

ALASKA LEGISLATURE COMMITTEE FILES 1987-1988 8672

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SKAGWAY

The City of Skagway is located at the northern end of Lynn Canal. The current population is 790. It is 93 miles north of Juneau, 45 minutes by air and 6 1/2 hours by ferry. Like a great many other places in Alaska, it has had its economic ups and downs, but Skagway's history appears to have peaks and valleys which are both higher and lower than perhaps any other. Soon after its beginning, and at the height of the rush to the Klondike gold fields, Skagway (combined with nearby Dyea) was the largest city in Alaska (pop. 8500). Of course when the boom turned to bust, the population declined rapidly. Skagway might have turned into a ghost town were it not for the construction of the railroad in 1899. Eventually the railroad became the mainstay of the economy, transporting ore from the Yukon to Skagway to be loaded on ships, and tourists and freight north to Lake Bennett and Whitehorse. But the iron mines closed in 1981 forcing the railroad out of business in 1982. This put the very life of Skagway in jeopardy. But the opening of the Klondike Highway connecting Skagway with Whitehorse has given the town new vitality.

Now Skagway concentrates almost entirely on tourism and the ferries are an important component of this economy. 230,000 people visited Skagway last year. Skagway's population doubles in the Summer in an effort to accommodate their visitors.

While the vast bulk of tourists come by cruise ship, it is the visitors who come by ferry who spend money in local restaurants, hotels, service stations and grocery stores. This is because food and lodging is included in the cruise ship package. Thus, the 36,000 visitors who came by ferry in 1986 are an important component to these Skagway businesses. And, to an increasing degree, this component is not restricted to the Summer period. Skagway is working hard at encouraging Juneau residents to travel north for winter breaks. Since this winter is the first winter that the road to Whitehorse has remained open, visitors are being encouraged to come to Skagway for cross-country skiing or to go to Whitehorse. Due to the winter opening of the road, those businesses remaining open all report increased winter business. Of course, the ferries play an important role in making the increased winter traffic possible.

The opening of the road also means that tourists traveling north with their car now have the option of disembarking at Skagway. Thus, Skagway now joins Haines as an entry point for travel to the interior and Canada. The 1985 Port Traffic Summary Data indicates that 29,577 passengers and 5,731 vehicles embarked from Skagway. 31,522 passengers and 6,402 vehicles disembarked. Presently, (March 1987) Skagway receives four main-

line ferries/week, and one visit by the Le Conte. In the summer, service increases to five mainline ferries while service by the Le Conte remains about the same.

Like other Southeast communities, Skagway depends on the ferry system for its basic transportation needs. The ferry offers a low-priced, dependable means of transportation to Juneau with its greater selection of consumer goods and services. Since Skagway is situated in a narrow valley with steep mountains on either side, it receives winds from the north, especially in winter, which are severe. The winds make flights into Skagway uncomfortable and at times impossible. The ferry offers a dependable option. Most people schedule their departures according to the ferry schedule, so that even though they may plan to fly, they will not be stranded by a flight cancellation.

Skagway's health professional is a Physician's Assistant, with a doctor from Haines visiting once every two weeks. The ferry is an important link between Haines and Skagway for the transfer of medical supplies, drugs, and personnel. If people need more medical services than are available in Skagway, they usually travel to Juneau, and often by ferry.

Given the recent efforts by Skagway businesses to attract winter business, buoyed by the opening of the road for winter traffic, people in Skagway are naturally disheartened at the prospect of decreased ferry service. For it is the current level of ferry service which largely makes it possible for the winter business to grow. That is, the appeal is being made to Juneau residents for a winter foray to Skagway and Whitehorse, and such a visit by car necessarily involves use of the ferries.

V.

RECOMMENDATIONS AND FINDINGS

RECOMMENDATIONS AND FINDINGS

The intent of this section is to provide a helpful perspective of ways to improve our Alaska Marine Highway System (AMHS). We intend no offense. Indeed, this section, like each of the others is to lend assistance.

From the beginning, the goal of the AMHS has been to allow residents of Southeast access to the same transportation opportunities as those residents of areas on maintained road systems. The service has been treated fiscally as lump sum appropriations, turned over to an administrator for disbursement, much like other passthrough programs such as Education Foundation, Municipal Assistance, and Revenue Sharing. But there is a major difference: school districts and local governments statewide are not able to meet their own funding needs. For that matter, neither is the State's land based highway system. But the AMHS on the other hand, is entirely capable of providing most of its own revenues. It has in the past, and studies indicate that the system has the potential, in the short-term (within five years) to provide from 55 to 60 per cent of its operating costs through system receipts.

This potential, however, is dependent upon the continuation and expansion of service. The system generates no revenues sitting off-line at dockside, and in some cases may cost the system more than when operating and generating revenues. The system is a long way from realizing its revenue potential. The solution, however, does not lie in a change of schedule or reduction of service. It lies in necessary changes to the delivery of those services, specifically day-to-day operation, manning requirements, public perception, and management. The following are some areas revealed during this study where significant improvements could be made:

(1) Advisory Board

Foremost among our suggestions is that the Legislature and Governor form a small advisory board to work with the AMHS to develop goals and implement strategies over the next three years. This recommendation cannot be overstated. The board could well serve as the ingredient necessary to make the AMHS the paradigm of marine transportation and the backbone of economic development. The small board should be comprised of transportation and marketing professionals, legislators, and users.

(2) Vessel Lay-Up

One item that should play an important role in the decisions on funding levels are vessel lay-up costs and the amount

of time vessels spend in port for maintenance. Here is a listing of overhaul costs per week for each vessel, shown as a percentage of its weekly operating costs:

Aurora - 51.4%	Tustemena - 65.5%
Chilkat - 82%	Bartlett - 90.8%
LeConte - 49.8%	Columbia - 71.1%
Matanuska - 66.1%	Malaspina - 42.9%

Lastly, the Taku has a percentage of 50.3%.

If you accept the validity of the 1984 Task Force Report that the system could be providing 55 to 60 per cent of its own funding within five years, then only on the Malaspina would it cost significantly less to lay-up for maintenance than to operate. Further, the time periods for lay-ups for maintenance seem to be excessive. They range from a five week maintenance period for the Chilkat to 19 weeks for the Columbia. By contrast, the cruiseship Stardancer lays up for 8 days per year. All other maintenance is done on board, during operation.

Our recommendation is that the Legislature and Governor establish a five year series of attainable revenue goals as a percentage of operating cost, and that these goals be evaluated along with actual experience prior to each fiscal year appropriation. In this manner, the Legislature can encourage the system to eliminate those areas of apparent excess cost, such as the maintenance time on vessels.

(3) Inventory Control and Purchase of Provisions

Perhaps the most common complaint has been the warehousing of supplies, especially foodstuffs, and the system's inability to track those provisions. We came across a report dated August 4, 1983 from Gerald Wilkerson to members of the Legislative Budget and Audit Committee regarding an audit of AMHS warehouses in Seattle and Juneau. The State Accounting System (SAS) records for the inventory at the Seattle warehouse showed the Seattle inventory at \$230,621.49; while the warehouse records showed inventory at \$87,161.18, a difference of \$143,460.31. Acting Deputy Commissioner Eugene Black attributed the discrepancy to inadequate reconciliation procedures between the AMHS warehouses and the State Accounting System. Indeed, there were consistent differences between other AMHS records and the SAS. The Seattle finding stands out, however, because of Governor Sheffield's AHMS Task Force, which was conducting its inspections during the same general time period. In its official report dated April, 1984, the Task Force had the following to say about its inspection of the Seattle warehouse:

The warehouse space at Pier 48 currently leased by the system is not being utilized to its fullest capacity. In addition, the main warehouse is disorganized with little control in effect. Both front and rear doors to the main warehouse were open with vehicles entering unrestricted. There appears to be excess warehouse capacity and minimal control of the main warehouse area.

In the same audit report, Wilkerson also points out another shortcoming that we feel warrants immediate attention. Wilkerson states:

Juneau warehouse records do not provide historical detail of inventory transactions which would show all purchases, adjustments, and issuance of inventory items. By not having this detail, the disappearance of inventory and subsequent adjustment of records could go undetected.

Black responded that "the data processing program purchased for use at the warehouse does not have the capability of keeping transactions by item."

We are aware that the management is reviewing these cost saving measures. Our recommendation on this matter is that the Legislature and the Governor direct the AMHS to pursue "shipside" purchase of Provisions. That is, shifting to a system of little or no inventory. The benefits are several. There seems little justification for the amount of space currently being payed for in Seattle, especially if supplies were to be purchased "shipside". Inventory could be more easily tracked because everything purchased would actually make it onto the ship rather than be warehoused. It would also allow Alaska dollars to stay in Alaska, and help to support local economies along its routes, plus build a stronger relationship with the business community. An additional effort should be made to evaluate the current procedures for the purchase of fuel by AMHS. This particular purchasing strategy needs a review beyond our budget and timetable. However, it is equally important and seems to be an area which has been neglected. It is a complex question and entails cost comparisons of food purchase alternatives and warehouse efficiencies.

(3) On-Shore Ship Services

The system seems to have little or no control over docking costs, and certainly no consistency in approach. One

community charges the system \$600 every time they tie up a boat, while another community provides the service gratis, in recognition of the importance of the ferry to the community. We do not suggest there is no reasonable explanation, we simply do not have one. A similar problem exists with on-shore agents at the various ports of call. Some are AMHS employees, some are contract agents. Some are dedicated to their work and represent the ferry system very well. They keep regular office hours, sell tickets, meet ships, help with tie-ups etc. Some (more likely to be contract agents) keep minimal staff and minimal office hours, do a poor job on-shore costs (such as tie-ups) that are billable directly to the AMHS, do not present a good impression to passengers, and collect a higher percentage of ticket sales than do travel agents.

Our recommendation is that the Legislature and Governor direct the AMHS to determine the most cost-effective method of handling on-shore services, and further direct that those costs and methods should be as consistent as possible throughout the system. Further, that the system should function within a strict set of guidelines to ensure a consistent level of service at a consistent cost.

(5) Ferry Freight

We found a tremendous dependence by some businesses on the ferry system for freight service, but also received many complaints regarding practices on the cargo deck that often cause inconveniences to clients. There was expressed to us a feeling that the AMHS did not consistently recognize the importance of their commercial clients as a source of revenues. One example given is that the system does not enforce its prepayment requirement on vehicles. The result is that commercial opportunities are lost when a passenger vehicle cancels, because there is no incentive for the person cancelling to notify the AMHS. There is then no opportunity for the space to be filled, though there may be a commercial carrier who would desire the space.

Our recommendation is that the Legislature and Governor instruct the AMHS to consider methods of maximizing revenues from commercial freight users through adjustments in scheduling or lay-up schedules so as to "cater" to commercial clients during periods of high freight volume, such as those noted in the community sections of this report.

(6) Promotion and Marketing

The AMHS is the largest public water transportation system in the United States. Southeast Alaska is one of the nation's major tourist destinations. In a recent survey, 58 percent

of all respondents identified the ferry system as their preferred method of travel to Alaska. Yet until just four months ago, very little effort was made at promoting the system "outside", and even less within Alaska. If the AMHS is to survive without dramatic reductions in services, major sources of revenue have to be identified. There is very nearly unlimited potential for "selling" the system, but several changes do need to occur to realize its tourism potential. We believe this can occur in concert with private enterprise, particularly during the winter months.

Our recommendation is that the Legislature and Governor instruct the AMHS to actively pursue changes within the reservation system that will expedite that system. Areas to be considered should include contracting out the reservation function or the training of the staff to experienced professionals within the travel industry; transferring reservations onto one of the major airlines computer systems so that no extra equipment would be needed by travel agents to write tickets for the ferry system; increase the commissions on tickets to at least minimum industry standards; actively recruit and pursue private/public partnerships in the marketing of the system; work closely with the State Division of Tourism for promotional purposes; initiate efforts to improve the impression the system presents at its Seattle and Prince Rupert terminals; provide training to employees in public contact positions, both on-shore and on-ship. Finally, the Legislature and Governor should urge the management and employees to help realize its potential.

(7) Operations

This brings us to our final "operational" recommendation, and the most common issue we found among systems users. We recommend that the AMHS conduct a thorough, comparative review of all contract provisions with organizations representing employees of the system. Further, that special attention be paid to provisions relating to manning requirements, seniority, training programs, assignment of duties, annual leave, sick leave, penalty and overtime compensation, ship-based versus shore-based compensation and benefits, call-out practices, and residency requirements. The various contracts should be consistent in the different provisions. In addition, a similar review should be conducted of the cost of administering the system, and appropriate recommendations made. The findings and recommendations of this contract review and the administrative review should be implemented at the earliest opportunity, in order to help stabilize the system's operating expenses at a level that will assure continued Legislative support. The labor forces of the AMHS are the element primarily responsible for the successes of the system and

maintaining its effectiveness through recent turmoil. They must be full partners in meeting the current challenges.

