA 99501
907 262-9366
DISTRICT 3

Representative Mike Navarre

January 28, 1987

M E M O R A N D U M

TO: Representative Kay Brown
Representative Johnny Ellis

FROM: Representative Mike Navarre

SUBJECT: Tourism/Recreational Development Proposal
Kenai River Interpretive Boardwalks

Attached is back-up material for the proposed Kenai River Interpretive Boardwalks (AKA Kenai River Flats Viewing Area).

The attached material includes:

- 1.) a Rough Draft of the proposal, including:
 - A) Outline of the project's scope, location, purpose, rationale, and estimated cost.
 - B) Copies of architectural renditions, illustrating the scope and nature of the project.
- 2.) A partial copy of the City of Kenai's Federal LWCF Recreational Grant application. This is included to indicate the City of Kenai's commitment to this project. They are seeking a Federal Grant of \$ 129,000, on a match basis (50% from the applicant, 50% from the federal source). This grant, along with an appropriation to DNR, Division of Parks and Outdoor Recreation, will allow the City and DPOR to move ahead with the project. It is design ready, and construction could begin this season.

I believe a Final Draft of the proposal is available, and I will provide the working group with one as soon as I have it in hand.

I sincerely appreciate the inclusion of this project in the Tourism/Recreation Development Proposal, and look forward to working with you on the entire package.

MAY 16TH 1987
KENAI RIVER FLATS VIEWING AREA

ROUGH DRAFT

ROUGH DRAFT

ROUGH DRAFT

INTENT;

It is the intent of the Department of Outdoor Parks and Recreation and the City of Kenai to enter into a joint management agreement where by the City of Kenai would furnish certain lands and DOPOR would design and construct certain viewing facilities and other amenities and undertake the long term management of those amenities for the good and welfare of the State of Alaska and the general public. Basic drawings of those amenities are attached.

PROJECT;

To design fund and furnish materials and construct board walks, viewing platforms, parking areas, nature walks, interpretive and descriptive educational materials, conduct basic archeological and anthropological studies of the Kenai River Flats area and the wild life within the area.

LOCATION;

Warren Ames Memorial Bridge, Kenai River Crossing located within the City of Kenai, Kenai Peninsula Borough, Alaska including locations to the East and West of the highway and the North and South of the bridge. Project also encompasses that high ground area known as "Birch Island".

PURPOSE;

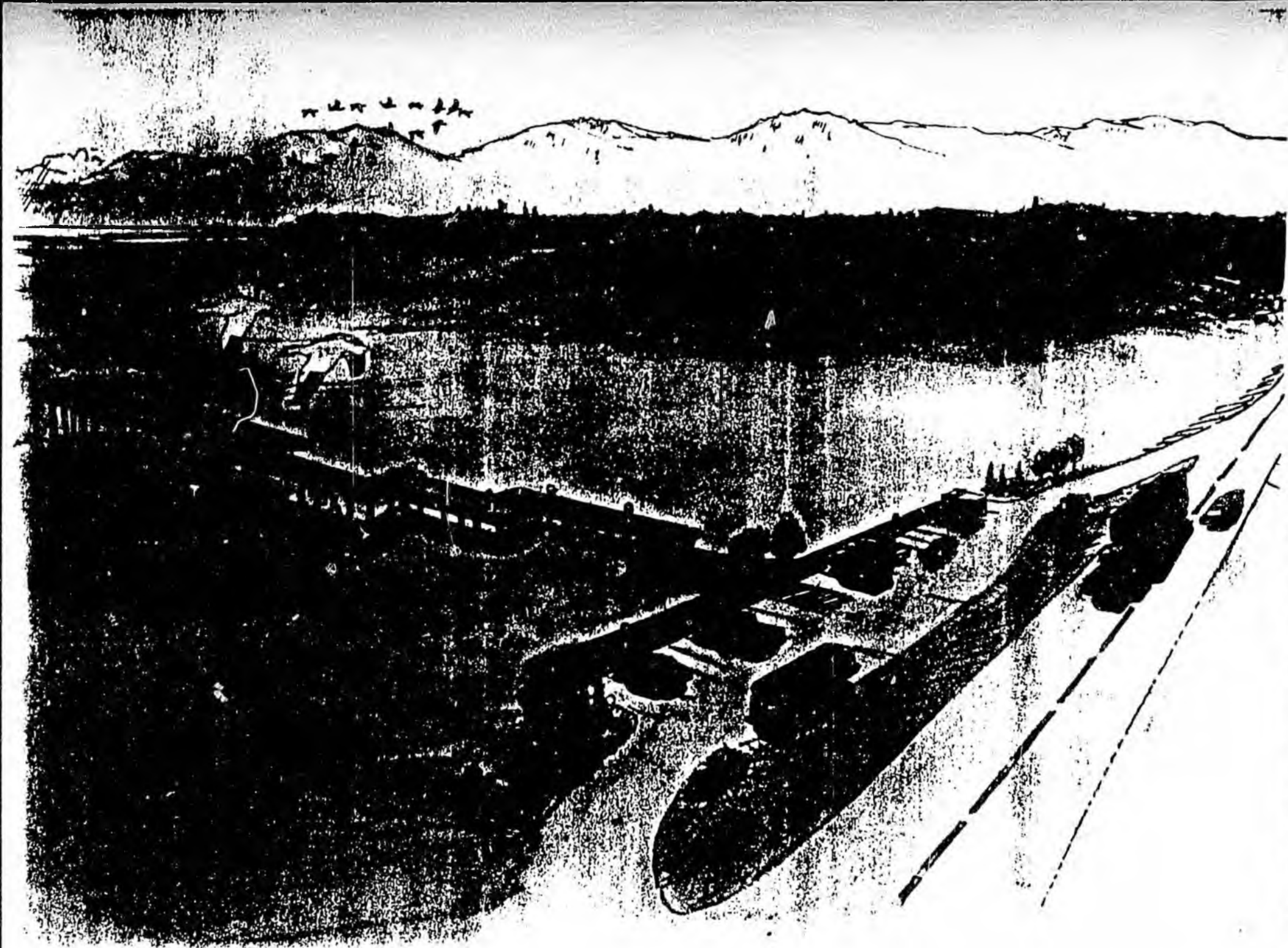
To make available to the general public, tourists, students, and naturalists, previously unavailable viewing areas, photographic opportunities, cultural studies, biological studies and artistic amenities associated with the migration of the Snow Geese, Sandhill Cranes, and other ducks and water fowl, Beluga Whale, Caribou and Moose all within the confines of a controlled area. To allow studies of wild life within a natural habitat area.

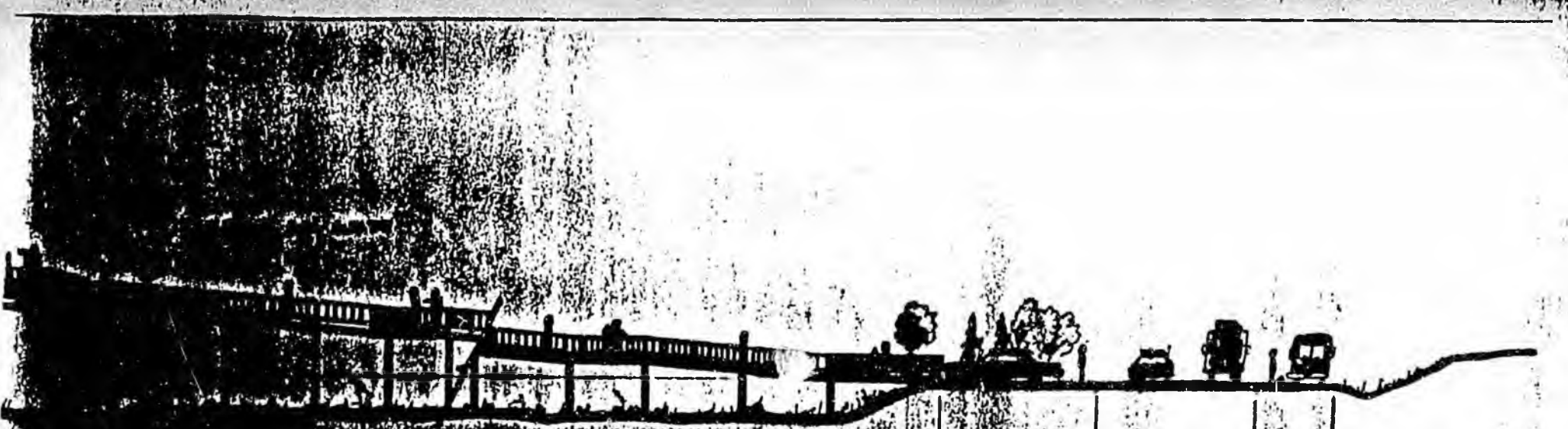
RATIONAL;

To insure protection of existing habitat through city/state management. To enhance tourism within the general Kenai area. To diversify the local economy. To provide for outdoor environmental education. To enhance understanding and appreciation of Kenai River Special Management Area and its resources.

PROJECT COST;

Total cost estimates are placed at One Million Two Hundred Fifty Thousand Dollars (\$1,250,000.00).