The conclusions reached by our research lead us to believe that much of the expense in operating the AMHS is not inherent in the ferry service itself. It appears rather to be entrenched in the delivery of that service by the AMHS. Ferry loads are adequate and the system is being used. For that reason, every effort should be made to avoid a reduction in actual service. By the same token, it is imperative that every effort be taken to encourage the system to streamline its delivery of service in an effort to increase revenue, without sacrificing its commitment to basic transportation needs of all Southeast residents. It would be truly unfortunate if any reduction in funding should result strictly in a commensurate reduction in service without regard to other areas of the system. We see the decisions made this session as decisions affecting the entire future of the AMHS.

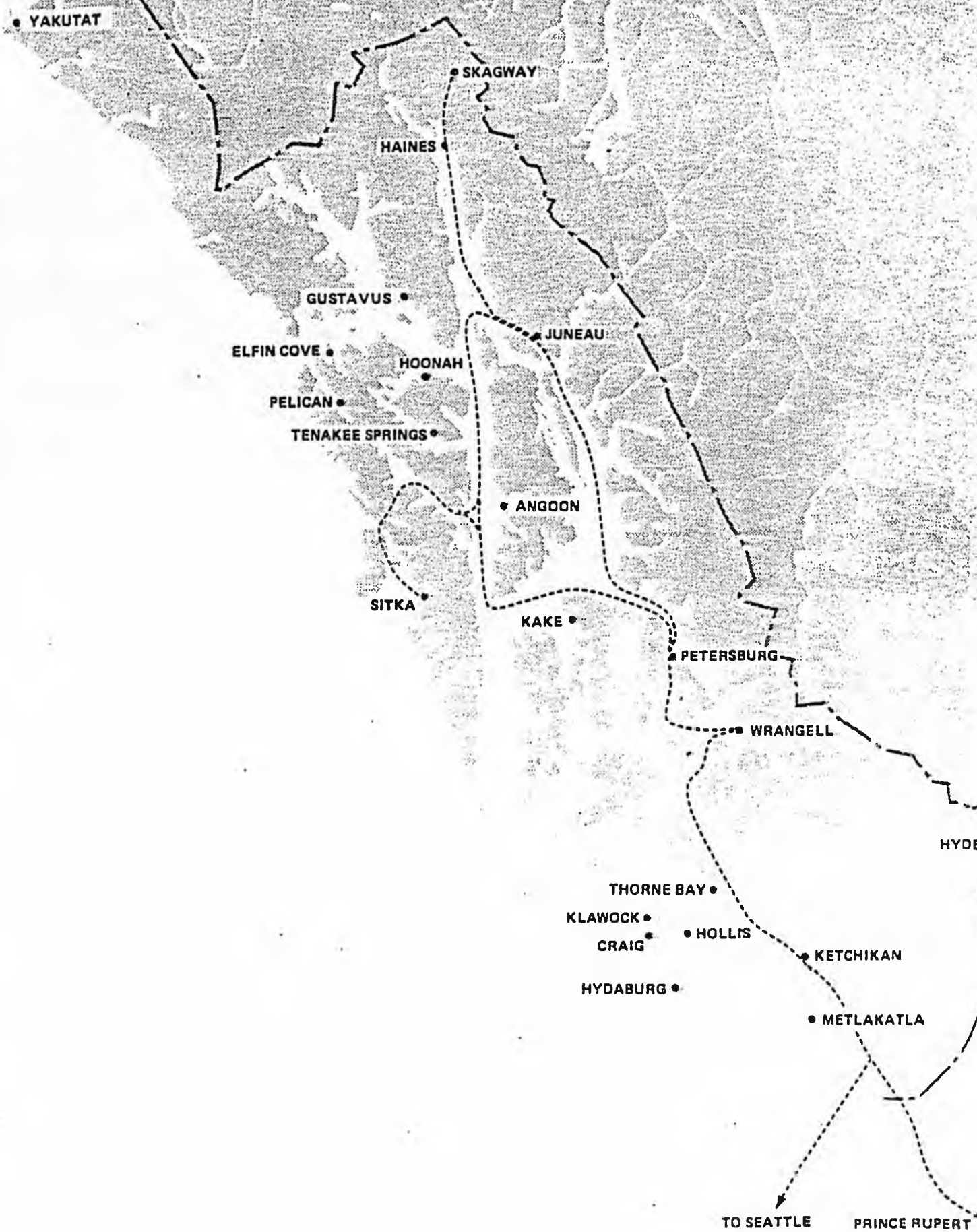
We feel strongly that there are quantifiable ways of both reducing the cost of operation, and at the same time increasing revenues. We urge your support of funding levels that will guarantee the continuation of the essential service level currently being provided by the AMHS. By the same token, we implore you to adopt an aggressive handling of the system's managerial and operational deficiencies. On no level of management theory have we found justification for allowing a billion dollar infrastructure to sit idle. It would be a questionable business decision to do so, and absolutely unacceptable as a matter of public policy. We urge the legislature and governor to fund the AMHS for FY 88 at a level of 62.6 million, and to adopt intent language that service levels be maintained. Since this is the first year of the session, we would also encourage the governor and the legislature to set some General Fund net operating goals for the AMHS for FY 88. A report from management on the status of that effort, with specific citations, should be requested for delivery to the Legislature by the first day of April, 1988.

Thank you for your consideration. We believe that a strong directive from the legislature and Governor to the management of the AMHS, combined with a maintenance level appropriation for FY 88, can assist the AMHS to make great strides toward ensuring that the system will continue to provide adequate levels of service to the State in the future. We do not pretend or suggest that all of our recommendations are absolutes. There is no claim that we have all the answers, but we believe in the viability and future of the ferry system.

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VI.

APPENDICES



MAINLINE FERRY ROUTES

• YAKUTAT

• SKAGWAY

HAINES

GUSTAVUS •

ELFIN COVE •

HOONAH •

PELICAN •

TENAKEE SPRINGS •

JUNEAU

• ANGOON

SITKA

KAKE

• PETERSBURG

• WRANGELL

HYDER

• THORNE BAY

• KLAWOCK

• CRAIG

• HOLLIS

• KETCHIKAN

• HYDABURG

• METLAKATLA

PRINCE RUPERT

FEEDER FERRY ROUTES

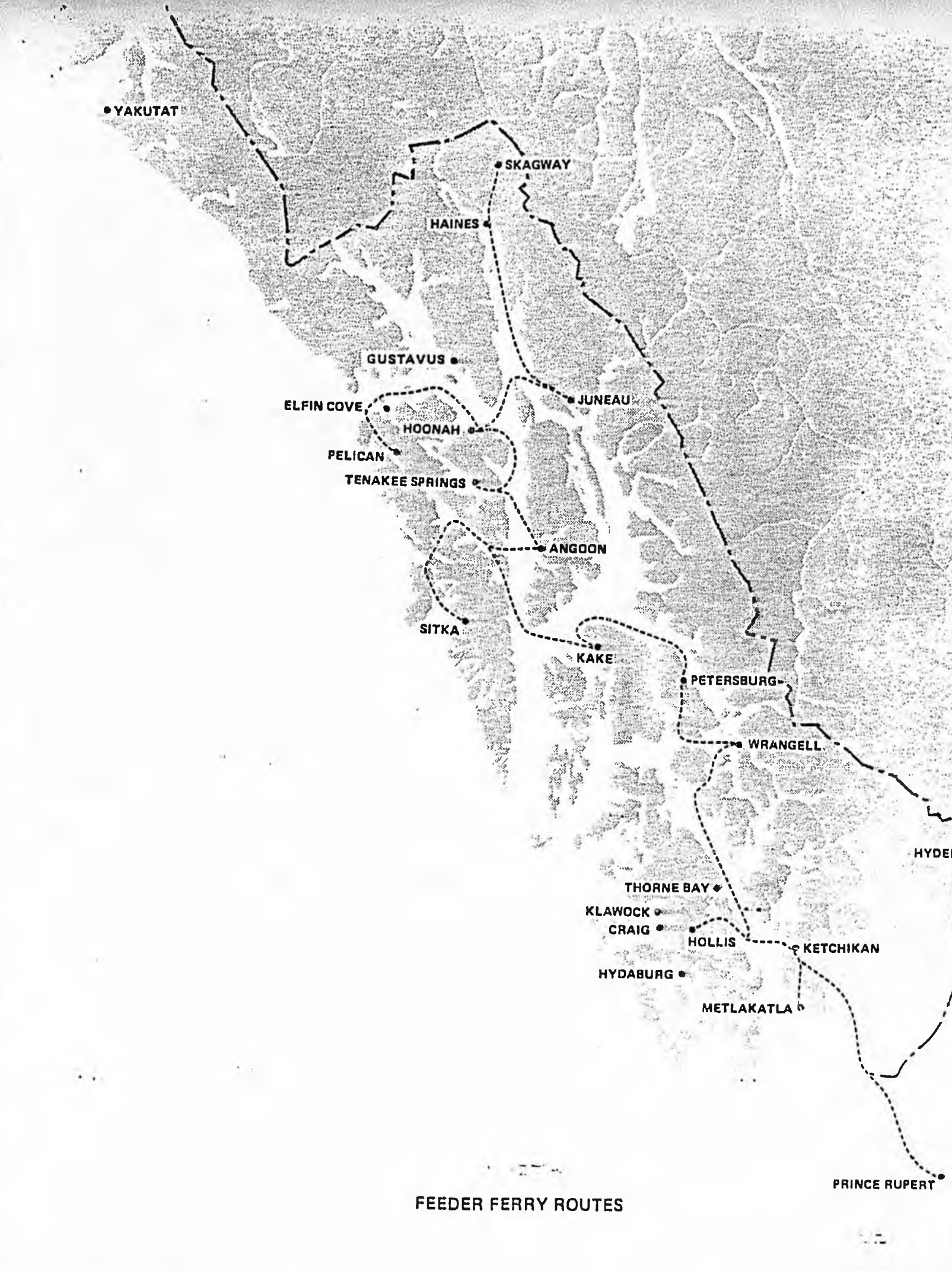


TABLE 1

FERRY SERVICE FOR SOUTHEAST ALASKA
MARCH 1987

	Mainline		Secondary	
	Northbound Stops	Southbound Stops	Northbound Stops	Southbound Stops
KETCHIKAN	14	13	21	23
WRANGELL	14	13	0	1
PETERSBURG	13	13	6	7
SITKA	5	5	12	14
JUNEAU	14	14	17	18
HAINES	14	14	5	5
SKAGWAY	14	14	5	5
METLAKATLA			26	27
HOLLIS			22	22
KAKE			6	10
ANGOON			10	12
TENAKEE			9	9
HOONAH			9	12
PELICAN			3	3

Note: Hyder does not receive service during the period of the winter schedule.

TABLE 2
 AVERAGE WEEKLY SERVICE FOR SOUTHEAST ALASKA
 MARCH 1987

	Mainline		Secondary	
	Northbound Stops	Southbound Stops	Northbound Stops	Southbound Stops
KETCHIKAN	3.16	2.93	4.74	5.19
WRANGELL	3.16	2.93	0	.23
PETERSBURG	2.93	2.93	1.35	1.58
SITKA	1.13	1.13	2.71	3.16
JUNEAU	3.16	3.16	3.84	4.06
HAINES	3.16	3.16	1.13	1.13
SKAGWAY	3.16	3.16	1.13	1.13
METLAKATLA			5.87	6.09
HOLLIS			4.97	4.97
KAKE			1.35	2.26
ANGOON			2.26	2.71
TENAKEE			2.03	2.03
HOONAH			2.03	2.03
PELICAN			.68	.68

Note: Hyder does not receive service during the period of the Winter schedule.