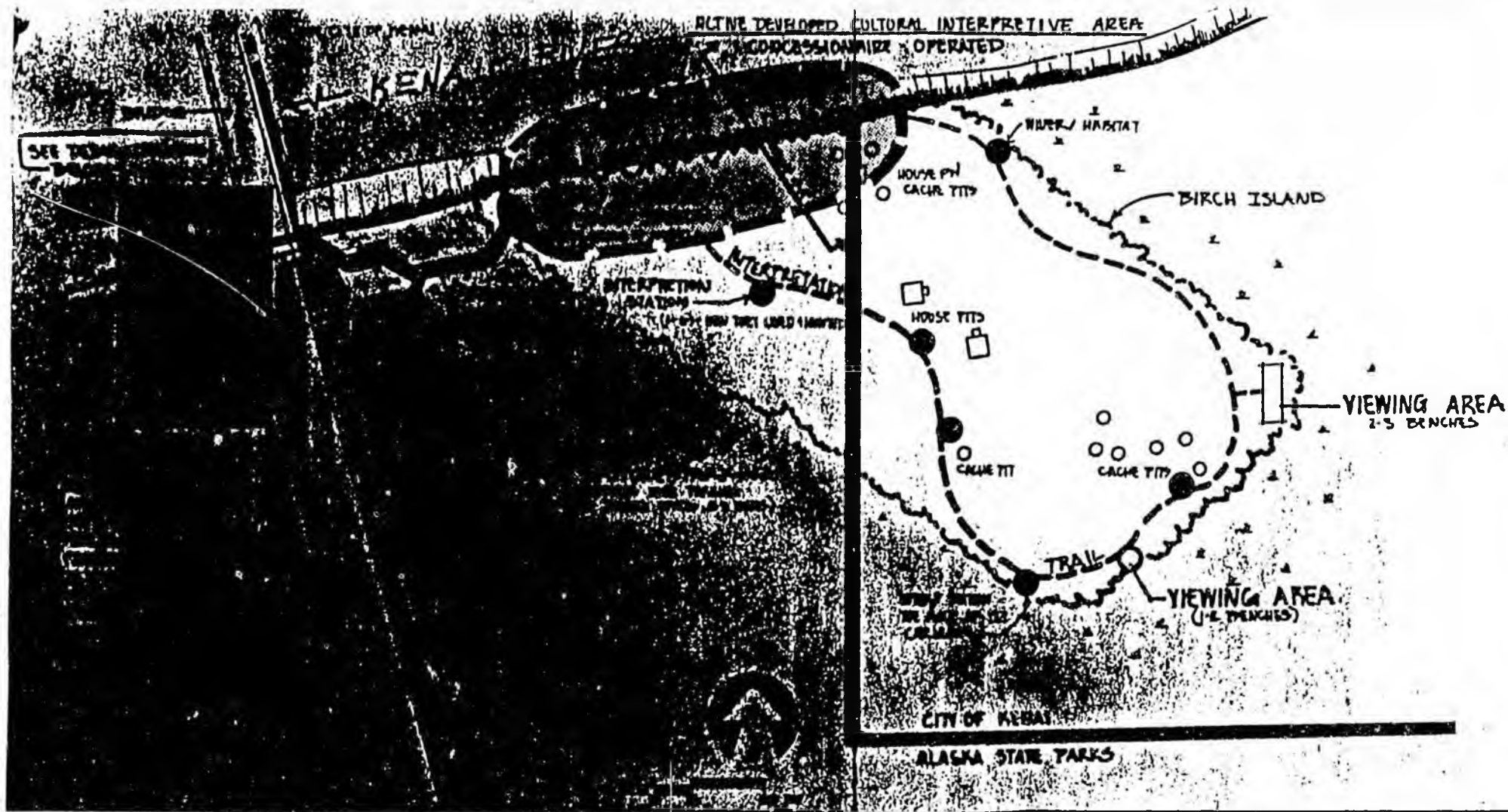




25' PARKING AREA	75' DRIVEWAY	15' PARKING
------------------	--------------	-------------

HIGHWAY

ELEVATION VIEWING PLATFORM



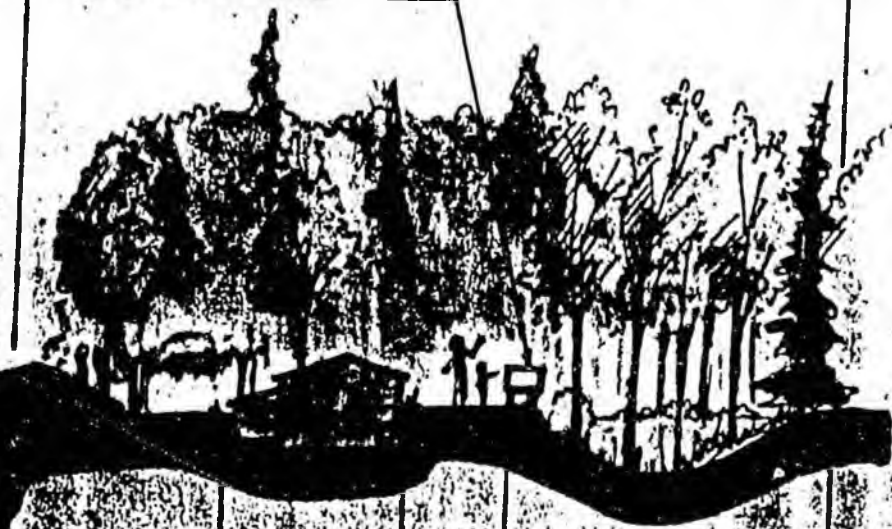
KENAI RIVER WILDLIFE VIEWING AREA

BIRCH ISLAND INTERPRETIVE AREA

ACTIVE DEVELOPMENT - CULTURAL INTERPRETIVE AREA

INTERPRETIVE BOARD

CONCESSIONAIRE OPERATED



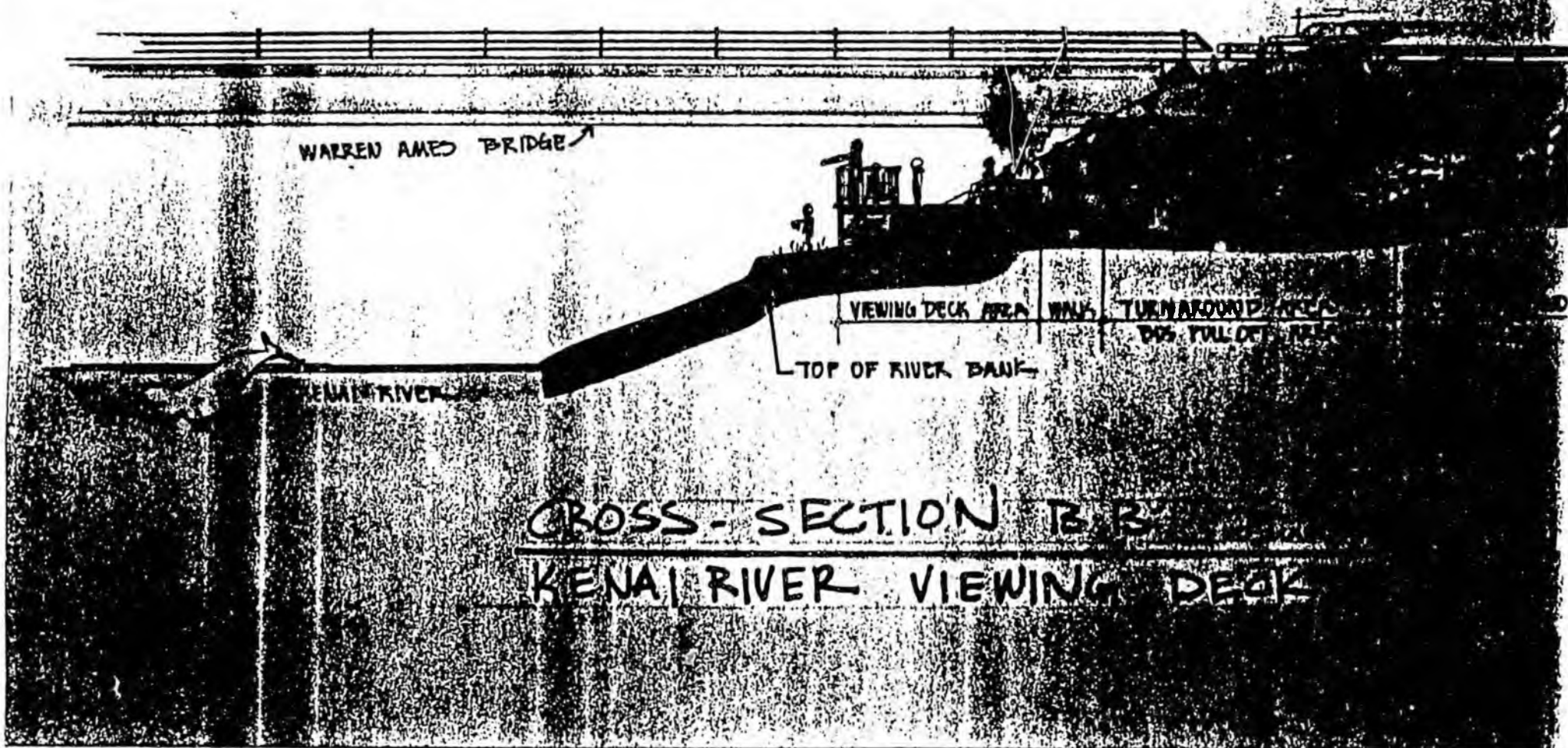
CONCESSIONAIRE OPERATED

CONCESSIONAIRE OPERATED

INTERPRETIVE TRAIL

RECONSTRUCT NATIVE DWELLING FOR
INTERPRETIVE AND CONCESSIONAIRE OPERATED

ACTIVE DEVELOPMENT - CULTURAL INTERPRETIVE AREA



WARREN AMES BRIDGE ↗

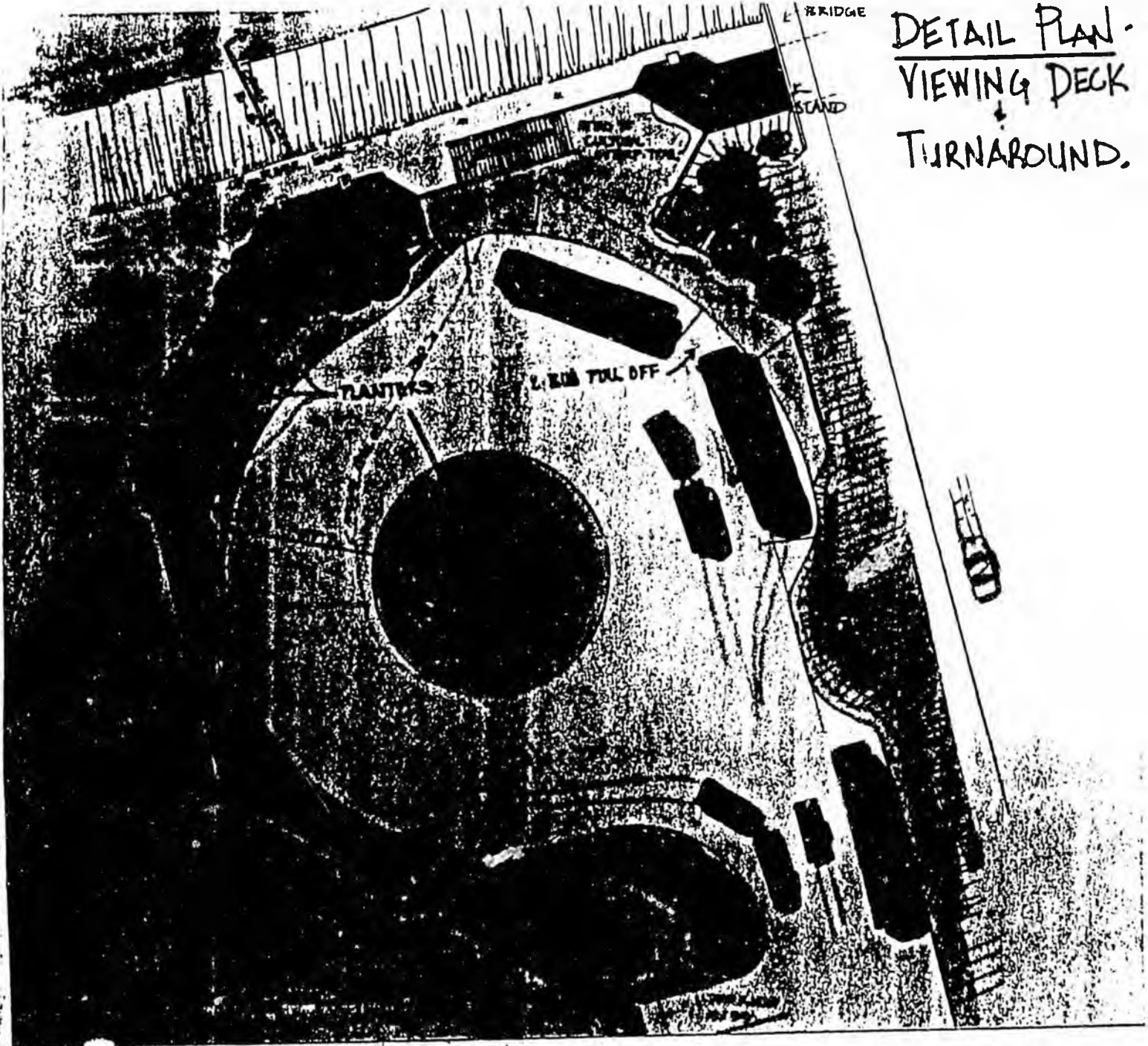
VIEWING DECK AREA WALL

TURNAROUND AREA

TOP OF RIVER BANK

KENAI RIVER

CROSS-SECTION B-B
KENAI RIVER VIEWING DECK



DETAIL PLAN.
VIEWING DECK
↓
TURNAROUND.

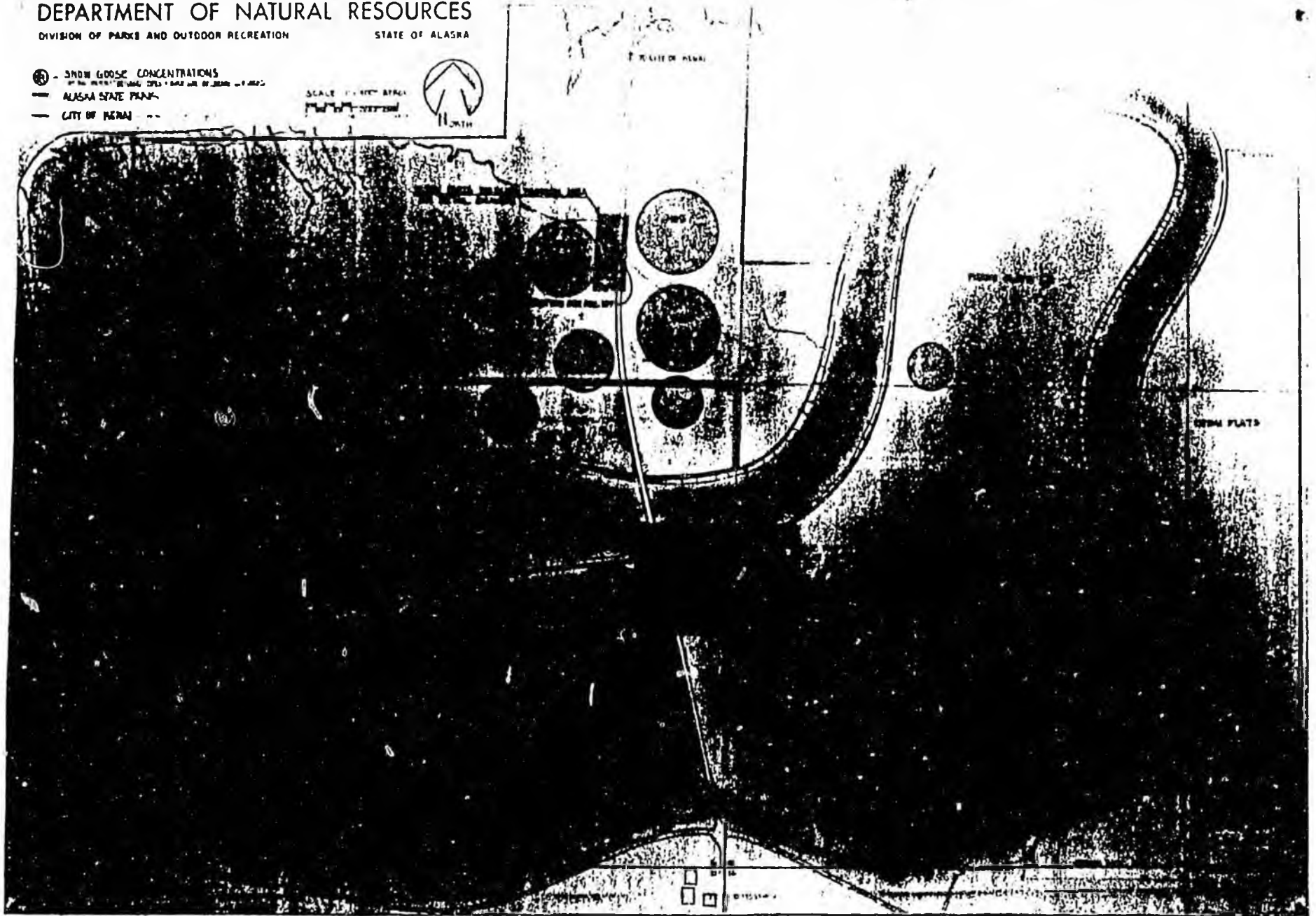


GILA RIVER FLATS

DEPARTMENT OF NATURAL RESOURCES
DIVISION OF PARKS AND OUTDOOR RECREATION STATE OF ALASKA

- SNOW GOOSE CONCENTRATIONS
- ALASKA STATE PARK
- CITY OF MENA

SCALE 1:100,000



KENAI RIVER FLATS

FEDERAL ASSISTANCE

1. TYPE OF SUBMISSION
(Mark appropriate box)

- NOTICE OF INTENT (OPTIONAL)
 PREAPPLICATION
 APPLICATION

APPLICANT'S APPLICATION IDENTIFIER

3. NUMBER

b. DATE

Year month day

19

STATE APPLICATION IDENTIFIER

NOTE TO BE ASSIGNED BY STATE

4. NUMBER

b. DATE ASSIGNED

Year month day

19

Leave Blank

4. LEGAL APPLICANT/RECIPIENT

a. Applicant Name: City of Kenai
 b. Organization Unit: Local Government
 c. Street/P.O. Box: 210 Fidalgo
 d. City: Kenai a. County:
 f. State: Alaska g. ZIP Code: 99611
 h. Contact Person (Name & Telephone No.): William J. Brighton (907) 283-7530

5. EMPLOYER IDENTIFICATION NUMBER (EIN)

N/A

b. PROGRAM

(From CFDA)

a. NUMBER

1 | 5 | 0 | 9 | 1 | 6 |

MULTIPLE

b. TITLE Outdoor Rec. - Acq., Dev. & Planning

7. TITLE OF APPLICANT'S PROJECT (Use section IV of this form to provide a summary description of the project)

Kenai Flats Wildlife Viewing Area

8. TYPE OF APPLICANT/RECIPIENT

- A-Basic
 B-Nonprofit
 C-Individual
 D-Other
 E-Other (Specify)
 F-Other (Specify)
 G-Other (Specify)

Enter appropriate letter: E

9. AREA OF PROJECT IMPACT (Name of county, census tract, etc.)

Kenai, Alaska

10. ESTIMATED NUMBER OF PERSONS BENEFITING

11. TYPE OF ASSISTANCE

- A-Basic Grant
 B-Administrative Grant
 C-Loan
 D-Insurance
 E-Other

Enter appropriate letter: A

12. PROPOSED FUNDING

a. FEDERAL	\$ 129,000.00
b. APPLICANT	129,000.00
c. STATE	00
d. LOCAL	00
e. OTHER	00
Total	\$ 258,000.00

13. CONGRESSIONAL DISTRICTS OF:

a. APPLICANT

01

b. PROJECT

01

15. PROJECT START DATE

Year month day
19 88 4 01

16. PROJECT DURATION

21 Months

18. DATE DUE TO FEDERAL AGENCY

Year month day
19

14. TYPE OF APPLICATION

- A-Initial
 B-Continuation
 C-Extension
 D-Other (Specify)