TABLE 3

FERRY SERVICE FOR SOUTHEAST ALASKA
JULY 1987

	Mainline		Secondary	
	Northbound Stops	Southbound Stops	Northbound Stops	Southbound Stops
KETCHIKAN	26	27	36	34
WRANGELL	26	29	0	0
PETERSBURG	27	29	4	4
SITKA	11	9	8	8
JUNEAU	28	26	14	14
HAINES	26	25	10	10
SKAGWAY	26	26	10	10
METLAKATLA			26	25
HOLLIS			30	30
KAKE			4	4
ANGOON			8	9
TENAKEE			8	5
HOONAH			14	10
PELICAN			2	2
HYDER			5	5

TABLE 4
 AVERAGE WEEKLY SERVICE FOR SOUTHEAST ALASKA
 JULY 1987

	Mainline		Secondary	
	Northbound Stops	Southbound Stops	Northbound Stops	Southbound Stops
KETCHIKAN	5.87	6.09	8.13	7.67
WRANGELL	5.87	6.54	0	0
PETERSBURG	6.09	6.54	.90	.90
SITKA	2.48	2.03	1.81	1.81
JUNEAU	6.32	5.87	3.16	3.16
HAINES	5.87	5.64	2.26	2.26
SKAGWAY	5.87	5.87	2.26	2.26
METLAKATLA			5.87	5.64
HOLLIS			6.77	6.77
KAKE			.90	.90
ANGOON			1.81	2.03
TENAKEE			1.81	1.13
HOONAH			3.16	2.26
PELICAN			.45	.45
HYDER			1.13	1.13

TABLE 5

ALASKA MARINE HIGHWAY SYSTEM PERSONNEL BY COMMUNITY
(Also showing onboard personnel by union membership)*

	ONBOARD			SHORESIDE	TOTAL
	IBU	MM&P	MEBA		
JUNEAU	158	9	8	101	276
KETCHIKAN	245	19	19	11	294
HAINES	17	1	2	7	27
SKAGWAY	3	1	1	5	10
PETERSBURG	7	1	1	2	11
WRANGELL	2	0	0	2	4
SITKA	5	0	0	2	7
CRAIG	4	0	0	0	4
HOLLIS	0	0	0	2	2
HYDABURG	1	0	0	0	1
THORNE BAY	1	0	0	0	1
HOONAH	0	0	0	1	1
ANGOON	1	0	0	0	1
HYDER	1	0	0	0	1
AK NOT SE	71	10	8	15	104
NON-RESIDENTS	39	27	52	16	134
	<u>555</u>	<u>68</u>	<u>91</u>	<u>165</u>	<u>878</u>

Note: Figures include seasonal and part-time employees

- * IBU = Inland Boatmen Union
 MM&P = Marine Mates & Pilots
 MEBA = Marine Engineer Beneficial Association

TABLE 6

PORT TRAFFIC SUMMARY FOR SOUTHEAST ANNUAL 1985

PASSENGERS EMBARKING																		
MON	SEA	KTN	WRG	PSG	JNU	HNS	SGY	SIT	YPR	PEL	HOL	KAE	ANG	TKE	HNH	MJF	MET	TOT
JAN	1006	2859	410	715	1977	1341	396	768	673	25	727	210	366	84	292	0	740	12589
FEB	973	2225	330	786	2256	1253	397	1167	530	29	746	464	497	86	382	0	402	12523
MAR	1532	3162	345	751	3483	1550	546	1079	1052	59	1172	220	336	105	318	0	636	16346
APR	1567	2658	367	804	3758	1811	912	1051	1459	63	1098	208	288	120	319	0	0	16483
MAY	2108	3834	450	1219	5201	2862	2146	1463	2260	70	1214	352	488	109	421	240	475	24912
JUN	2623	6385	910	2040	7508	5293	4565	2460	6150	70	1775	408	497	130	561	240	697	42312
JUL	2097	7576	1210	2627	11060	9049	8137	3247	7977	166	1731	337	326	167	522	0	486	56715
AUG	2331	8068	1395	2577	11011	9949	6899	2904	5761	79	2355	350	486	202	576	0	538	55481
SEP	1267	4952	706	1634	4828	4379	3273	1425	1674	159	1614	238	306	66	343	0	394	27258
OCT	1135	3317	476	879	3474	2528	1477	1109	864	22	904	208	257	99	482	0	527	17758
NOV	876	2804	437	730	2816	1647	418	728	645	36	1134	223	453	157	678	0	404	14186
DEC	856	3410	534	888	3267	1872	391	980	522	47	1411	272	534	159	690	0	675	16508
TOT	18371	51250	7570	15650	60639	43534	29557	18381	29567	825	15881	3490	4834	1484	5584	480	5974	313071

VEHICLES EMBARKING																		
MON	SEA	KTN	WRG	PSG	JNU	HNS	SGY	SIT	YPR	PEL	HOL	KAE	ANG	TKE	HNH	MJF	MET	TOT
JAN	384	645	90	138	509	423	103	130	302	2	175	44	38	0	33	0	153	3169
FEB	490	595	80	128	508	363	101	131	270	6	198	68	40	0	41	0	115	3134
MAR	638	916	100	174	768	447	120	212	547	6	342	43	42	0	68	0	195	4618
APR	549	747	103	193	793	590	145	199	662	10	340	83	33	0	60	0	0	4507
MAY	591	1090	143	306	1283	886	419	266	898	5	370	63	36	0	106	0	131	6593
JUN	566	1632	284	510	1763	1548	881	506	1681	4	529	86	35	0	97	0	163	10285
JUL	438	1991	297	678	2341	2678	1457	639	1913	15	530	80	26	0	105	0	148	13336
AUG	519	2121	278	582	2259	2786	1216	551	1423	5	692	76	46	0	101	0	146	12801
SEP	338	1449	156	352	1333	1516	691	321	571	10	552	62	36	0	83	0	154	7624
OCT	436	1117	142	251	966	1028	370	230	389	2	347	79	41	0	134	0	176	5708
NOV	457	750	122	190	731	599	116	179	307	4	386	82	47	1	127	0	93	4191
DEC	368	768	99	148	723	560	112	172	231	5	278	54	38	4	96	0	158	3814
TOT	5774	13821	1894	3650	13977	13424	5731	3536	9194	74	4739	820	458	5	1051	0	1632	79780

PASSENGERS DISEMBARKING

MON	SEA	KTN	WRG	PSG	JNU	HNS	SGY	SIT	YPR	PEL	HOL	KAE	ANG	TKE	HNN	MJF	MET	TOT
JAN	598	3179	456	784	2472	1134	365	741	405	24	818	282	293	87	269	0	682	12589
FEB	587	2166	334	874	2919	1282	440	958	399	55	911	333	390	77	414	0	384	12523
MAR	741	3184	350	961	3091	2128	543	1158	567	71	1445	345	582	108	490	0	582	16346
APR	1147	2585	442	791	3677	2435	1034	1064	849	84	1267	195	355	130	428	0	0	16483
MAY	816	3985	536	1274	5062	3748	2706	1641	1566	94	1364	330	476	196	518	240	360	24912
JUN	1300	6594	1056	2200	7863	6405	5362	2385	4730	98	1804	417	540	117	577	240	624	42312
JUL	2175	7678	1276	2724	11318	7945	8611	3284	7605	187	2025	320	367	135	581	0	484	56715
AUG	2004	7952	1362	2425	10437	8058	7632	3019	8029	96	2317	382	516	171	517	0	564	55481
SEP	2264	4383	789	1333	4932	2662	2764	1410	3755	127	1540	241	311	74	339	0	334	27258
OCT	1495	3156	443	826	3393	2021	1224	1087	1567	56	898	139	362	101	464	0	526	17758
NOV	927	2787	459	759	2761	1630	461	806	827	24	996	154	384	175	642	0	393	14186
DEC	1431	3264	541	769	3160	1419	379	910	874	27	1206	283	636	183	708	0	718	16508
TOT	15485	50913	8044	15720	61085	40867	31522	18463	31173	943	16591	3421	5212	1554	5947	480	5651	313071

VEHICLES DISEMBARKING

MON	SEA	KTN	WRG	PSG	JNU	HNS	SGY	SIT	YPR	PEL	HOL	KAE	ANG	TKE	HNN	MJF	MET	TOT
JAN	226	651	103	132	627	395	91	181	209	2	258	58	36	0	40	0	160	3169
FEB	212	629	93	162	593	432	100	184	183	5	289	50	29	0	47	0	126	3134
MAR	215	957	125	235	765	752	125	249	270	10	480	92	60	0	102	0	181	4618
APR	296	782	130	190	851	880	183	228	330	10	445	62	33	0	87	0	0	4507
MAY	177	1119	183	306	1216	1331	522	361	501	4	471	79	37	0	137	0	149	6593
JUN	268	1750	301	537	1842	1902	1011	519	1220	7	518	88	40	0	119	0	163	10285
JUL	468	2076	329	688	2361	2108	1666	679	1962	17	621	80	28	0	103	0	150	13336
AUG	371	2080	289	558	2101	2055	1548	590	2110	6	688	97	45	0	102	0	161	12801
SEP	529	1321	184	310	1292	862	620	327	1357	11	465	61	33	1	106	0	145	7624
OCT	531	1009	136	243	1030	707	284	255	738	0	353	63	45	1	123	0	190	5708
NOV	361	815	127	193	739	579	130	239	379	5	303	56	41	5	101	0	118	4191
DEC	439	776	105	163	657	421	122	190	356	2	225	52	38	0	105	0	163	3814
TOT	4093	13965	2105	3717	14074	12424	6402	4002	9615	79	5116	838	465	7	1172	0	1706	79780

PASSENGERS DISEMBARKING

MON	SEA	KTN	WRG	PSG	JNU	IINS	SGY	SIT	YPR	PEL	HOL	KAE	ANG	TKE	IINH	MJF	MET	TOT
JAN	598	3179	456	784	2472	1134	365	741	405	24	818	282	293	87	269	0	682	12589
FEB	587	2166	334	874	2919	1282	440	958	399	55	911	333	390	77	414	0	384	12523
MAR	741	3184	350	961	3091	2128	543	1158	567	71	1445	345	582	108	490	0	582	16346
APR	1147	2585	442	791	3677	2435	1034	1064	849	84	1267	195	355	130	428	0	0	16483
MAY	816	3985	536	1274	5062	3748	2706	1641	1566	94	1364	330	476	196	518	240	360	24912
JUN	1300	6594	1056	2200	7863	6405	5362	2385	4730	98	1804	417	540	117	577	240	624	42312
JUL	2175	7678	1276	2724	11318	7945	8611	3284	7605	187	2025	320	367	135	581	0	484	56715
AUG	2004	7952	1362	2425	10437	8058	7632	3019	8029	96	2317	382	516	171	517	0	564	55481
SEP	2264	4383	789	1333	4932	2662	2764	1410	3755	127	1540	241	311	74	339	0	334	27258
OCT	1495	3156	443	826	3393	2021	1224	1087	1567	56	898	139	362	101	464	0	526	17758
NOV	927	2787	459	759	2761	1630	462	806	827	24	996	154	384	175	642	0	393	14186
DEC	1431	3264	541	769	3160	1419	379	910	874	27	1205	283	636	183	700	0	718	16508
TOT	15485	50913	8044	15720	61085	40867	31522	18463	31173	943	16591	3421	5212	1554	5947	480	5651	313071

VEHICLES DISEMBARKING

MON	SEA	KTN	WRG	PSG	JNU	IINS	SGY	SIT	YPR	PEL	HOL	KAE	ANG	TKE	IINH	MJF	MET	TOT
JAN	226	651	103	132	627	395	91	181	209	2	258	58	36	0	40	0	160	3169
FEB	212	629	93	162	593	432	100	184	183	5	289	50	29	0	47	0	126	3134
MAR	215	957	125	235	765	752	125	249	270	10	480	92	60	0	102	0	181	4618
APR	296	782	130	190	851	880	183	228	330	10	445	62	33	0	87	0	0	4507
MAY	177	1119	183	306	1216	1331	522	361	501	4	471	79	37	0	137	0	149	6593
JUN	268	1750	301	537	1842	1902	1011	519	1220	7	518	88	40	0	119	0	163	10285
JUL	468	2076	329	688	2361	2108	1666	679	1962	17	621	80	28	0	103	0	150	13336
AUG	371	2080	289	558	2101	2055	1548	590	2110	6	688	97	45	0	102	0	161	12801
SEP	529	1321	184	310	1292	862	620	327	1357	11	465	61	33	1	106	0	145	7624
OCT	531	1009	136	243	1030	707	284	255	738	0	353	63	45	1	123	0	190	5708
NOV	361	815	127	193	739	579	130	239	379	5	303	56	41	5	101	0	118	4191
DEC	439	776	105	163	657	421	122	190	356	2	225	52	38	0	105	0	163	3814
TOT	4093	13965	2105	3717	14074	12424	6402	4002	9615	79	5116	838	465	7	1172	0	1706	79780

A RESOLUTION BY THE SOUTHEAST CONFERENCE
RESOLUTION #87-1

WHEREAS, the Southeast Conference has completed a comprehensive review of the Alaska Marine Highway System's critical importance to Alaska communities; and,

WHEREAS, Alaska's rugged coastline prohibits road access to all but two of Southeast Alaska's twenty-four municipalities and boroughs; and,

WHEREAS, Southeast Alaska's severe and unpredictable weather frequently prohibits air access to those municipalities; and,

WHEREAS, the Alaska Marine Highway System is the foundation of Southeast Alaska's economy; and,

WHEREAS, the Alaska Marine Highway System is the primary and only dependable mode of transportation in Southeast Alaska; and,

WHEREAS, the Alaska Marine Highway System also provides a significant means of transportation to Southcentral and Interior Alaska that effects their economy; and,

WHEREAS, the Alaska Marine Highway System is critical to Southeast Alaska's fishing, timber, tourism, and retail industries; and,

WHEREAS, the Alaska Marine Highway System is also critical to the delivery of human services, such as health care and education; and,

WHEREAS, any reduction in the level of service in Southeast Alaska would have a dramatic affect on day-to-day life in Southeast;

THEREFORE, BE IT RESOLVED that the Southeast Conference respectfully urges Governor Cowper and the Fifteenth Alaska State Legislature to accept and implement to the maximum extent practical the recommendations presented by the Southeast Conference in the report entitled "The Alaska Marine Highway System: The Community Perspective;" and,

BE IT FURTHER RESOLVED that the Alaska Marine Highway System maintain its current level of service and be funded by an authorization of \$62.6 million for fiscal year 1988.