Enter appropriate letter: A

17. TYPE OF CHANGE (For 14c or 14d)

- A-Increase Dollars
 B-Decrease Dollars
 C-Increase Dollars
 D-Decrease Dollars
 E-Continuation

F-Other (Specify)

Enter appropriate letter: A

19. FEDERAL AGENCY TO RECEIVE REQUEST

National Park Service

20. EXISTING FEDERAL GRANT IDENTIFICATION NUMBER

a. ORGANIZATIONAL UNIT (IF APPROPRIATE)

b. ADMINISTRATIVE CONTACT (IF KNOWN)

c. ADDRESS

21. REMARKS ADDED

Yes No

22. THE APPLICANT CERTIFIES THAT:

To the best of my knowledge and belief, data in this preapplication/application are true and correct, the document has been duly authorized by the governing body of the applicant and the applicant will comply with the attached assurances if the assistance is approved.

a. YES, THIS NOTICE OF INTENT/PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON: DATE _____

b. NO, PROGRAM IS NOT COVERED BY E.O. 12372 OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW

23. CERTIFYING REPRESENTATIVE

a. TYPED NAME AND TITLE

William J. Brighton, City Manager

b. SIGNATURE

W. Brighton

9/29/87

24. APPLICATION RECEIVED

Year month day
19

25. FEDERAL APPLICATION IDENTIFICATION NUMBER

26. FEDERAL GRANT IDENTIFICATION

27. ACTION TAKEN

- a. AWARDED
 b. REJECTED
 c. RETURNED FOR AMENDMENT
 d. RETURNED FOR E.O. 12372 SUBMISSION BY APPLICANT TO STATE
 e. DEFERRED
 f. WITHDRAWN

28. FUNDING

a. FEDERAL	\$	00
b. APPLICANT		00
c. STATE		00
d. LOCAL		00
e. OTHER		00
f. TOTAL	\$	00

29. ACTION DATE

Year month day
19

31. CONTACT FOR ADDITIONAL INFORMATION (Name and telephone number)

30. STARTING DATE

Year month day
19

32. ENDING DATE

Year month day
19

33. REMARKS ADDED

Yes No

KENAI FLAT WILDLIFE VIEWING AREA PROGRAM NARRATIVE

I. DESCRIPTION, OBJECTIVES AND NEED FOR THIS ASSISTANCE

The City of Kenai with the cooperation and assistance of the State of Alaska, Department of Natural Resources, Division of Parks and Outdoor Recreation, is applying for this grant for a Wildlife Viewing Area of the Kenai Flats.

Phase I: This project consists of:

- A. Enlarging the existing highway turnout located on the West side of the Bridge Access Road between the Warren Ames Bridge and Boat Launch Road. The new parking lot will consist of 17 parking spaces plus three (3) vehicle and trailer parking areas. The parking area will be paved, the parking lines painted, and a barrier type curb and gutter for a tire stop installed.
- B. A wooden deck will be built in front of the parking area complete with railings and handicap access.
- C. The wooden deck at the south end of the parking lot will extend approximately 150 feet into wetlands. This wooden deck would be constructed on piling. It is this portion of the project that the City of Kenai plans on using for its in-kind service donation to the project. The Kenai Chamber of Commerce will be furnishing and installing this wooden deck as a donation in the name of the City of Kenai for partial payment of the City's share of the grant.

Other phases of the project to be considered at a later date include:

Phase II: An additional wooden deck going west out of the center of the parking area approximately 230 feet to include handrails, benches, viewing platforms, spotting scopes, botany theme interpretative boards, habitat value interpretative boards, general habitat interpretative boards, management information, planter boxes and landscaping.

Phase III: This project would consist of the Kenai River Wildlife Viewing Area, as described in the attached Management Plan Report - Kenai River Flats, Alaska.

Phase IV: Birch Island Cultural Interpretative Area as also described in the attached Management Plan Report - Kenai River Flats, Alaska.

The City of Kenai needs Phase I of this project to provide its residents and visitors with a controlled access for viewing the wildlife in the wetland areas adjacent to the Bridge Access Road. At the present time the viewing public and photographers stop on the shoulder of the road or in the small parking lot next to this State highway. This presents a very serious safety hazard since the speed limit is 55 m.p.h. in this area. The crowds of people get rather large when caribou are spotted and during the stopover of the snow geese migration. Damage to the environment is caused by individuals walking out into the wetlands and disturbing the vegetation and the wildlife and thoughtlessly disposing of litter in the area. Besides the obvious economic improvements of providing short term jobs during construction, the final project will draw additional tourists into the community for viewing wildlife.

The Kenai Chamber of Commerce recognized a need for such a boardwalk at approximately the same time as the State of Alaska, Department of Natural Resource, Division of Parks and Outdoor Recreation. Consideration of the project began in the latter part of 1986.

II. RESULTS OR BENEFITS EXPECTED

The City of Kenai residents, visitors and the environment all stand to benefit from this project. This project will be an excellent example of how private businesses (Kenai Chamber of Commerce), local government (City of Kenai), State government (State of Alaska), and federal government (National Park Service) can all work together for the benefit of the people and the environment.

III. APPROACH

The City of Kenai plans to work very closely with the State of Alaska, Department of Natural Resources, Division of Outdoor Parks and Recreation in providing an ideal facility. Upon receipt of the grant the City of Kenai Public Works Department will proceed with requests for engineering/architectural proposals or may perform in-house engineering design for construction plans and specifications. The Public Works Department has successfully administered and managed many such projects similar to this small project to multi-million dollar projects. With the declining public revenue and construction money, the Public Works Department will be handling less than 10 million dollars worth of work this year, and this project would receive our full attention.

Once the construction plans and specifications are completed we will go out for competitive bids. The City of Kenai bidding documents will be modified to reflect the needed documentation for federally assisted projects. We have successfully done this for EPA, FAA, Library, and other federal programs.

With the grant being expected in the early spring of 1988, the City of Kenai's schedule would include starting immediately on the design drawings and specifications with construction to begin the mid-summer of 1988 (shortly after the snow goose migration). The construction completion date would be by the end of 1988. Much of the work could be accomplished after freeze-up and during the first part of the winter of 1988.

Other agencies, organizations and consultants that would be involved include the State of Alaska, Department of Natural Resources, Division of Parks and Outdoor Recreation, U.S. Government, National Park Service, Kenai Chamber of Commerce and possibly a local consulting engineer or architect, charitable organizations, and wildlife protection organizations such as the Audubon Society and Ducks Unlimited.

IV. GEOGRAPHIC LOCATION

The project is located within the city limits of the City of Kenai on the State maintained highway named Bridge Access Road. The Bridge Access Road runs from the Kenai Spur Highway in downtown Kenai to Kalifornsky Beach Road. The specific location would be on the west side of the Bridge Access Road approximately half way between the Warren Ames Bridge and Boat Launch Road.

V. OTHER ITEMS

There are no other federal grants involved in this project at this time. The City of Kenai is also seeking additional funding from other sources such as the Alaska State Legislature, CEIP money, LSRT funds, Coastal Management funds, etc.

KENAI FLATS WILDLIFE VIEWING AREA

LWCF APPLICATION
Checklist for Development Projects

INDEX

()	LWCF Application	1
()	Development Information Summary	2
()	Alaska Coastal Management Policy Consistency Review	4
()	State Historic Preservation Officer Comments	5
()	Federal Assistance Form 424	8
()	Program Narrative	9
()	Deeds	12
()	Maps - Project Boundary/Location/Site Plan	19
()	Preliminary Plans (Floor Plans)	20
()	Estimated Operation and Maintenance Cost	28
()	Rough Cost Estimate - Phase I	29
()	Acquisition History	30
()	State or Federal Permits	31
()	Schedule of In-kind Contributions	37
()	DI 1350 Assurance of Compliance (two copies)	38
()	Environmental Assessment	40
()	Resolution No. 87-59 for City Commitment	47
()	Legal Opinion	49
()	Assurance of Development Project Land Ownership	50
()	Assurance of Non-Federal Matching Share	51

- Attachments A: Management Plan Report, Kenai River Flats,
Alaska, June 1987
B: Department of Parks and Outdoor Recreation Cost
Estimate, January 30, 1987
C: Viewing Platform Elevation
D: Maps

KENAI FLATS WILDLIFE VIEWING AREA

LWCF APPLICATION

LOCAL AGENCIES

() Acquisition

(X) Development

To: State Liaison Officer
Alaska Division of Parks
P.O. Box 107001
Anchorage, Alaska 99510-7001

RE: _____
(ADFOR Assigned No.)

From: City of Kenai
Agency Name
210 Fidalgo
Address
Kenai, Alaska 99611

You are hereby requested to consider this application for financial assistance for the outdoor recreation project described herein and to grant funding from such State and Federal sources as may be available. This application has been prepared in compliance with the instructions of the SLO and Grants section within the State Division of Parks and Outdoor Recreation. Further, we agree to cooperate with the Alaska Division of Parks and Outdoor Recreation by furnishing such additional information as may be necessary to qualify for federal aid; to execute a State/Local Agreement and to adhere to all appropriate State and Federal statutes governing the grant monies utilized in the agreement.

We are aware that the grants-in-aid, if approved, will be paid on a reimbursement basis.

The applicant certifies that to the best of his knowledge, the data in this application is true and correct.

Inquiries regarding this application are to be directed to:

William T. Brington
(Signature of Authorized Representative)
William T. Brington, City Manager
(Name) (Title)
September 29, 1987
(Date)

William T. Brington
(Name)
City Manager
(Title)
210-2710
(Telephone)

KENAI FLATS WILDLIFE VIEWING AREA

DEVELOPMENT
INFORMATION SUMMARY

Item 1. Source of Sponsor's share: \$129,000.00 Total
 Appropriations \$ _____
 Bonds \$ _____
 Volunteer Labor, Equipment and Material Donations \$ 75,000.00
 Force Account \$ 24,000.00
 Land Donations \$ 30,000.00

2. Have any applications for other federal funds been made for this project?
 Yes No (Explain) _____

3. Has the site plan been officially adopted by the local governing body?
 Yes No Date Adopted 9/16/87 Resolution #87-89

4. Design and engineering work to be done by:
 Consultants Staff Combination
 Other _____

5. Construction will be accomplished by:
 Contract Force Account Volunteers

6. Identify prior specific planning expenditures applicable to this project that are included in the total cost. These expenditures must be identified to be eligible. Submit schedule of preliminary costs.