Adopted by the Southeast Conference on the 7th day of April, 1987.


Ernest Polley, President

PUBLICATIONS CONSULTED IN THE PREPARATION OF THIS REPORT:

Alaska Marine Highway Draft System Plan, AMHS, November 1986.

Alaska Marine Highway Schedules, Alaska Marine Highway System, Fall/Winter/Spring/Summer, 1986-1987.

Alaska Tourism Handbook, A Guide to Community Tourism Development, State of Alaska, Division of Tourism, September 1985.

Alaska Visitors Statistics Program; Alaska Visitor Arrivals, Summer Season 1985, Data Decisions Group, February 1986.

Alaska Visitors Statistics Program; Patterns, Opinions, and Planning, Summer Season 1985, Data Decisions Group, April 1986.

Alaska Visitors Statistics Program; Alaska Visitor Arrivals, Fall/Winter/Spring 1985-86, Data Decisions Group, September 1986.

Economic Indicators, Ketchikan Gateway Borough, March 1987.

Governors Revised FY 88 Operating Budget for the Alaska Marine Highway System, AMHS, March 1987.

1985 Annual Traffic Report, AMHS, May 1986.

Report and Recommendations of the Alaska Marine Highway Task Force, Prepared for Governor Sheffield, April, 1984.

Southeast Community Profiles, Department of Community and Regional Affairs, Dates vary by community: 1982-1984.

A Study of the Feasibility of Converting the Haines Tank Farm to a Maintenance, Refueling, and Watering Facility for the Alaska Marine Highway System, Homan-McDowell Associates, April 1979.

Original sponsors: Taylor, Hudson
and Menard

1 IN THE HOUSE

BY THE TRANSPORTATION COMMITTEE

2 CS FOR HOUSE CONCURRENT RESOLUTION NO. 8 (Transportation)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FIFTEENTH LEGISLATURE - FIRST SESSION

5 Relating to levels of service by the
6 Alaska Marine Highway System.

7 BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

8 WHEREAS interstate highways play an integral role in the commerce of
9 the state and the United States; and

10 WHEREAS the Alaska Marine Highway System is used by residents of the
11 Southeastern, Southcentral, and Interior Regions of the state as an inter-
12 state and intrastate highway; and

13 WHEREAS the residents of Southeastern Alaska have assented to a less
14 convenient manner of transportation due to the high cost of constructing
15 roads and the limitations, imposed by geographic circumstances, upon road
16 construction; and

17 WHEREAS the Alaska Marine Highway System is used by shippers to trans-
18 port produce and other essential goods from Seattle to the Southeastern,
19 Southcentral, and Interior Regions of the state, thus providing retailers
20 and consumers with these goods in the most timely manner possible; and

21 WHEREAS, in the winter months, approximately 40 percent of the users
22 of the Alaska Marine Highway System traveling between Seattle and Haines
23 are destined for the Southcentral and Interior Regions of the state; and

24 WHEREAS the closure of, or reduced service on, a highway during winter
25 jeopardizes the tenuous winter economy of communities in the state; and

26 WHEREAS the proposed reductions in the winter schedule of the Alaska
27 Marine Highway System could severely damage the economy of communities
28 dependent upon the Alaska Marine Highway System for the reliable and con-
29 tinuous supply of produce and other essential goods and for transportation

1 services;

2 BE IT RESOLVED that the Alaska State Legislature respectfully requests
3 the Governor to direct the Department of Transportation and Public Facil-
4 ities to maintain the operation of the Alaska Marine Highway System at the
5 present level of service.

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April 24, 1987

Be it resolved that the Alaska State Legislature respectfully requests the Governor to direct the Department of Transportation and Public Facilities to maintain the operation of the Alaska Marine Highway System at the present level of service.

STATE OF ALASKA
THE LEGISLATURE

LEGISLATIVE AFFAIRS AGENCY
LEGISLATIVE REFERENCE LIBRARY

POUCH Y - STATE CAPITOL
JUNEAU, ALASKA 99811
907-465-3800

May, 1988

Copies of minutes listed below were originally included in this file. The minutes are available on the STAIRS database CMPR. In order to save space copies of minutes have not been left in the files.

Mary Van Nimwegen

H. TRANS.

4-24-88

1:30 p.m.

HOUSE COMMITTEE REPORT

(7)

Date referred: 2/11/87

FURTHER REFERRALS: Finance

DATE: April 24, 1987

The Transportation Committee has considered HCR 8
Relating to levels of service by the Alaska Marine Highway System.

RECOMMENDS:

- replace with CSHCR 8(Trsp) the same title
- attached amendment(s) a new title
- do pass
- do not pass
- no recommendation
- individual recommendations
- additional referral to the _____ Committee

ADOPTS: _____ letter of intent

ATTACHES NEW FISCAL NOTE(S):

- fiscal impact same as previous fiscal note published _____
- zero fiscal note same as previous zero fiscal note published _____
- zero with analysis

SIGNING DO PASS:

E. A. C. [Signature]

Bill Huddle

Bette Cato

SIGNING OTHER RECOMMENDATIONS:

[Signature] - No Rec

[Signature] - No Rec

Bette Cato
Chairman's signature



Official Business

COMMITTEE:

House Transportation Committee

DATE: April 24, 1987

SIGN-IN

Subject of meeting:

- * HB 256: Dalton Hwy Use & Other Motor Vehicle Laws
- * HCR 8: Winter Service; Alaska Marine Highway

NAME Please include title **ADDRESS** Please use full address. Please include zip. **PHONE** **REPRESENTING** **DO YOU WANT TO TESTIFY?**

NAME	ADDRESS	PHONE	REPRESENTING	DO YOU WANT TO TESTIFY?
Deputy Comm. Jim Vadev	Box N Juneau	4322	Dept. of Public Safety	Yes
Special Asst. Gretchen Derr	P.O. Box N, Juneau 99801	465-4500	Criminal Division DPS HB 256	No
GAYLE HORETSKI	BOX KC JUNEAU	465-3428	Criminal Division DEPT. OF LAW	HB 256 YES
John Vincent Roscup	204 N. Franklin Juneau 99801	586-2305	Alaska Environmental Cobby	Yes

HB 256

256

256

* indicates first public hearing

HCPR

q

Alaska State Legislature



House of Representatives

Committee on Transportation

Rep. Bette Cato, Chairman

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

May 15, 1987

COMMITTEE CAJENDAR:

HCR 9: Relating to the expeditious redesign and reconstruction of Hyer Road in the Matanuska-Susitna Borough.

SB 118: "An Act relating to access to public buildings and facilities by the physically handicapped, aged, and infirm."

FOR THIS MEETING YOU HAVE:

A folder on HCR 9 that includes:

- * a copy of HCR 9
- * a fiscal note from DOT/PF
- * letters of support
- * a resolution from the Mat-Su Borough
- * letters from DOT/PF
- * a petition concerning Hyer Road

A folder on SB 118 that includes:

- * copy of SB 118
- * a fiscal note and position paper from DOT/PF
- * a letter from Gov. Cowper to Sen. Faiks

STATE OF ALASKA 1987 LEGISLATIVE SESSION
FISCAL NOTE

Bill Version: HCR 9
Publish Date: _____

REQUEST _____

Revision Date: _____
Title: Reconstruction and Realignment of Hyer Road
Sponsor: Menard, Larson
Requestor: Cato

Agency Affected: DOT&PF
BRU: Design and Construction, Maintenance and Operations
Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 87	FY 88	FY 89	FY 90	FY 91	FY 92
PERSONAL SERVICES				6.0	6.0	6.0
TRAVEL						
CONTRACTUAL				8.5	8.5	8.5
SUPPLIES				2.5	2.5	2.5
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING				17.0	17.0	17.0
CAPITAL		300.0	5,000.0			
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND		300.0	5,000.0	17.0	17.0	17.0
FEDERAL FUNDS						
OTHER						
TOTAL		300.0	5,000.0	17.0	17.0	17.0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: See attached analysis

Prepared by: William R. Snell (signed) MRS
Division: Deputy Commissioner, Central Region

Phone: 266-1440
Date: February 25, 1987

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

Date: 3/2/87

Distribution (by preparer):

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

Fiscal Note Analysis
HCR 9

1. Current Status

Hyer Road connects the Parks Highway and the Palmer-Wasilla Highway in the Matanuska Valley. The road is narrow and has many curves and steep hills. Due to subbase problems, the road is difficult to travel during spring breakup. As this bill states, Hyer Road does not meet current State design standards for horizontal and vertical curvature. In this respect, it is similar to many other roads maintained by the Department of Transportation and Public Facilities (DOT&PF) in the Matanuska-Susitna Borough and throughout the State.

2. Reconstruction Costs

The reconstruction and paving of Hyer Road to meet current State standards is expected to cost in the range of \$4-5 million. Since Hyer Road is not eligible for Federal funding, the total cost of these improvements would need to be provided by non-Federal sources. The first stage in the reconstruction of this road would be the project's design, which is estimated to cost approximately \$300,000. Once the design has been completed, an accurate cost estimate for reconstruction of this road can be made.

3. Maintenance Costs

It is estimated that maintenance on this road would run approximately \$17,000 annually. With declining revenues, the Department will not have funds to maintain this road, so any maintenance activities may have to be picked up by the Matanuska-Susitna Borough. Maintenance costs for this particular road are estimated at \$3,400 per lane mile multiplied 5 lane miles equals \$17,000.

4. Other Information

Each year the DOT&PF develops a Six Year Capital Improvement Program (CIP), which identifies our recommended transportation improvement priorities and their funding schedule. In developing our budget recommendations, we work with the local governments to insure that their transportation improvement priorities for State maintained roads are given careful consideration. During our meetings with the Matanuska-Susitna Borough officials, the reconstruction of Hyer Road was not identified by the Borough as one of their highest improvement priorities for State maintained roads.



Matanuska-Susitna Borough

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

BOROUGH ASSEMBLY

February 23, 1987

The Honorable Curtis Menard
Representative
State of Alaska
Pouch V
Juneau, Alaska 99811

Dear Representative Menard: *Curt*

Thank you for your letter concerning Hyer Road. Hyer Road did not appear on the Borough's legislative priority list because the information did not appear before the Assembly during the period of time we prepared the list. However, once it came before us, action was taken in support of the upgrading of Hyer Road.

We do meet with DOT planning people on a regular basis and have indicated that Hyer Road should be on the CIP list. We will continue to work on seeing that Hyer Road becomes a higher priority. As a matter of fact, DOT'S CIP was fairly well identified before we did get Hyer Road added to it. Granted, it was not a high priority on the list, but, we will continue to work toward getting the job done.

Thank you for your efforts. We appreciate you.

Sincerely,

Dorothy
Dorothy A. Jones
Mayor

DAJ/mh

Cpm



Matanuska-Susitna Borough

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

BOROUGH ASSEMBLY

February 4, 1987

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

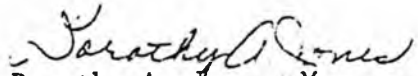
RE: Redesign & Construction of Hyer Road

Dear Governor Cowper:

The Matanuska-Susitna Borough Assembly adopted Resolution No. 87-10 on February 3, 1987 supporting necessary funding for redesign and construction of Hyer Road, a State maintained road.

A copy of the resolution is enclosed for your information.

Sincerely,


Dorothy A. Jones, Mayor
Matanuska-Susitna Borough

DJ/cls
Enclosure

cc: Commissioner, DOT/PF
Jalmer Kerttula, Senator
Mike Symanski, Senator
✓Curtis Menard, Representative
Ron Larson, Representative



MATANUSKA-SUSITNA BOROUGH
RESOLUTION SERIAL NO. 87-010

A RESOLUTION OF THE ASSEMBLY OF THE MATANUSKA-SUSITNA BOROUGH SUPPORTING
NECESSARY FUNDING FOR REDESIGN AND CONSTRUCTION OF HYER ROAD.