	Date Initiated	Date Completed	Cost
Project Planning	Est. 10/86	On-going	

7. Estimated annual maintenance cost \$5,222.00 per year.

8. Is the project in a designated flood hazard area? Yes No

9. If this project involves development in navigable waterway, have you attained proper permits from the U.S. Army Corps of Engineers or Coast Guard? Corps has said that no permit is needed for board-walk, however the parking lot expansion may need a permit.

10. When was site acquired? March 16, 1964 (Patent #114)

Attachments-Development Projects

The following items must be provided. Prefix each with number references and readings.

2-1 Project Narrative: See separate instructions.

- D-2 Deed or Lease: Provide a copy of the deed or lease, together with title to the subject property held by the applicant, together with appropriate leases or use agreements.
- D-3 Provide Title search and explain impact of any easements, right-of-way, etc., on project.
- D-4 Project Boundary Map: Provide an 8 1/2" x 11" map of the land to be developed in sufficient detail so as to be legally sufficient to identify the lands subject to provisions of the grant program. The map must identify a "Project Boundary" and be dated. Note any existing or planned streets, highways, waterlines, sewers, power lines, etc., located or to be located on or near the proposed site.
- D-5 Location Map: Provide a map which shows the park area in relation to the community.
- D-6 Site Plan: Provide a detailed development plan of the entire park area locating existing developed areas and structures in addition to the proposed development covered by this application. Include schematic floor plan of any structure to be constructed under the terms of this application.
- D-7 Operation/Maintenance: Provide statement that costs of operation and maintenance have been reviewed and that a commitment of sufficient funds for operation and maintenance has been made subject to project approval.
- D-8 Cost Estimate: Provide a detailed breakdown of all elements of development contemplated under this application, including cost estimates and how construction will be undertaken (contract or force account) using the attached outline as a guide.
- D-9 Acquisition History (if applicable): For lands acquired without state or federal assistance subsequent to January 1, 1975, provide a detailed history of the acquisition procedure.
- D-10 State or Federal Permits (if applicable): Specifically discuss the status of each State or Federal permit such as Shoreline Management or Army Corps of Engineers which must be obtained prior to the commencement of construction. Identify any apparent or anticipated permit problems which may delay construction.
- D-11 Staged Projects (if applicable): Provide a master plan for the entire site showing the ultimate proposed development.
- D-12 Schedule of In-Kind Contributions

KENAI FLATS WILDLIFE VIEWING AREA

State of Alaska
Federal Coordinator
ACMP
Division of Policy Development
Pouch AD
Juneau, Alaska 99811

Dear Sir:

The community of the City of Kenai is planning a project under the Land and Water Conservation Fund at Kenai, Alaska on the Kenai River Bridge road overlooking the Kenai Flats.

We have attached a map showing the exact location and a description of how the site will be changed during the development.

We would appreciate your comments below. When complete please send to the following address:

City of Kenai
(community name)
210 Fidalco
Kenai, Alaska 99611

Sincerely,

William J. Brughton
William J. Brughton
City Manager

The State Historic Preservation Officer has reviewed the attached map describing the project area and the brief project description, and offers the following comments:

State Historic Preservation Officer

INSTRUCTIONS 424

Use form: Alaska Coastal Management Policy Consistency Review
Information for State Historic Preservation Officer
Other State or Federal Agencies as needed.

Submit the Alaska Coastal Management Policy Consistency Review
(ACMP) and SHPO comments to Division of Parks and Outdoor
Recreation.

Section I

1. Check Notice of Intent.
2. a) Leave blank
b) Leave blank
3. a) Leave blank
b) Leave blank
4. a) City Official
b-n) Complete with requested information
5. N/A
6. a) 15,315
b) Outdoor Recreation - Acquisition, Development and Planning
7. Name of project and description - Use back if necessary.
Attach location map.
8. Enter correct letter.
9. Provide requested information.
10. Complete with requested information.
11. A) for new project
12. a) 50% of project cost
b) -0-
c) Amount of local share
d) Total project cost
13. a) 01
b) 01
14. Enter correct letter.
15. Date project work is planned to start.
16. Length of time to complete project.

17. Leave blank.
18. Leave blank.
19. National Park Service
Pacific Northwest Region
33 South King Street, Suite 210
Seattle, Washington 98104
20. Provide only if this is an amendment request.
21. Yes (information on back and attached maps).
- Section II 22. b) Leave blank
23. a) Same as -a
b) Sign
c) Date

Section III Do not complete.

Addresses:

State-Federal Coordinator (For ADP Consistency)
Division of Policy Development
Pouch AD
Juneau, Alaska 99811

State Historic Preservation Officer
P.O. Box 107001
Anchorage, Alaska 99510-7001

Form letter to SHPO follows.

Project #15: WHISKEY GULCH SRS/KENAI PENINSULA SPORT FISHING ACCESS

Location: 50 miles north of Talkeetna

Senate District: E (A-B)

House District: 16 (A-B)

Amount: \$1,000,000

Description: Acquisition of upland and beach properties, construction of access road, parking area and sanitary facilities.

Justification: Acquisition and development of an access to the southern beaches of the Kenai River and waters of Cook Inlet is a high visitor/sport fishing enhancement priority. Development of facilities in this area would relieve the severe crowding experienced at Anchor River SRA (Anchor Point) as well as the recreational trespass that occurs on the private lands at the mouth of Anchor River. The Whiskey Gulch area is heavily used by local residents and tourists during the Spring and Summer months. The beaches provide excellent clamming and outstanding halibut and salmon fishing are available in the inlet waters adjacent to Whiskey Gulch.

Project #16: CHILKOOT LAKE AND CHILKAT STATE PARKS REHABILITATION

Location: Haines area

Senate District: B

House District: 2

Amount: \$250,000

Description: Capital funds would be used to improve two park units in the Haines vicinity - Chilkoot Lake and Chilkat State Park. At Chilkoot Lake State Recreation Area the existing 32-unit campground, boat ramp and parking for boat trailers would be upgraded to meet acceptable standards. This park unit has received no capital improvements in well over 12 years due to an uncertainty in the outcome of Native claims which are now resolved. At Chilkat State Park the access road is in need of improvements. A spring has caused a soft road condition in a section of the road and is a safety concern. All ditches along the three mile road are in need of regrading and cleaning to enhance drainage. Campground facilities need to be improved to be more acceptable as a fee area. Highway directional signing to guide tourists to park units throughout Haines needs to be installed.

Justification: Haines receives heavy tourist visitation. Highway travellers using the ferry system almost all pass through Haines. Chilkoot Lake is in a very picturesque location and is popular both for tourists and residents.

Revenue will be generated through collecting camping fees. But, because the facilities are in poor condition, tourists will not be satisfied with them. Improved camping sites, boat launch, trails, picnic sites, and tables and firepits would make this one of our state's best tourist destination sites. Public safety is our highest management concern and priority. The soft spot in the Chilkat access road is potentially dangerous and should be corrected as soon as possible to lessen any chance of injury. Campsite fees will be charged at Chilkat State Park. Upgrading of camping sites, to include furniture items, would result in greater visitor satisfaction and would help to promote tourism.

Project #17: CASTLE HILL HISTORIC SITE

Location: City of Sitka

Senate District: B

House District: 3

Amount: \$210,000

Description: Re-design the upper trail and entrance to the viewing area to accommodate wheelchairs and elderly visitors. Light upper hill and flag poles. Develop interpretive signing and interpretive brochure. Sign rear entrance and improve alley between front and rear entrances. Develop displays for on-site use. Construct an interpretive shelter to provide for out-of-the-rain programs for small groups. The thrust of the interpretation would be the Russian occupation period of Alaska's history with artwork or replica models of Baranof's Castle.

Justification: Lighting for the flags would preclude the necessity of raising and lowering the flags daily. It would save the state money and volunteers who are counted on to handle the task could do other jobs. The site should be accessible to wheelchairs and handicapped folks. Interpretation is inadequate for a site of such historical significance and potential visitation. Artwork and a model of the castle would help tell the story behind the site.

Project #18: TOTEM BIGHT STATE HISTORICAL PARK

Location: City of Ketchikan

Senate District: A

House District: 1

Amount: \$200,000

Description: Begin replacement of deteriorating totem poles. Carving would be done on-site and would become a tourist attraction of its own, providing demonstration of carving techniques. Replace foundation of tribal house and repair house and poles. Landscape parking area and install benches. Develop a pad for parking a small travel trailer for a park host.

Justification: Several of the poles are in poor condition and need to be replaced. Others need to be repaired. The site is a major tourist attraction and currently does not present a good image. The foundation of the tribal house is rotten in places and must be replaced or it may endanger the entire building and public safety. Benches are needed as most visitors are elderly. The camp host pad is needed as camp hosts reduce vandalism and inappropriate behavior thus cutting costs of maintenance and patrols.

Project #19: HISTORIC PRESERVATION GRANTS

Location: Statewide (Anchorage office)

Senate District: E-I (Anchorage)

House District: Anchorage (7-15)

Amount: \$100,000

Description: Grants funds will be used for maintenance, restoration and rehabilitation of historic sites. There are a great many historic properties in need of repair and maintenance if they are to be saved from deterioration and preserved. Rehabilitation work is labor intensive and creates local jobs. Materials used in rehabilitation work are available and purchased in the local community. The grants will be distributed throughout the state.