WHEREAS, the overall design of Hyer Road is unsafe and jeopardizes the health and well being of motorists and does not meet State road design specifications relating to grade and horizontal and vertical curve distances; and

WHEREAS, Hyer Road is the only collector road feeding traffic from residential areas adjoining Hyer Road to either the Parks Highway or the Palmer-Wasilla Highway; and

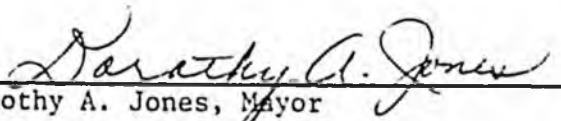
WHEREAS, Hyer Road is centrally located in one of the highest residential growth areas in the Mat-Su Valley and there is an immediate and identifiable need for additional, safe, traffic feeder roads between the Parks Highway and the Palmer-Wasilla Highway as an interconnecting link to Bogard and Trunk roads; and

WHEREAS, a petition containing the signatures of 240 residents of the Matanuska-Susitna Borough has been received requesting the redesign and construction of Hyer road;

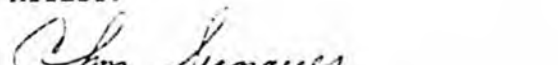
NOW THEREFORE, BE IT RESOLVED by the Assembly of the Matanuska-Susitna Borough that they support necessary funding for redesign and construction of Hyer Road; and

BE IT FURTHER RESOLVED, that copies of this resolution be forwarded to The Governor of the State of Alaska, the Department of Transportation and Public Facilities, Senator Jalmer Kerttula, Senator Mike Symanski, Representative Ron Larson and Representative Curtis Menard.

PASSED AND APPROVED by the Assembly of the Matanuska-Susitna Borough this 3rd day of February, 1987.


Dorothy A. Jones, Mayor

ATTEST:


Chris Seagraves, Clerk

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

OFFICE OF THE COMMISSIONER

STEVE COWPER, GOVERNOR

P.O. BOX Z
JUNEAU, ALASKA 99811-2500
PHONE: (907) 465-3900

March 17, 1987

The Honorable Curt Menard
Alaska State House
P.O. Box V
Juneau, Alaska 99811

COM

Dear Representative Menard:

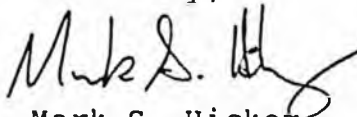
Thank you for forwarding a copy of Mr. Schwaderer's letter regarding Hyer Road.

I agree with Mr. Schwaderer that the first step to bringing Hyer Road up to state standards is the project design. Our estimate for the design phase is \$300,000. Once the design has been completed, an accurate cost estimate for reconstruction of this road can be made. Our estimate of \$4 or \$5 million dollars is based on reconstructing and paving Hyer Road to state standards. Since Hyer Road is not eligible for federal funds, all funding will have to be from state sources.

I am unable to comment on the cost of Matanuska-Susitna Borough projects. However, I am informed that during our meetings this year with the Matanuska-Susitna Borough officials, Hyer Road was not identified by the Matanuska-Susitna Borough as one of their highest improvement priorities for roads on the state maintained system.

Please contact me again if you have questions regarding this matter.

Sincerely,



Mark S. Hickey
Commissioner

cc: George Sullivan, Legislative Lobbyist, Governor's Office
Susan Fleischhauer, Legislative Liaison,
Office of the Commissioner
Tommy Gene Heinrich, Director of D&C, Central Region

GEORGE C. SCHWADERER, INC.

CIVIL ENGINEERS AND SURVEYORS

SRA BOX 6312 C
PALMER, ALASKA 99645
(907) 376 6903

February 9, 1987

The Hon. Curtis Menard
Pouch V
State Capitol
Juneau, Alaska 99811

Dear Rep. Menard:

Thank you for your letter concerning future improvements for Hyer Road. I signed this petition along with my neighbors because we now endure our share of dust during dry periods and because the present alignment and grades include segments where inadequate sight distances cause hazardous driving conditions. However, I would like to take this opportunity to express my opinions concerning both Hyer Road and the Borough road program in general.

First of all the Department of Transportation & Public Facilities' estimate of four to five million dollars to improve Hyer Road to current Federal-aid Secondary or Borough Arterial Road standards appears to be grossly excessive. During 1986 the Borough Department of Public Works graded and paved 2.28 miles of East Bogard and Moffit Roads to essentially the same standard as the Palmer-Wasilla Highway for approximately \$1,100,000 including the cost of engineering and construction. That project involved crossing two swamp areas and several rolling hills with heavy grading comparable to the work involved for Hyer Road. One mile of the project was almost entirely on new alignment. Since Hyer Road is considerably shorter than the Bogard/Moffit project the design and construction costs should be more in the magnitude of that project than the four or five million dollar range provided by DOT&PF.

It is obvious that suitable alignment providing the required sight distances cannot be achieved within the existing Hyer Road right-of-way. Neither can the cost of acquiring sufficient right-of-way be ascertained with any degree of accuracy until such time as a new alignment has been determined from engineering studies. However, some right-of-way obviously exists at present and even an additional mile of new right-of-way 100 feet in width would involve only twelve acres of land. The Borough has been acquiring rural acreage at costs ranging from \$3,000 to \$4,000 per acre. Unless it becomes necessary to acquire someone's home the right-of-way cost would appear to be in the magnitude of \$50,000. If a house must be acquired these costs might be increased to \$200,000 or \$250,000.

The Hon. Curtis Menard
February 9, 1987
Page 2

Gravel is readily available along Hyer Road as well as from nearby sources. There are at least two commercial asphalt plants within short haul distances. Because many contractors are out of work unit bid prices for road construction have recently been low and there is little reason to believe that such prices will not prevail during the next few years. The DOT&PF estimate thus appears to be as much as triple the costs which might be anticipated on the basis of the Bogard/Moffit project. Even if circumstances increased those costs by as much as 50 percent the State's projection appears to be at least double a realistic estimate.

So far as timing of the work is concerned construction could not occur before 1988, and 1989 is much more realistic. Were funds to be provided for survey and design during this legislative session they would not become available until July 1st. The Borough might then advertise for engineering services by August 1st, receive proposals by September 1st, and issue a notice to proceed by mid-September. Time required for the field survey, preliminary design and advertisement would be unlikely to permit a location public hearing much before the end of the year. If there were no significant objections to the proposed alignment State and Borough approval of the location might be received in time for an appropriation for right-of-way, and possibly construction, during the 1988 session. However, since these funds would not likely become available until July 1988 much of that season would be lost to right-of-way acquisition activities. Possibly a construction contract could be advertised in time to accomplish the initial work in the fall of 1988. However, the Department of Fish and Game will limit the Wasilla Creek crossing work to the period between May 15th and July 15th. It is then apparent that stream crossing and paving activities cannot occur before the 1989 construction season at the earliest.

Because of the long lead time involved in any highway construction project it is clearly necessary during this legislative session to allocate only funds sufficient for the preliminary engineering phase. An amount more in the magnitude of \$150,000 should be adequate rather than the four to five million dollars indicated by DOT&PF. This would permit the necessary preliminary work to be accomplished in advance of the 1988 session. By that time the costs of right-of-way and construction could be determined to a higher degree of accuracy.

While from the personal standpoint I would like to see Hyer Road included in the Borough capital improvement program to the extent of preliminary engineering authorization there are other routes for which engineering has already been acc-

The Hon. Curtis Menard
February 9, 1987
Page 3

omplished and which I believe should be higher on the priority list for construction funding. Foremost among these projects is Trunk Road. The alignment of this route has been approved by both DOT&PF and the Borough assembly, design is essentially complete, and only appropriations for right-of-way and construction are necessary to begin this much needed improvement.

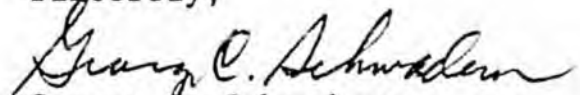
Other roads which should be high on the Borough priority list include those which comprise the alternate route from Houston to Palmer. This route includes four projects for which it is understood the design is complete or for which the alignment has been approved by the Assembly. These use segments of, or connect with, several existing roads to comprise the route. Included are projects identified as the Parks-Pittman Road, the Pittman-Yolanda Connector, the Seward Meridian Road, Phase III and East Bogard Road from Moffit Road to the Glenn Highway.

Another road which warrants early completion is the Willow Creek Road connecting the Parks Highway with the Susitna River at Willow. This road has been graded for 2.25 miles but has not been completed for lack of funds. The design is complete, right-of-way has been acquired and the wetlands permit issued by the Department of the Army. This road will provide public access to the river below the mouth of Willow Creek at a location where the Division of Parks has planned a boat launching facility. About 1.75 miles of grading is required to reach the river and four miles of surfacing. If completed this facility will serve not only residents of the valley but the many visitors seeking access to the Susitna and connecting rivers.

In summary, I support my neighbors' desire to improve Hyer Road to the extent of an appropriation for preliminary engineering funds this year. However, funds for right-of-way and construction should be deferred until such time as they are needed and known to greater accuracy. Any road construction or right-of-way funds allocated to the Borough this year should be spent for Trunk Road, the Willow Creek Road and other projects mentioned above for which location approval has been received and for which design and right-of-way acquisition are in advanced phases.

Thank you for your interest in the road program.

Sincerely,


George C. Schwaderer

cc: Mayor Dorothy Jones, MSB

STATE OF ALASKA

STEVE COWPER, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

P.O. BOX Z
JUNEAU, ALASKA 99811-2500
PHONE: (907) 465-3900

OFFICE OF THE COMMISSIONER

February 11, 1987

CDM
FEB 11 RECD

Dear Hyer Road Improvement Petitioner:

I have received a copy of a petition which you signed requesting the upgrade of Hyer Road and appreciate your interest in improvements to this road. As the petition states, Hyer Road does not meet current state standards for horizontal and vertical curvature. In this respect, it is similar to many other roads maintained by the Department of Transportation and Public Facilities (DOT&PF) in the Matanuska-Susitna Borough and throughout Alaska.

The reconstruction of Hyer Road to meet current state standards is expected to cost in the range of \$4-5 million. Since Hyer Road is not eligible for federal funding, the total cost of these improvements would need to be provided by non-federal sources. The first stage in the reconstruction of this road would be the project's design, which is estimated to cost approximately \$300,000. Once the design has been completed, an accurate cost estimate for reconstruction of this road can be made.

Each year, DOT&PF develops a Six Year Capital Improvement Program (CIP), which identifies our recommended transportation improvement priorities and their funding schedule. In developing our budget recommendations, we work with the local governments to insure that their transportation improvement priorities for state maintained roads are given careful consideration. During our meetings with the Matanuska-Susitna Borough officials, the reconstruction of Hyer Road was not identified by the Borough as one of their highest improvement priorities for state maintained roads. Accordingly, we recommend that you work with the Matanuska-Susitna Borough to ensure that the Hyer Road improvements are given careful consideration when the Borough develops its capital improvement priorities.

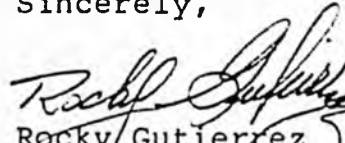
The department's Six Year CIP is presented to the Governor for his consideration when developing his budget recommendations to the state legislature for funding. The intent of the department's budget recommendations is to identify the highest state-wide priorities for transportation improvements for various funding categories. The reconstruction of Hyer Road would probably be dependent upon obtaining state general fund money for this purpose. Due to the recent decline in general fund revenues available to the state, very few general fund transportation improvement projects were included in our budget recommendations. The reconstruction of Hyer Road was not included in our current CIP budget recommendations for state fiscal years 1988 - 1993.

February 11, 1987

Thank you for informing me of your concern for improvements to Hyer Road. We will give the reconstruction of Hyer Road careful consideration in our discussions with the Matanuska-Susitna Borough regarding the development of our future budget recommendations. However, the opportunity for DOT&PF to recommend the reconstruction of any non-federal aid state maintained roadways will be extremely limited until there is a significant improvement in state general fund revenues available for this purpose.

Thank you for your interest in the transportation needs of your area.