Justification: Historic properties are an important part of local communities and the state. As part of the tourism industry, they are visitor destinations. Revitalized downtowns and older neighborhoods and adaptive reuse of historic properties can provide new business opportunities and increase property values. They are part of our heritage that needs to be preserved. There are hundreds of historic sites in Alaska eligible for these funds. The grants will be administered by the Department of Natural Resources under AS 41.35.040. A grants program is already in place so the funds can be distributed quickly.

Jane G. Haigh
280 E. Birch Hill Rd.
Fairbanks, AK 99712

January 25, 1987

Dear Representative's Brown and Ellis,

Your Draft Tourism and Recreation Development Proposal has recently come to my attention. As a member of the Governors Historic Sites Advisory Committee, I am deeply interested in promoting Historic Preservation, that is the preservation of our historic built environment throughout the state.

I very strongly support your Draft Proposal. At a time when tourism seems to be our only growing industry, and the state Tourism budget is itself increasing, I have failed to see the rationale for decreasing the budget to promote and rehabilitate our historic sites, both in State Parks and in the private sector.

I am pleased to see that your proposal already addresses a number of historic sites within the State Parks system. However, most Historic Sites and buildings in the state fall outside the State Parks. Perhaps you are not aware that there is already a longstanding Grants-in Aid program which in the past has funded public and private sector Historic Rehabilitation and preservation projects. The Historic Preservation Grants-in Aid program is a federally funded small grant program relying on state matching funds, and operated by the Office of History and Archeology in the Division of Parks. These type of grants have ranged from \$1000 to about \$25,000 in the past and have gone to communities such as Cordova, Dillingham, St. George, Unalaska, Barrow, and Wrangell, in addition to Juneau, Fairbanks, and Anchorage. Unfortunately, state budget cuts the last two years have just about eliminated this grant program.

Historic preservation has been shown to be an effective economic development tool wherever it has received adequate support. The recognition, preservation, and rehabilitation of our historic sites, structures, neighborhoods, and communities can bring in outside investment, promote tourism, and create jobs. In fact, it has been shown that rehabilitation of historic structures creates more jobs than equivalent new construction.

The State of Alaska already has seen a significant number of successful rehabilitations including Courthouse Square (The old Federal Building) in Fairbanks, The Alaska Hotel and the Old Steam Laundry and others in Juneau, and nearly the whole town of Skagway, (thanks to the National Park Service.)

Putting \$100,000 or more in the budget for the Office of History and Archeology would make an unbelievable difference, and could be used in small grants for survey and planning, and or actual rehabilitation of preservation projects. These grants could go to individuals or communities through an existing program. All of the regulations, proposal and review apparatus, and grants management procedures are already in place. Providing funds for historic preservation projects through an existing grant program would allow for an orderly and fair way to distribute funds on the basis of project merit, rather than as hastily conceived projects inserted as line items in the budget.

(1)

Projects are reviewed by the Governor's appointed Historic Sites Advisory Committee, and professional advice and support is provided by the qualified historian and Architectural Historian in the office of History and Archeology.

In addition to a component for small grants, I would suggest these other Fairbanks projects:

- 1. Money for preservation and rehabilitation of the Riverboat Nenana. This is an ongoing project currently being run by the Fairbanks Historic Preservation Foundation. \$250,000
- 2. New foundations and rehabilitation of the Gold-Rush Town cabins at Alaskaland. \$100,000
- 3. A heating system for the Wickersham House at Alaskaland. \$15,000.
- 4. Planning and site acquisition of the Old F.E. Complex on Illinois St. for a City/Borough museum and Historic Site.
 - Planning \$100,000
 - Site Acquisition ?????

Thank you for your attention to these matters.

Sincerely,

Jane G. Haign
Jane G. Haign

cc Mark Boyer
Mike Davis
Nillo Koponen
Janet Halverson

2

Project #20: HIGHWAY INTERPRETIVE SIGN PROGRAM

Location: Statewide (Anchorage area)

Senate District: E-I (Anchorage)

House District: 7-15 (Anchorage)

Amount: \$25,000

Description: The highway interpretive sign program would inventory opportunities for interpreting roadside natural and cultural features along the state's highway system. The product would identify interpretive values of specific sites and estimate of the costs for various levels of implementation.

Justification: The highway system throughout Alaska travels through many regions of natural history, unusual natural beauty and historic significance. The Department of Highways' waysides of 20 years ago have all but disappeared. The opportunity for enrichment of the travellers' visiting experience can be greatly enhanced through a planned system of highway interpretation.

Project #21: RIVERBOAT NENENA GRANT

Location: City of Fairbanks

Senate District: J, K (A-B)

House District: 18-21

Amount: \$100,000

Description: Grant funds for the restoration and preservation of the Riverboat Nenana will enable work to continue on one of the major visitor attractions in Fairbanks. The restoration work will follow the restoration plans prepared by a maritime engineering company. The work will be labor intensive. Materials will be purchased locally. The funds will be appropriated to the Department of Natural Resources for payment as a grant under AS 37.05.316 to the Fairbanks Historic Preservation Foundation.

Justification: The Riverboat Nenana, which is listed on the National Register of Historic Places, is the last steamboat to offer passenger service in Alaska. It is the major attraction at Alaskaland, an important visitor destination in Fairbanks. For many years the community of Fairbanks has been active with the restoration of the Riverboat through volunteer support and donations. In the past, federal and local funds have been used to stabilize and begin restoration on the steamboat. This grant will allow the long-term restoration work to continue.

Section 22

Project: DOTPF/Tourism Oriented Directional Signing

Location: Statewide

Amount: \$50,000

Description: The attached discussion paper by the Department of Transportation and Public Facilities reviews the need for tourism oriented directional signs (TODS).

DRAFT

POSITION PAPER:

**INFORMATIONAL AND DIRECTIONAL SIGNING
FOR
COMMERCIAL ESTABLISHMENTS**

Introduction

The Highway Beautification Act of 1965 severely restricted advertising signs apart from on-premises signs. Many States were even more restrictive to protect the aesthetics of their roadways. In 1969, to provide directional information to motorists on limited-access roadways (Interstates and similar), a system of Specific Service Signs ("Logos") in the right-of-way (ROW) at interchanges was allowed for food, gas, lodging and camping when such enterprises were not visible from the limited-access routes. This program was extended in late 1986 to be eligible on conventional roads¹ with federal approval.

However, the Logo sign program leaves many desirable if not necessary businesses with little or no means to inform motorists of their service and location.

Most states have resisted efforts to institute other signing programs because the demonstrated need from the motorist standpoint was not equal to the costs and public safety consequences. (It is generally held that proliferation of roadside signs causes motorists to tend to ignore them, including necessary traffic control devices, dilutes their attention from the vital driving task, and presents another series of roadside obstacles in collisions.)

However, with the rise in tourism and a lagging economy in some areas, the need for better directional signing for business enterprises was perceived. The Federal Highway Administration is proposing to add a section to the federal Manual on Uniform Traffic Control Devices (MUTCD) to provide for an official system of Tourist Oriented Directional Signs ("TODS") to meet this need. (Attachment 1)

There has been a growing demand for such directional signing in Alaska. During a recent teleconference including representatives from the Federal Highway Administration (FHWA), the Department of Transportation and Public Facilities (DOT&PF), the Legislature, other State departments, local agencies and the public, it was agreed that Alaska needs to systematically and cooperatively address this growing need.

Purpose:

The purpose of this discussion is to provide information on pertinent aspects of programs to enhance motorist directional signing such as the various public policy issues involved (business enhancement, public safety, cost to public agencies, and

¹ Including all federally funded highways, not just controlled-access expressways and freeways.

roadside beautification), and to recommend a course of action meeting the cooperative needs of all concerned within the limits of our resources.

While aspects related to advertising outside the right-of-way are discussed, the main thrust is what the DOT&PF can do to enhance directional signing within the right-of-way of state-maintained roads, and in this manner meet the needs of more businesses and motorists.

Review of Statutes, Regulations and Policies on Signing:

FHWA has informed the Department that the "Interstate" routes in Alaska, which were so designated for funding purposes, are not considered as "Interstates" for the purposes of federal statutes and regulations on highway signing. This is of little impact because most of the restrictive federal regulations apply to both Interstate and Primary routes, and Alaska's "Interstates" are Federal Aid Primary routes.

The only areas where we have flexibility absent changes in federal statutes and regulations are outdoor advertising adjacent to state and local roads and secondary Federal Aid routes, and Traffic Control Devices on most roads.

Conventional outdoor advertising possibilities (billboards) are generally limited to locations outside the ROW on Federal Aid Secondary roads, and a proposal is being considered to liberalize the State regulations there to be no more restrictive than the federal regulations.

As explained previously, the most promising avenue for widespread private enterprise identification in the right-of-way is an experimental program (TODS), and this paper will be directed at this more feasible alternative of "official" directional and informational signing.

There are at least three relevant regulatory or statutory areas and at least six documentary authorities regarding signs:

Regulatory Areas:

1. Traffic Control Devices (TCD's)
2. Outdoor Advertising
3. Right-of-Way (ROW) Encroachments

Authority References:

- A. Code of Federal Regulations (CFR)
(backed by enabling legislation.)
- B. Alaska Statutes (AS)
- C. Alaska Administrative Code (AAC)
- D. DOT & PF Policy and Procedures (P&P)

- E. Alaska Traffic Manual (ATM)
- F. Local Laws and Ordinances (not treated here)

Attachment 2 shows which authorities pertain to various roadway classes.

1. TCD's

A. 23CFR655-Subpart F establishes the Manual on Uniform Traffic Control Devices (MUTCD) as the standard on streets, highways, and bicycle trails open to public travel. (Attachment 3)

It allows States to have their own manual or supplements in substantial conformance to the national MUTCD and with the FHWA Regional Administrator's approval of the manual or supplements. The Alaska Traffic Manual (ATM) exercises this option by consisting of the MUTCD with a federally approved "Alaska Supplement".

B. AS28.01.010 requires municipalities to conform as close as practicable to the DOT&PF's ATM. (Attachment 4)

AS19.10.040 requires DOT&PF to conform as far as possible to the national MUTCD. (Attachment 5)

D. P&P 70-7000 defines the ATM as the MUTCD with an Alaska Supplement and establishes the policy that it is the official State manual. (Attachment 6)

E. The MUTCD portion of the ATM (section 1A-3.1) requires that no TCD or its support shall bear any advertising or commercial message, or other message not necessary to traffic control. Furthermore, it requires any unofficial and non-essential signs to be removed as a public nuisance. (Attachment 7)

The ATM allows the State to establish a federally approved program of Specific Services ("Logo") Signs for food, gas, lodging and camping.

[NOTE: It is also likely that a system of Tourist Oriented Directional Signs (TODS) will soon be allowed by the national manual, and would likely be approved under the present statutes and regulations based on precedent in other States. See Attachment 8 for details.]

2. Outdoor Advertising (outside of ROW)

A. 23CFR750 generally prohibits advertising within 660 feet of FA Interstate or Primary routes where visible from the roadway, or

beyond that and intended for visibility from the roadway, except for "on-premise" signs advertising activities on the property or advertising the property for sale. Only the 660 foot border applies in urban areas. Signs consistent with the regulations and authorized by state law which are designed to give information in the specific interest of the traveling public may be permitted in protected areas. Also, signs in bonafide "zoned and unzoned commercial areas" are permissible. (Attachment 9)

B. AS19.25.080-180 is parallel to the federal requirements except it includes the Secondary road system. It also authorizes the DOT&PF to enter into agreements with the U. S. Secretary of Transportation as provided in 23 USC relating to outdoor advertising. (Attachment 10. The original state-federal agreement is Attachment 11.)

3. ROW Encroachments

A. 23CFR1.23 prohibits encroachments or property in the ROW of FA routes except those devoted exclusively to public highway purposes. (Attachment 12)

B. AS19.25.200-250 prohibits encroachments except as permitted by DOT&PF regulations. (Attachment 13)

C. 17AAC20.010-.040 prohibits outdoor advertising signs within the ROW of any highway and forbids the permitting of such. (Attachment 14)

D. P&P 10-0020 requires that in the interest of safety, convenience and pleasure of highway users, encroachments will not be allowed except by permit. (Attachment 15)

E. ATM Section 1A-3.1 prohibits signs in the ROW except for official TCD's. (Attachment 7)

Alternative R.O.W. Programs:

Specific Service Signs (LOGO Signs) -

As discussed in the Introduction, Logo signs for the specific categories of food, gas, lodging and camping are allowed on conventional roads under the Alaska Traffic Manual (The National MUTCD with an Alaska Supplement) provided the State develops a program acceptable to FHWA. These are described in Section 2G-5 of the MUTCD.

These signs are usually placed at interchanges, have rather restrictive applications, and the installation is relatively massive and costly.

Tourist Oriented Directional Signs (TODS) -

This program which is currently experimental in selected states excluding Alaska is expected to be included in the Federal Manual in the near future, and precedents have been set which leads us to believe it can be implemented with minimal statutory or regulatory action.

These signs extend the directional information to more types of business to be determined by the State, and allow for more widespread use.

The signs must follow a prescribed format (white letters and borders on a blue background in keeping with the nationally established system for motorist information signs) and cannot convey an advertising message or other information except the business name and/or logo and directions thereto. It does allow businesses some distance from the highway to be identified, subject to state rulemaking.

Encroachments -

This would consist of allowing certain signs meeting established criteria to be erected within the R.O.W. under a formal permit and agreement. They would require Federal approval on Federal Aid routes and would be expected to have to pass stringent tests as to devotion to "public highway purposes". For example, we are currently requesting approval of state park logo signs to use this approach for approval.

This alternative is not felt to be as satisfactory as the other alternatives, and is probably only feasible on secondary routes and local roads which are outside of DOT&PF's jurisdiction. In many of those cases outdoor advertising adjacent to the R.O.W. is permissible or possible.

Required Changes in Statutes, Regulations, and Policies:

Logo Signs - Little or no need for changes except to establish regulations for permits or fees. The State would have to develop a policy in the Alaska Traffic Manual (ATM) acceptable to the FHWA. (Absent significant state funding subsidies this would be very expensive for most businesses.)

TODS - Similarly, no changes expected except regulations establishing fee structure in the AAC and developing program policy in the ATM acceptable to the FHWA.²

Encroachments - Most encroachments of this nature would probably be difficult or impossible for business utilization on the FA Primary system. Otherwise a change

² While Federal approval of the TODS concept as a nation-wide program rather than experimental has not taken place, we have been informed by the Divisional office of FHWA that Alaska could adopt it as an official addition to the Alaska Traffic Manual.

in the State statute prohibiting outdoor advertising on secondary routes, a change in the AAC which prohibits advertising in the R.O.W., and an AAC revision establishing a fee structure would be required.

Comparison of Pertinent Features:

The following is a subjective comparison of various aspects of the three envisioned alternatives. The most desirable (or least burdensome) alternative is rated 1 with relative rankings of 2 and 3 (except for equals).

Aspect	Alternatives		
	<u>Logos</u>	<u>TODS</u>	<u>Encroachments</u>
Cost of Signs	3	1	2
Cost to Administer	2	1	1
Cost to Businesses	2	1	2
Availability to Business Types	3	2	1
Availability to Businesses remote from the Through Route	2	1	1
Allowable Roadways	2	1	3
Aesthetics	2	1	3
Impact on Safety	3	1	2
TOTALS	19	9	15

Resources Required:

If the Department's recommendations are accepted, the following phases are envisaged. (see estimate details in following section)

1. Program development phase (estimated at 12 months).
2. Start-up and continuation phase (indefinite).

The costs may be broken down into developmental costs (technical personnel, hearings, AG's assistance on regulations), physical costs (signs, supports, installation), and administrative costs (evaluating requests, issuing "permits", record keeping, maintenance activities). These costs, as a policy matter, may be absorbed completely by the State, completely by the users, or anywhere in between. Because the cost of start-up and proper signing is not low, and because Alaskan businesses will receive tangible benefits, it is suggested that the State participate by subsidizing

the setup costs of the program, while the on-going costs be borne by the benefiting businesses.

The total costs after the developmental phase will depend to a great extent on the number of requests for signs and their locations. A subjective estimate is used for planning purposes, but the cost figures for the second phase can be revised later based on the level of response by businesses to the public notices during the developmental phase.

It should be noted that start-up funds alone will not provide the necessary on-going resources in the absence of funding for personnel to conduct this program unless other services are sacrificed (e.g. traffic safety studies, M&O activities).

It is envisaged that sign installation could be done through contractors from the private sector, and this along with the fabrication of signs by Alaskan firms will be a further benefit to the economy. The form of the physical maintenance function, and removal of signs for businesses that close will need further consideration.

Phase I - Developmental (1 Year)

In this phase the Department, through a 7 member Commissioner-appointed task force, would develop proposed policies, procedures and regulations which, after appropriate public hearings, would be implemented to meet the requirements of businesses, motorists, the FHWA, and the department. The task force is proposed to provide a range of opinion, including federal, state, and business toward the job of establishing policy. Task force composition is suggested to include:

DOTPF	1	Commissioner or designee
Legislature	1	To be determined
DOT&PF Regions:	1	Director, Maintenance & Operations
	1	Director, Design & Construction
DC&ED	1	Director, Division of Tourism
AVA	1	Director, Alaska Visitors Association
Business Rep.	1	Appointed by Commissioner, from list of names submitted by State Chamber of Commerce

The task force would meet for a total of three times. Initially to recommend general policy guidelines and help guide draft regulation language. Following the public hearing phase on the regulations the task force would meet again to assist in policy formulation on the final regulation language. Key staff members from the E&OS division would serve as a resource to this task force. A broad brush outline of the task force's involvement in the process is shown as follows:

1. E&OS Staff prepare initial information package and discussion on range of policy options.
2. Commissioner's Task Force Meeting #1: Start-up meeting to assess policy options; output of meeting is a selection of a limited number of policy options to evaluate in more detail.
3. E&OS Staff prepare second information package and discussion of selected policy options.

4. Commissioner's Task Force Meeting #2: Policy definition session. Commissioner's Task Force would be asked to make recommendation to Commissioner on preferred method of providing for outdoor advertising within and along ROW, including basic ground rules, responsibility assignments and means of implementation.
5. E&OS Staff prepare draft regulations from guidance of Commissioner and Task force. Public Notice provided in accordance with AAC requirements.
6. Public Hearings held in five locations: Juneau, Kenai Peninsula Borough, Anchorage, Mat-Su Borough, and Fairbanks.
7. Commissioner's Task Force Meeting #3: Final meeting to evaluate the public hearing testimony and make policy adjustment recommendations.
8. Finalize regulations and publish.
9. Prepare and publish a handbook describing the program and method of securing off-premise advertising along state maintained roads.

Developmental Expenses

<u>Expenses Item</u>	<u>Units</u>	<u>Cost</u>	<u>Funding Needs</u>	<u>Funding Available</u>
E&OS Staff				
Professional Staff	4 mo.	\$5,000		\$20,000
Clerical Staff	1 mo.	\$2,000		\$2,000
Legal Staff	60 hrs.	\$100	\$6,000	
Task Force Travel	16	\$500	\$8,000	
Public Hear. Travel	All	\$4,000	\$4,000	
Public Hear. Transcrip.	5	\$600	\$3,000	
Advertising, Commun.	All	\$2,000	\$2,000	
Graphics & Printing	All	\$4,000	<u>\$4,000</u>	
Totals			<u>\$27,000*</u>	\$22,000
Total Program Development Cost			\$49,000	

(* Note: Only \$27,000 would require legislative appropriation. The personal services required for this effort would be provided for from existing budgets.)

Timing

The time necessary to accomplish program preparation is estimated at one year. This reflects, in part, a desire to schedule the public hearing phase in the winter months in order to avoid conflicts with the very "public" being served by the proposed program -- tourist oriented businesses.