Sincerely,



Rocky Gutierrez
Commissioner

cc: The Honorable Steve Cowper, Governor
Mark S. Hickey, Deputy Commissioner, Operations, DOT&PF
Dorothy Jones, Mayor, Matanuska-Susitna Borough
The Honorable Jalmar Kerttula, Alaska State Senator
The Honorable Ron Larson, Alaska State Representative
The Honorable Curtis Menard, Alaska State Representative
The Honorable Mike Szymanski, Alaska State Senator
William Snell, Deputy Commissioner, Central Region, DOT&PF

PETITION

WHEREAS, the overall design of HYER ROAD is unsafe and jeopardizes the health and well-being of motorists and does not meet state road design specifications relating to grade and horizontal and vertical curve distances, and,

WHEREAS, HYER ROAD is the ONLY collector road feeding traffic from residential areas adjoining HYER ROAD to either the Parks Highway or the Palmer - Wasilla Highway, and,

WHEREAS, HYER ROAD is centrally located in one of the highest residential growth areas in the Mat-Su Valley and there is an immediate and identifiable need for additional, SAFE, traffic feeder roads between the Parks Highway and the Palmer-Wasilla Highway as an interconnecting link to Bogard and Trunk Roads.

THEREFORE, the following individuals petition the Governor of the State of Alaska, the Commissioner of the Department of Transportation, Senator Jalmar Kerttula, Representative Curtis Menard, Representative Ron Larson, Representative Mike Symanski and the Matanuska Susitna Borough to declare HYER ROAD as substandard in design and therefore hazardous to vehicular traffic and to provide immediate support and funding for the redesign and construction of HYER ROAD.



Matanuska-Susitna Borough School District

Box AB PALMER, ALASKA 99645 (907) 745-4822

Bruce P. DeMond, Superintendent

January 12, 1987

Jean Campbell
Palmer Junior High
Palmer, AK 99645

Dear Mrs. Campbell:

It is my understanding that residents and users of Hyer Road intend to petition the Alaska State Department of Transportation to upgrade Hyer Road. The School District supports the intent of such a petition.

For years, school buses have traveled Hyer Road on a daily basis transporting students to and from Wasilla and Palmer schools. If it were possible, the School District would not use Hyer Road for school bus travel. However, the only access for the residential areas east or west of Hyer Road to the Parks Highway or the Palmer-Wasilla Highway is Hyer Road.

It is probable that the portion of Hyer Road that descends the bluff does not meet road design standards. In years past, when traffic volumes were limited, design deficiencies did not impact traffic safety as much as it does now. Not only has residential traffic in the area increased substantially in the last few years, Hyer is also used as a "feeder" road between the Palmer-Wasilla Highway and the Parks Highway. Three school buses travel Hyer Road this year, twice a day.

The DOT-PF capital improvements six-year plan reviewed by the Pupil Transportation Advisory Committee in November did not include Hyer Road. I will ask the Committee to consider a recommendation for upgrade of Hyer Road at the next meeting. The Committee's recommendation would be sent to the Borough Public Works Director. I will advise you of the Committee's action in this matter.

Sincerely yours,

Sandra C. Hutchins
Pupil Transportation Supervisor

SH/sb

DEDICATED TO EXCELLENCE IN EDUCATION

PRINTED NAME	SIGNED NAME	LEGAL ADDRESS	DATE
THOMAS PALMER	Thomas Palmer	P.O. Box 8 173 BLK 7 PALMER	7-3-86
MAVIS PALMER	Mavis Palmer	173 BLK 7 PALMER	7-3-86
PAULA PALMER	Paula Palmer	173 BLK 7 PALMER	7-3-86
LEON P. PALMER	Leon P. Palmer	V V V	7-3-86
MIKE TURNER	Mike Turner	SRA BOX 1675 6216 WILHELMINA	7-3-86
MIKE BUTLER	Mike Butler	407 900'S P MISSILL LAKE	7-3-86
TOWNA BURNS	Towna Burns	1734 WILHELMINA CLAS	7-3-86
BECK BURNS	Beck Burns	1734 WILHELMINA CLAS	7-3-86
PHYLLIS SCHWINDT	Phyllis Schwandt	Box 872842 RAINBOW PARK ESTATES	8-5-86
MICHAEL A. CUTLER	Michael A. Cutler	114 BL	8/5/86
GARY J. SILVERS	Gary J. Silvers	BOX 1292 PALMER, AK	8/5/86
B. GIFFORD NAFIS	B. Gifford Nafis	Nickelson Lake Finger Lake South	8/5/86
Marilyn Purcell	Marilyn Purcell	11 View Tract A 385 N Chugach Palmer AK 99645	8/5/86
WILDA BOGGS	Wilda Boggs	385 N Chugach Palmer AK 99645	8/5/86
FLORENCE WALLNER	Florence Wallner	Colonel Park WALLNER	8-5-86
PAUL HULBERT	Paul E. Hulbert	St. B. Box 2550 WAILLA	8-5-86
EUGENIA A. CAMPBELL	Eugenia A. Campbell	Hideaway Circle YADOW ACRES SUBD.	8-8-86
H. PAUL CAMPBELL	H. Paul Campbell	Hideaway Circle YADOW ACRES SUBD.	8-8-86
NATALIE CAMPBELL	Natalie Campbell	Hideaway Circle YADOW ACRES SUBD.	8-8-86
HENRY KIRCHER	Henry Kircher	MILE 4.5 MATANUSKA TRUNK RD.	8-10-86
EMIL KIRCHER	Emil Kircher	MILE 4.5 TRUNK Rd	8-10-86
MICHELLE BARRY	Michelle Barry	Birch Dr. Cottonwood Shores Subdiv.	8-11-86
PAUL BARRY	Paul Barry	Birch Dr. Cottonwood Shores Subdiv.	8-11-86
BARBARA BEALE	Barbara Beale	473 N. GARDNER Palmer	8-13-86
MARY ANN CORNING	Mary Ann Corning	2161 W. Melanick Waila	8/19/86
LINDA S. AKERS	Linda S. Akers	Palmer 4111 Clark Melanick Rd.	8/19/86
BARBARA ENTENING	Barbara Entening	2201 W. Melanick Waila AK	8/19/86
GERALDINE LEWERNZ	Geraldine Lewernz	Palmer Palmer Alaska	8/20/86
JAMES W. GOLBY	James W. Golby	End of V. Matanuska Sp	8/21/86
GLORIA I. PALMER	Gloria I. Palmer	1111 1/2 1111 1/2	8/21/86

PRINTED NAME	SIGNED NAME	LEGAL ADDRESS	DATE
YENNY WILLIAMS	Yenny Williams	5600 MEADWIL DRIVE	7/6/86
WILSON E. WILLIAMS	Wilson E. Williams	5600 MEADWIL DRIVE MI 1.5	7/6/86
NANCY E. GEORGE	Nancy E. George	500 HYER ROAD MI: 1.5	7-6-86
BRYAN P. GEORGE	Bryan P. George	500 HYER ROAD	7-6-86
Lillian Stamm	Lillian STAMM	M. 36.8 PARKS HWY	7/8/86
ARCHIE STAMM	Archie Stamm	M 36.8 PARKS HWY	7/8/86
Chester Zenone	Chester Zenone	LOT 7 BLOCK 22 COTTONWOOD SHERA SUBDIV.	7-8-86
Patricia E. Aune	PATRICIA E. AUNE	Lot 4 Violet Circle Green Valley Subdiv.	7-10-86
Barbara J. Miller	Barbara J. Miller	Lot 4 Block 3	7-10-86
Rowell D. ...	Rowell D. ...	SE Box 5173 Palmer AK 99645	7-1-86
Nona Van Horn	Nona Van Horn	SPR Box 6125 Palmer 99645	7-17-86
Michelle Gardner	Michelle Gardner	Box 871903	7-17-86
Joy Ludv	Joy Ludv	SPR Box 1242	7-17-86
Diana T. ...	Diana T. ...	SPR Box 6203	7/17/86
CHARLOTTE MENARD	Charlotte Menard	PO Box 87248 Wasilla	7/17/86
Alys Vickaryous	Alys Vickaryous	SPR B1387 Wasilla	7/17/86
John McDonald	JOHN McDONALD	SPR Box 6216 Palmer	7-21-86
Lillian Grant	LILLIAN GRANT	PO Box 870851 Wasilla Alaska	21-1986
Margaret Keene	Margaret Keene	PO Box 871063 Wasilla AK 99647	7-21-86
Kevin Keene	Kevin Keene	P.O. Box 871683 Wasilla AK 99647	7-21-86
Raymond S. Keene	Raymond S. Keene	Box 871657 Wasilla AK 99647	7-21-86
Liz Hunter	Liz Hunter	64 1/2 Parks Hwy PO Box 74 Wasilla	7-22-86
Jessie K Kelly	Jessie K. Kelly	P.O. Box 871062 Wasilla AK 99647	7-22-86
Mecilia Hannison	Mecilia Hannison	Palmer AK 99645	7-22-86
Pat Wieszicki	Pat Wieszicki	SPR Box 6300 Palmer AK 99645	7-22-86
JULIE M. O'SHEA	JULIE M. O'SHEA	SPR 6124 Palmer AK 99645	7/22/86
JAY DEARBORN	JAY DEARBORN	SPR 6124 Palmer AK 99645	7/22/86
Marjorie E. ...	Marjorie E. ...	Wasilla 99647	7-22-86
Luis Carratt	Luis Carratt	SPR 6124 Palmer AK 99645	7-22-86
David H. ...	David H. ...	SPR Box 6265 Palmer AK 99645	7-22-86

lot 1 Block 1
W. Adornee Acres

PRINTED NAME	SIGNED NAME	LEGAL ADDRESS	DATE
MARGARET EDWARDS	Margaret Edwards	High Rd.	7/7/86
ROBERT L. EDWARDS	R. L. Edwards	HYPER RD.	7/9/86
JOHN KOHLER	John Kohler	23, Block 4 WOODSIDE EST.	7/9/86
Chris Lund	Chris Lund	SR BOX 2083 SHALESTONE LOOP	7/10/86
Stacy Hill	Stacy Hill	PO BOX 872904 WASILLA, AK 99687	7-10-86
Mononey Bube	Janet Wilton	SR Box 6668 Wasilla	7/10/86
JERRY MUSIS	Jerry Musis	PO Box 3173 Wasilla, AK	7-10-86
HELEN HANSEN	Helen Hansen	P.O. Box 10 Wasilla, AK	7/10/86
Judy K. Sorensen	Judy K. Sorensen	1990 Willowe Lane Wasilla	7-11-86
RONARD ARKHE	Ronald Arkhe	PO Box 81155 Wasilla, AK	7/11/86
Tina Matney	Tina Matney	SR A 1576313 Palmer, AK 99645	7/29/86
Marilee Pratt	Marilee Pratt	P.O. Box 876548 Wasilla	7-29-86
Helen Shawwood	Helen Shawwood	P.O. Box 872006	7-29-86
De Robertsen	De Robertsen	PO Box 87779 Wasilla, AK	7-29-86
Debra Cross	Debra Cross	P.O. Box 87546 Wasilla, AK	7/29/86
Robert Brown	Robert Brown	P.O. Box 87600 Wasilla, AK	7/29/86
Pauline	Pauline	P.O. Box 876523 Palmer, AK	8/2/86
W. Matney	W. Matney	SR A Box 6313 Palmer, AK	8/2/86
Trula Acena	Trula Acena	SR Box 42 WILLOW	8/5/86
Sergio Acena	Sergio Acena	SR Box 42 WILLOW	8/5/86
Carole Phido	Carole Phido	P.O. Box 87094	8/7/86
Harvey Hunter	Harvey Hunter	6170 Fairview Rd Wasilla, AK	8-7-86
Scott Foster	Scott Foster	PO Box 875792 Wasilla	8/7/86
TEAUSTRIK	TEAUSTRIK	BOX 873873 Wasilla, AK	8/7/86
GEORGE SORSEN	George Sorsen		
Kenneth D. Griffin	Kenneth D. Griffin	Anch, AK, 99517	8/26/86

PRINTED NAME	SIGNED NAME	LEGAL ADDRESS	DATE
MERRILEE ZENONE	Merrilee Zenone	Lot 7 Blk 22 Cottonwood Shores Sub	7-8-86
GARY S. REGER	Gary S. Reger	LOT 14 Bk 1 SNIOSHOF WEST	7/18/86
BRUCE Eggleston	Bruce Eggleston	NAOMI DRIVE	7-18-86
Randy Swanson	Randy Swanson	3333 11.16 SR Packer Hwy	7-19-86
REBECCA ALBERSON	Rebecca Alberston	Lot 2 Block 10 TRACT B WILSONWEST EAST SUBD.	7-21-86
Katie L. Rouscy	Katie L. Rouscy	mile 36 1/2 Glenn Highway Palmer - N. H. - Club Sub.	7-21-86
GENEVA C. McDONALD	Geneva C. McDonald	PALMER, ALASKA Rt 2 Box 6216	7-21-86
Donna Sluady	Donna Sluady	LICKWILLIAMS SUB WASILLA AV OFF 87	7-26-86
Pat Martin	Pat Martin	Bipond Circle, Wildernes	Acres 7-27-86
John Gruchow	John Gruchow	Bipond Circle, Wildernes	Acres 7-27-86
JACKIE Schmidt	Jackie Schmidt	601 Lower Rd	7-28-86
ART Schmidt	Art Schmidt	601 Lower Rd	7-28-86
Nancy Claypole	Nancy Claypole	Box 2 Blk 3 WILD. ACRES	7-30-86
Thomas Claypole	Thomas Claypole	Blk 3 lot 2 4.1d. Acres	7/30/86
ALLIE HORTON	Allie Horton	L155 Glenview subdivision	8/1/86
R. S. George	R. S. George	10 Box 570257 K... Wasilla AK Sub	8/2/86
R. S. George	R. S. George	Rt 2 Box 570257 Wasilla AK Sub	8/2/86
Charles Tencer	Charles Tencer	LOT 2, Bk 2 RIVERDELL ESTATES	8/2/86
Daniel L. Hoffman	Daniel L. Hoffman	Box 4 Lot 15 N. H. - N. H. States Subd.	8/2/86
Doreen Jackson	Doreen Jackson	Box 3 Cont #4 Palmer Ak 99645	8/2/86
Gary Prigade	Gary Prigade	Box 261 Mi. 6.2 Palmer AK Palmer-Fishhook	8/21/86
AMANDA ROBINSON	Amanda Robinson	Box 2645 Mile 1 Fishhook Palmer / Rt Apts #2	8/21/86
Nicki Robinson	Nicki Robinson	Stans Tri Lake	8/21/86
Mich R. Hill	Mich R. Hill	Box 5196 Palmer AK	8/21/86
Ken Bills	Ken Bills	mile 2 1/2 S-H... Sunesville Rd	8/21/86
Edith Richards	Edith Richards	SPR Box 974 Palmer AK 99645	8-21/86

STATE OF ALASKA
THE LEGISLATURE

LEGISLATIVE AFFAIRS AGENCY
LEGISLATIVE REFERENCE LIBRARY

POUCH Y - STATE CAPITOL
JUNEAU, ALASKA 99811
907-465-3800

May, 1988

Copies of minutes listed below were originally included in this file. The minutes are available on the STAIRS database CMPR. In order to save space copies of minutes have not been left in the files.

Mary Van Nimwegen

H. TRANS.

5-15-87

1:30p.m.



Official Business

COMMITTEE:

House Transportation Committee

DATE:

May 15, 1987

SIGN-IN

Subject of meeting:

*HCR 9: Relating to the expeditious redesign and reconstruction of Hyer Road in the Matanuska-Susitna Borough.

SB 118: "An Act relating to access to public buildings and facilities by the physically handicapped, aged, and infirm."

NAME Please include title

ADDRESS Please use full address. Please include zip.

PHONE

REPRESENTING

DO YOU WANT TO TESTIFY?

NAME	ADDRESS	PHONE	REPRESENTING	DO YOU WANT TO TESTIFY?
Rod Wilson Des. Major II		465-2960	DOT/PF	Answer Questions on SB 118
Chair elect & Legislature Chair for the Governor's Council for Handicapped & Gifted Robert Franken	16510 Centerfield, Eagle R.	694-5986		

* indicates first public hearing

HCR

10



Official Business

Alaska State Legislature

House of Representatives

House Transportation Committee

P.O. Box V
Juneau, Alaska
99811

Phone:
(907) 465-4859

April 13, 1988

COMMITTEE CALENDAR:

SB 298: "An Act naming bridge number 1146 at milepost 240 on the George Parks Highway."

HCR 10: Relating to the expeditious reconstruction and realignment of the Lazy Mountain/Wolverine Road in the Matanuska-Susitna Borough.

FOR THIS MEETING, YOU HAVE BEEN GIVEN:

a folder on SB 298 that includes:

- item #1: SB 298
- #2: fiscal notes - Senate Finance Committee
DOT/PF
- #3: statement - Senator Coghill
- #4: House Trans. Comm. substitute for SB 298

a folder on HCR 10 that includes:

- item #1: HCR 10
- #2: fiscal note - DOT/PF
- #4: background information - DOT/PF
- #5: a map
- #6: Lazy Mountain Community Council request for construction

STATE OF ALASKA 1988 LEGISLATIVE SESSION
FISCAL NOTE

Bill Version: HCR 10
Publish Date: _____

2

REQUEST April 12, 1988

Revision Date: _____
Title: Reconstruction of Lazy Mountain/
Wolverine Road
Sponsor: Menard
Requestor: Cato

Agency Affected: DOT&PF
BRU: Design and Construction,
Maintenance and Operations
Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES			9.5	9.5	9.5	9.5
TRAVEL						
CONTRACTUAL			13.5	13.5	13.5	13.5
SUPPLIES			4.0	4.0	4.0	4.0
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	27.0	27.0	27.0	27.0
CAPITAL	187.5	1,525.0	-0-	-0-	-0-	-0-
REVENUE	-0-	-0-	-0-	-0-	-0-	-0-

FUNDING: (Thousands of Dollars)

GENERAL FUND	187.5	1,525.0	27.0	27.0	27.0	27.0
FEDERAL FUNDS						
OTHER						
TOTAL	187.5	1,525.0	27.0	27.0	27.0	27.0

POSITIONS:

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

ANALYSIS: See Attached Analysis.

Prepared by: William R. Snell (signed) Phone: 266-1440
Division: Regional Director, Central Region Date: April 12, 1988

Approved by Commissioner: Mark S. Hickey *M.S.H.* Date: ~~2-29-88~~ 4/13/88
Agency: Department of Transportation and Public Facilities

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

Fiscal Note Analysis
HCR 10

1. Assumptions

It is assumed that the referenced Lazy Mountain/Wolverine Road is the same as the Clark-Wolverine Road found on areas maps (copy attached). The project discussed here would realign approximately one mile of a portion of the existing Clark-Wolverine Road from Huntley Road north along a section line identified as Diana Avenue. At the intersection with Clark Road, Clark-Wolverine Road would proceed in a northerly direction for approximately 2 1/2 miles to the Wolverine Canyon.

2. Status of Current Activities

With \$187,500 in funding provided by the Matanuska-Susitna Borough, the Department is currently designing the realignment of a one mile section of Clark-Wolverine Road from Huntley Drive north along the section line identified as Diana Avenue. The cost estimate for realigning and paving this new section of roadway is \$1,125,000.

3. Analysis of Construction Costs and Alternatives

As noted above, the realignment and construction cost of this new one mile section of Clark-Wolverine Road from Huntley north to Clark Road is estimated to cost \$1,125,000. Of this amount \$250,000 would be for right-of-way acquisition, \$750,000 for construction, and \$125,000 for paving. The north end of this section presents a special problem because of swampy ground.

There are two alternatives for improving the 2.5 mile section of Clark-Wolverine Road between Clark Road and Wolverine Canyon. A minimal maintenance project, which would grade and chip seal the 2.5 miles road on the existing alignment would cost approximately \$400,000. A more intensive upgrade project would widen the road, realign problem areas, improve drainage, pave, and relocate utilities would cost approximately \$1,000,000 per mile for a \$2,500,000 total. The costs shown in this fiscal note reflect the \$1,125,000 for the first section of road and \$400,000 for a minimal maintenance project on the Clark Road to Wolverine Canyon section for a total cost of \$1,525,000.

4. Maintenance Costs

The road maintenance cost is estimated to be approximately \$27,000 annually. The \$27,000 cost is determined by multiplying the 8 lane miles by an estimated \$3,375 per lane mile.

5. Other Information

The realignment and reconstruction of Clark-Wolverine Road is not included in the DOT&PF Six Year Capital Improvement Program (CIP) due to very limited General Fund dollars. Besides the \$187,500 in design funding provided by the Matanuska-Susitna Borough to design the realignment of the first section of this road, the DOT&PF has no other funding authorized for this project.

STATE OF ALASKA

STEVE COWPER, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

REGIONAL DIRECTOR, CENTRAL REGION

P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900
(TELEX 25-185) (907) 266-1440

March 17, 1988

Re: Clark-Wolverine Road

3

The Honorable Curt Menard
Alaska State House
P.O. Box V
Juneau, Alaska 99811

Dear Representative Menard:

This letter is in response to your letter of March 4, 1988. Since 1979, the Department has received only one direct appropriation for Clark-Wolverine Road and that is the recent appropriation in Chapter 10 SLA 1988 for \$50,000 for maintenance activities.

The Matanuska-Susitna Borough has received direct Legislative appropriations for this road. In late 1984 the Matanuska-Susitna Borough entered into an agreement with the department for a preliminary engineering project that would identify right of way needs for the relocation of Clark-Wolverine Road beginning at existing M.P. 1 and proceeding north along section line between Section 27/26 to end at approximately M.P. 3. Any remaining funds were to be used by Maintenance and Operations (M&O) beyond M.P. 3.

The PE effort is complete and plans for construction and right of way acquisition have been given to the Matanuska-Susitna Borough. Out of a \$187,500 agreement approximately \$35,000 is available for maintenance and operations activities.

Several public meetings have already been held with the Lazy Mountain Community Council and Borough representatives during the development of the plans to realign Clark-Wolverine Road and prior to handing the plans over to the Matanuska-Susitna Borough for funding considerations. Meetings were held in May and July 1986 and November 1987.

The realignment and construction cost of the new one mile section of Clark-Wolverine Road from Huntley North along Diana Road to Clark Road is estimated to cost \$1,125,000 of this amount \$250,000 would be for right-of-way acquisition, \$750,000 for construction, and \$125,000 for paving. The north end of this section presents a special problem because of swampy ground.

The realignment and construction this one mile section of Clark-Wolverine Road is not included in the Department of Transportation and Public Facilities (DOT&PF) Six Year Capital Improvement Program (CIP) due to very limited general fund dollars.

The Honorable Curt Menard

-2-

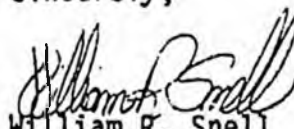
March 17, 1988

The Matanuska River Bridge on the Old Glenn Highway outside of Palmer is in the federally funded bridge replacement program. The replacement will occur as part of the Old Glenn Highway reconstruction project. Because the bridge will be on a new alignment it cannot be constructed prior to receiving Federal Highway Administration location approval for the Old Glenn Highway project. We are just beginning the preliminary engineering phase for this project which will include writing the environmental assessment. Replacement of the Matanuska River Bridge is still several years in future.

Maintenance and operations will make spot repairs on the deck this spring or summer.

I trust this information will be useful to you. Please feel free to contact me again when you have questions.