Phase II - Start Up and Continuation (Indefinite)

This phase involves the physical placement of sign standards and business informational signs following the process and methods selected in the regulations and from legislative intent. It is likely that minor adjustments to the program would be pursued based upon the feedback of field experience. The cost to the state during this phase would vary according the policy option selected regarding the degree to which business enterprises should pay for the program. Following is a range of policy options that better define the possible cost ramifications of various policy options.

State Investment Policy
Minimum

Description

State develops program; businesses pay all other costs including staff support for application processing, sign manufacturing, installation, liability insurance, repairs, replacement and removal, as necessary. This approach would require both an application fee and annual administrative fee to support state costs.

Shared

State develops program; businesses pay application cost, and pay for sign manufacturing, installation and on-going maintenance. State covers personal services cost associated with program administration.

Maximum

State develops program; state supplies signs, sign supports, and pays for installation, repair, replacement and removal, as necessary. Businesses pay a portion of these costs through fixed application and annual maintenance fees. (Estimated at \$500 for installation and \$250 for annual M&O and administrative costs).

The total cost of this phase will be affected by the number of participating businesses. The number of participating businesses, will, in part, be determined by the cost burden they must assume. It is likely that with greater state participation in program costs the more businesses that will participate.

Sign Cost

The signs will cost about \$150 to \$200 per panel, plus \$150 to \$200 for breakaway bases and supports (installed). There can be 1 or 2 sign panels per location for an average cost of \$350 per location if one panel is installed and \$525 per location if two sign panels are installed (\$262 per business). In a typical application each business would have two signs installed, one facing each traffic direction prior to the intersection leading to the business establishment.

We have assumed that the number of one-sign panel and two-sign panel installations will be about equal, thus the average cost per business will be:

$$\frac{(\$350 + \$525)}{2} * 2 \text{ signs per business} = \$875 \text{ per business average}$$

Number of Businesses

For the purpose of an estimate the following assumptions have been made concerning the number of participating businesses: 1) The number of businesses which elect to participate will vary with the degree of state investment. 2) The ultimate number will not be realized in the first 1 or 2 years, but will gradually increase over a 5 year period; thereafter growth will generally follow state economic trends.

Table 1 indicates the estimated number of participating businesses over a 6 year period, for each of the three policy options previously described.

M&O Cost for Signs

Upkeep, repair, replacement and insurance are estimated to cost 25% of the signs installed value annually. While this may appear as a high figure considering that the signs should have a life of 10 to 12 years from the effects of weathering, it is anticipated they will actually experience a much shorter life due to accidents and vandalism (average life of 4 to 6 years is estimated). Some form of insurance coverage is considered a probable requirement.

DOT&PF Administrative Costs

The department will be required to maintain an inventory and status of the business signing program. While this workload will in fact vary in part with the overall size of the program, for the purposes of this estimate it is considered a fixed cost. It is estimated it will require a 1/2 time position to coordinate the program, serve as center for statewide data collection, and remain current with the progress of the program so that policy adjustments, if necessary, may be pursued.

The administrative staff position would require funding in the range of \$24,000 per year (6 mo. @\$4,000). Funding for this cost is covered by participating businesses in the *minimum* policy option; it is covered by the state in the other policy options.

This position is over and above the staff support required to process individual applications for signs at the regional level. The regional utility staffs are considered adequate to undertake this role (with necessary coordination with traffic safety staff), though a fee is proposed, as these staffs are funded entirely from program receipts. A \$200 application fee is contemplated under all of the policy options. This is the cost for evaluating each sign request and processing it through decision (approve or deny) and is estimated to be \$200 (8 hours @ \$25/hr.).

State and Business Costs

From the above data it is possible to derive some general estimates of what costs would be incurred to either the state or an individual business relative to the three policy options.

The *minimum* state investment policy option results in the fewest number of businesses participating with the highest cost per business served. An average initial sign installation cost is estimated at \$1,075, with an annual cost of \$819 in FY 90 (M&O and administrative fee) and a general lowering of the annual cost to \$379 in FY 94 as the total number of businesses increases providing a larger base of firms to share the fixed administrative cost. This option results in a one-time expense to the

state of \$49,000 for program start-up with all other costs borne by participating businesses.

The *shared* state investment policy option would again cost each business the \$1,075 for sign installation. The annual M&O cost to each business is estimated at \$219 with the state assuming the fixed administrative cost. This would result in an on-going expense to the state of \$24,000 annually, with a total state investment of \$169,000.

The *maximum* state investment policy option results in the greatest number of participating businesses as the cost to each is the lowest. Each business is assumed to pay a \$500 initial installation fee which partially covers the cost of the sign and application processing. Thereafter, there would be an annual fee of \$250 covering administration and sign M&O costs. This option results in a very large investment by the state over the 6 year projection; estimated at \$322,000.

Tables 2 - 6 depict the costs for the three policy options and are broken down for the 6 year horizon - FY 89 through FY 94. To reiterate key assumptions used in the analysis they are repeated below:

Number of Businesses per Year:	Varies by option and year, estimated in Table 1
Sign Installation Cost:	\$875 average - 2 signs per business
Application Cost:	\$200
Annual Sign M&O Cost	\$219 average (25% of sign cost)
DOT&PF Administration Cost	\$24,000 annually
Business fees under Maximum Policy	\$500 for sign installation, and \$250 for annual renewal

It is acknowledged that the estimates described herein are just that -- estimates. They are only as good as the assumptions they are built on. The estimates assist in understanding the implications of various policy options and they provide approximate representations of state and private costs that would be associated with the program. The number of participating businesses and the annual sign M&O cost are probably the weakest "links" in the estimates as there are few data upon which to base them. The M&O cost is an average and, unless "pooled" in some fashion, could cost individual businesses much more than this if their signs are vandalized repeatedly. Likewise installation costs may vary greatly by distance from service centers. In summary, while these estimates are quite useful at this stage of investigation, they must be used with caution given the many judgements incorporated into them.

Private Sector Participation

Though mentioned earlier in this paper, the means by which the private sector could assist in program implementation has not been described during the previous discussion on costs. It has been intentionally omitted because there are myriad methods by which the private sector could be involved, and analysis of each, given the many variables already involved, would make the estimates far more complex.

Sign Cost Calculation

Table 1 - Estimated Number of Businesses Participating							Total Business	
Policy Option	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	Years Served	
Minimum	0	40	100	125	140	150	555	
Shared	0	60	120	150	175	200	705	
Maximum	0	75	150	225	300	325	1075	

Table 2 - Estimated State Startup and M&O Costs							Aggregate	
Policy Option	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	Cost To State	
Minimum	\$49,000	\$0	\$0	\$0	\$0	\$0	\$49,000	
Shared	\$49,000	\$24,000	\$24,000	\$24,000	\$24,000	\$24,000	\$169,000	
Maximum	\$49,000	\$21,675	\$19,350	\$17,025	\$14,700	\$13,925	\$135,675	

Table 3 - Estimated Cost To Business for Annual M&O								
Policy Option	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94		
Minimum	\$0	\$819	\$459	\$411	\$390	\$379		
Shared	\$0	\$219	\$219	\$219	\$219	\$219		
Maximum	\$0	\$250	\$250	\$250	\$250	\$250		

Table 4 - Estimated Cost to State for Sign Installation							Aggregate	
Policy Option	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	Cost To State	
Minimum	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Shared	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Maximum	\$0	\$43,125	\$43,125	\$43,125	\$43,125	\$14,375	\$186,875	

Table 5 - Estimated State Funding Requirements - Annual M&O and Sign Installation							Aggregate	Cost per Business/
Policy Option	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	Cost To State	Year Served
Minimum	\$49,000	\$0	\$0	\$0	\$0	\$0	\$49,000	\$88
Shared	\$49,000	\$24,000	\$24,000	\$24,000	\$24,000	\$24,000	\$169,000	\$240
Maximum	\$49,000	\$64,800	\$62,475	\$60,150	\$57,825	\$28,300	\$322,550	\$300

Table 6 - Estimated Cost To Business for Sign Pair Installed in FY 90							Aggregate Cost	Average
Policy Option	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	To Business	Cost per Year
Minimum	\$0	\$1,894	\$459	\$411	\$390	\$379	\$3,533	\$707
Shared	\$0	\$1,294	\$219	\$219	\$219	\$219	\$2,170	\$434
Maximum	\$0	\$750	\$250	\$250	\$250	\$250	\$1,750	\$350

This should not suggest the department is disinterested in this approach. Three general options are presented below for consideration. Detailed evaluation is suggested for the task force in analyzing the merits of each option and better defining a course of action.

1. Franchise - Under this concept the program would be almost entirely run by a private firm or firms in franchise fashion. Final decision concerning sign installation and program policies would remain in departmental hands; otherwise individual businesses would make application to the firm(s). The firms would be sanctioned by the department to perform this service and would be responsible for all steps including application processing, sign manufacturing, installation, maintenance, and inventory and status reporting.

2. Installation and M&O Only - Under this concept the state would process each application through decision. The business applicant would have the signs manufactured, installed and maintained to state standards by a firm of their choice.

3. Manufacturing Only - Similar to Option #2, except state highway maintenance crews would install and maintain the signs after they were manufactured for the business and delivered to the appropriate maintenance station. This option allows for greater control of exactly how and where the signs are installed within the ROW and may be less costly to the business when the signs are installed in remote locations.

Technical Issues to be Resolved:

As part of the developmental phase (and with an adjustment period as experience is gained) some technical issues will need to be resolved in more detail than is possible here. Some of these are:

User fee structure	- subsidy from state, equal to cost, or revenue generating.
Insurance requirements or liability potential	- individual policy or pooled coverage.
Conditions of eligibility	- types of businesses, minimum services necessary to qualify, minimum hours of operation, distance from highway.
Allowable number and locations	- sight distance, spacing, etc.
Physical specifications	- size, shape, materials, colors, logos, supports, locations, etc.
Prioritization where demand exceeds available space	- first come, first served? - lottery on a periodic basis? - public necessity?