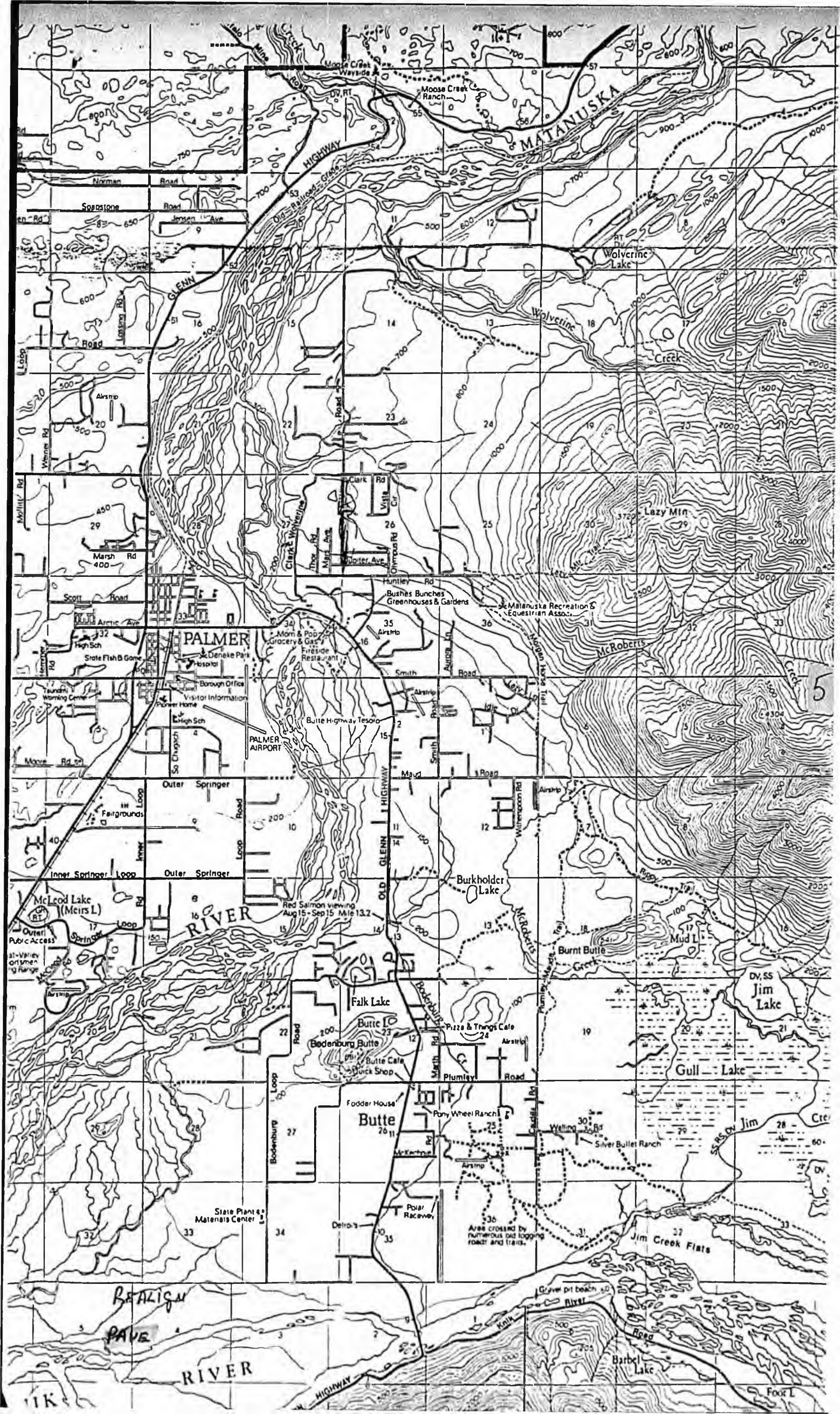
Sincerely,

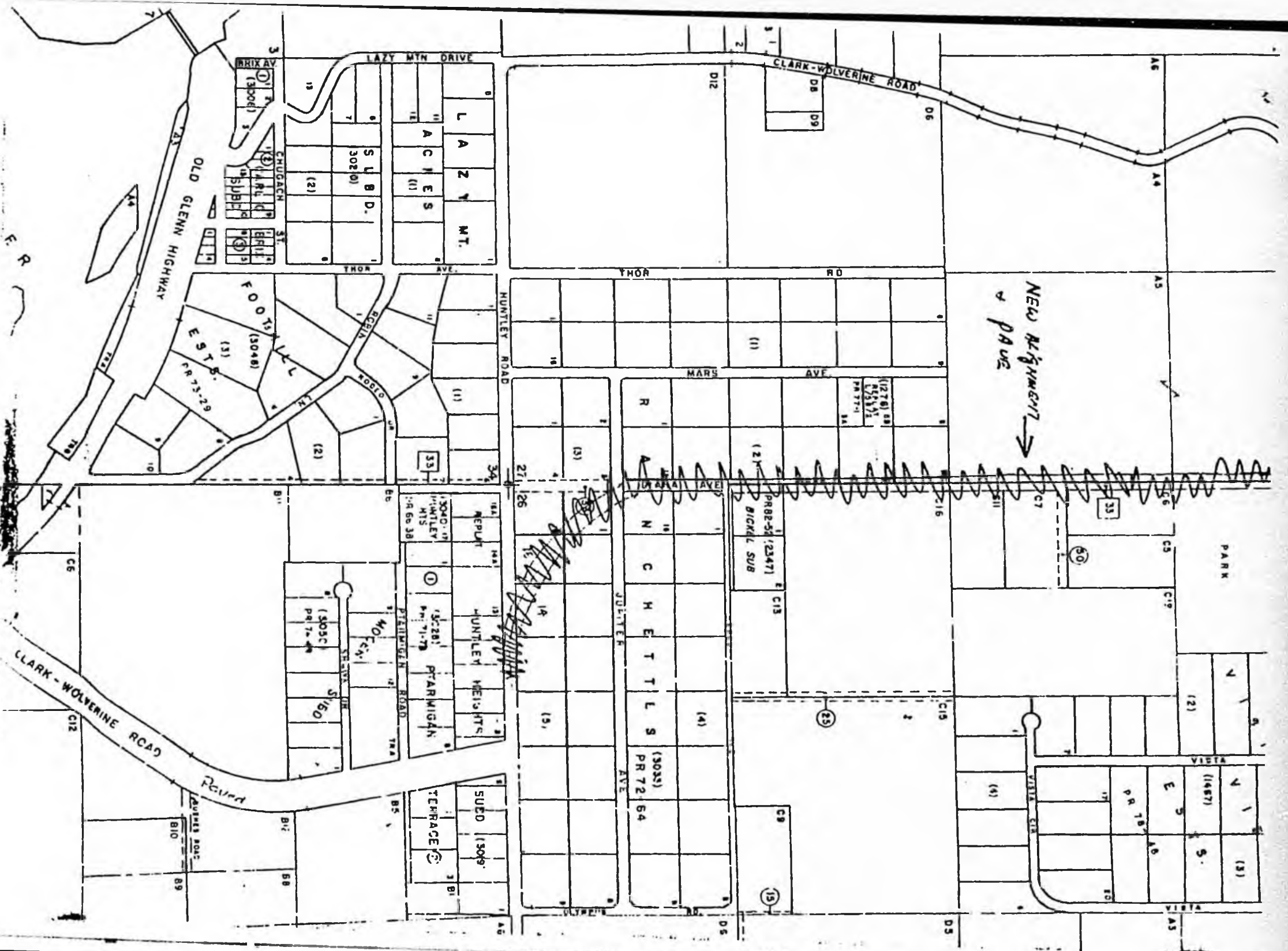


William R. Snell
Regional Director

MEH/bjf

cc: Susan Fleischhauer, Legislative Liaison, Commissioner's Office
Tommy Gene Heinrich, P.E., Director, D&C, Central Region
Mark Mayo, Legislative Liaison, Central Region
Donald Morfield, Director, M&O, Central Region
John S. Tolley, Chief of Planning, Central Region





Clark-Wolverine Road

Plans developed for
this section MD-3

ALASKA STATE LEGISLATURE

Curt Menard

351 W. Swanson Ave.
Wasilla, Alaska 99687

Or

P.O. Box V
Juneau, Alaska 99811

373-CURT
376-5315 Work
376-5855 Home
465-2679 Juneau



March 3, 1988

RECEIVED

Jane Seeman
Lazy Mountain Community Council
HCO4 Box 9196
Palmer, AK 99645

Dear Jane:

I feel that community councils provide an important link between the Valley and my ability to represent you better.

For this reason, I have written to your President/Chairman requesting a copy of your Council's minutes.

I will also be available for a teleconference with the Council at any time. It would provide us with a means for exchanging information. I would hear from you, and I could update you on legislation of interest.

I welcome your contact whenever I can be of assistance to you or the Council. I can be reached in Juneau at 465-2679. Please call at any time.

Warm regards,

Curt Menard
Representative

Dear Curt:

If you wish to do something for the dear people on Lazy Mt. you can "get on the stick" and get money appropriated to Black Top the Clark-Walden Road - even if it's only 1/2 mile at a time. Don and Ron and Almar have got to approve than ASK for the money - you've got to take it a step further and actually see that we get it!

(over)

Am you do that, I do not know, and apparently
neither do any of you because your requests
never get any further than just that a request.
The Lazy Mt Community Council was set up
in 1971 originally for the purpose of getting
this road black topped - that is all I care
about rationally. I am totally disusted with
all your ^(legitimate) efforts, if they can be called that,
over the past 41 yrs. to get something done
with this road. I'm sick and tired of all
our promises. Now, if you and your guides
can do something constructive,
besides promises and wanting to talk talk, talk -
I would be interested in hearing from you again -
a few thousand dollars to reach us with a few more
sacks of gravel does not cut the ice with me.

Warm Regards,
The Seemann

STATE OF ALASKA
THE LEGISLATURE

POUCH Y - STATE CAPITOL
JUNEAU, ALASKA 99811
907-465-3800

LEGISLATIVE AFFAIRS AGENCY
LEGISLATIVE REFERENCE LIBRARY

May, 1988

Copies of minutes listed below were originally included in this file. The minutes are available on the STAIRS database CMPR. In order to save space copies of minutes have not been left in the files.

Mary Van Nimwegen

H. TRANS.

4-13-88

1:30 p.m.

HOUSE COMMITTEE REPORT

(7)

Date referred: 2/20/87

FURTHER REFERRALS: Finance

DATE: 4-13-88

The Transportation Committee has considered HCR 10

Relating to the expeditious reconstruction and realignment of the Lazy Mountain/Wolverine Road in the Matanuska-Susitna Borough.

RECOMMENDS:

- replace with _____ the same title
- attached amendment(s) a new title
- do pass
- do not pass
- no recommendation
- individual recommendations
- additional referral to the _____ Committee

ADOPTS: _____ letter of intent

ATTACHES NEW FISCAL NOTE(s):

- fiscal impact same as previous fiscal note published _____
- zero fiscal note same as previous zero fiscal note published _____
- zero with analysis

SIGNING DO PASS:

Mike Miller

SIGNING OTHER RECOMMENDATIONS:

Paul Hudson - No Rec

True Weaver - No Rec

Heinrich Springer No Rec

Heinrich Springer
Vice Chairman's signature



Official Business

COMMITTEE:

House Transportation Committee

DATE: April 13, 1988

SIGN-IN

Subject of meeting:

- SB 298: "An Act naming bridge number 1146 at mile-post 240 on the George Parks Highway."
- * HCR 10: Relating to the expeditious reconstruction and realignment of the Lazy Mountain/Wolverine Road in the Matanuska-Susitna Borough.

NAME Please include title **ADDRESS** Please use full address. Please include zip. **PHONE** **REPRESENTING** **DO YOU WANT TO TESTIFY?**

NAME Please include title	ADDRESS Please use full address. Please include zip.	PHONE	REPRESENTING	DO YOU WANT TO TESTIFY? <i>where to sit</i>
BOB CRAMER		4797	SEN. COGHILL	IF NEEDED
Rep. Curt Menard			Sponsor of HCR 10	HCR 10

*indicates first public hearing

HCR

13

STATE OF ALASKA

LYMAN E. HOFFMAN
REPRESENTATIVE




P. O. BOX V
JUNEAU, ALASKA 99811
(907) 465-4530, 465-4453

HOUSE OF REPRESENTATIVES

DISTRICT 25
AKIACHAK
AKIAK
ATMAUTLUAK
BETHEL
CHEFORNAK
EEK
GOODNEWS BAY
KASIGLUK
KIPNUK
KONGIGANAK
KWETHLLK
KWIGILJINGOK
MEKORYUK
NAPAKIAK
NAPASKIAK
NEWTOK
NIGHTMUTE
NUNAPITCHUK
OSCARVILLE
PLATINUM
QUINHAGAK
TOKSOOK BAY
TUNTUTLIAK
TUNUNAK

M E M O R A N D U M

To: Representative Bette Cato
Chairman, House Transportation Committee

From: Representative Lyman Hoffman 

Date: February 25, 1987

Subject: Scheduling of HCR 13

Would you please schedule HCR 13 to be heard in the House Transportation Committee during the week of March 2, 1987.

Enclosed is backup material on HCR 13 for your perusal.

If you have any questions, please do not hesitate to contact my office.

Thank you.

Alaska State Legislature



House of Representatives

Committee on Transportation

Rep. Bette Cato, Chairman

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

March 2, 1987

FOR TODAY'S MEETING YOU HAVE:

A FOLDER ON HCR 13 THAT INCLUDES:

- * a copy of HCR 13
- * a fiscal note from DOT/PF
- * a position paper from DOT/PF
- * a current status report on HCR 13
- * a fact sheet
- * a map of the Bethel highway
- * a correspondence from DOT/PF
- * a correspondence from an engineering firm

Alaska State Legislature

House of Representatives

Committee on Transportation



Rep. Bette Cato, Chairman

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

March 9, 1987

FOR TODAY'S MEETING YOU HAVE:

A BINDER ON HB 94 THAT INCLUDES:

- * the second committee substitute for HB 94
- * the first committee substitute for HB 94
- * a copy of HB 94
- * a fiscal note from the Dept. of Public Safety
- * a position paper from the Dept. of Public Safety
- * committee minutes from other hearings on HB 94
- * a bill analysis from the Dept. of Health & Social Services
- * fatality statistics from the U. S. Coast Guard
- * U. S. Coast Guard report on HB 94
- * a memorandum on HB 94 from House Research
- * a cost analysis and a question/answer paper from the U. S. Coast Guard

A FOLDER ON HCR 13 THAT INCLUDES:

- * a copy of committee questions to DOT/PF
- * a copy of HCR 13
- * a fiscal note & position paper from DOT/PF
- * committee minutes from the other hearing on HCR 13
- * a fact sheet on the Bethel road
- * a map of the Bethel airport road
- * maps from DOT/PF
- * a letter from an engineering consultants firm
- * a fact sheet on the Red Dog Mine