

ALASKA LEGISLATURE COMMITTEE FILES 2001-2002 8672

10493 HOUSE TRANSPORTATION

**HB**

**500**

# Alaska State Legislature



## House Transportation Committee

### SPONSOR STATEMENT

### HOUSE BILL 500

Infrastructure development is key to economic development throughout Alaska. Right-of-way corridors are required to access resources and markets, enhance intrastate commerce, and improve Alaskan's quality of life. Inter-modal access to existing and future harbors and airports will also play a key role in determining many of the corridors.

Economical transportation and utilities are vital to developing Alaska's raw resources and value-added products. Lowering the cost of developing these corridors will allow Alaska's resources to compete in national and international markets.

Many times proposed resource extraction projects are hindered due to lack of established rights-of-way to access the sites or to move the resources to markets.

In urbanized areas, the public process to identify new rights-of-way (transportation and utility corridors) for past-due projects can extend over long periods. This results in bitter battles, pitting neighbor against neighbor, ending up with many dislocated property owners. Sky rocketing right-of-way costs and more expensive construction costs result in project delays and fewer projects statewide.

Passage of this bill will result in the direct benefits of approved corridors and pre-acquired rights-of-way are.

- Decreased rights-of-way acquisition costs;
- Accelerated permitting of future transportation and utility projects resulting in shorter timeframes to construct roads and utilities at a lower cost;
- Safeguards for property owners; and,
- Resource extraction and value-added industries will know that their projects can move forward during a shorter timeframe allowing them to capture emerging timber, mineral, and energy markets when market conditions are ripe.

# LEGAL SERVICES

DIVISION OF LEGAL AND RESEARCH SERVICES  
LEGISLATIVE AFFAIRS AGENCY  
STATE OF ALASKA

(907) 465-3867 or 465-2450  
FAX (907) 465-2029  
Mail Stop 3101

State Capitol  
Juneau, Alaska 99801-1182  
Deliveries to: 129 6th St., Rm. 329

## MEMORANDUM

April 30, 2002

**SUBJECT:** CSHB 500 (TRA), An Act relating to the advance acquisition of real property for public purposes; and authorizing pipeline carriers to exercise the power of eminent domain for pipeline purposes. (Work Order No. 22-LS0610\L)

**TO:** Representative Vic Kohring  
Attn: Mike Krieber

**FROM:** George Utermohle *GU*  
Legislative Counsel

You have requested a sectional summary of CSHB 500 (TRA), an Act relating to the advance acquisition of real property for public purposes; and authorizing pipeline carriers to exercise the power of eminent domain for pipeline purposes.

As a preliminary matter, note that a sectional summary of a bill is not an authoritative interpretation of the bill. The bill itself is the best statement of its contents.

**Section 1** of the bill sets out the policy and findings of the legislature in regard to the advance acquisition of land for public purposes.

**Section 2** of the bill amends AS 09.55.240(a) to authorize the power of eminent domain to be exercised for advance acquisition of real property or an interest in real property for a public use that will occur in the future.

**Section 3** of the bill amends AS 09.55.270 to provide that in order for land or an interest in land to be taken for advance acquisition for a future public use, the use must be a reasonably foreseeable use that is identified in a development plan prepared, published, and made available to the public by the agency or entity that exercises the power of eminent domain.

**Section 4** of the bill amends AS 18.55.550(a) to provide that the Alaska Housing Finance Corporation may acquire land for present and reasonably foreseeable future purposes.

**Section 5** of the bill adds a new subsection to AS 18.55.550 to provide that the Alaska Housing Finance Corporation shall provide an opportunity for the former owner of land, or the owner's successor in interest, to reacquire land taken for advance acquisition if the corporation does not use the land within 20 years or sells all or a portion of the land.

Representative Vic Koenig

April 30, 2002

Page 2

**Section 6** of the bill amends AS 19.05.080 to provide that the Department of Transportation and Public Facilities may acquire land for advance acquisition for future public use as part of the cost of constructing or maintaining a highway.

**Section 7** of the bill adds a new subsection to AS 19.05.080 to provide that the Department of Transportation and Public Facilities shall provide an opportunity for the former owner of land, or the owner's successor in interest, to reacquire land taken for advance acquisition if the department does not use the land within 20 years or sells all or a portion of the land.

**Section 8** of the bill amends AS 35.20.010 to provide that the Department of Transportation and Public Facilities may acquire land for advance acquisition for future public use as part of the cost of constructing or maintaining a public work.

**Section 9** of the bill amends a new subsection to AS 35.20.010 to provide that the Department of Transportation and Public Facilities shall provide an opportunity for the former owner of land, or the owner's successor in interest, to reacquire land taken for advance acquisition if the department does not use the land within 20 years or sells all or a portion of the land.

**Section 10** of the bill amends AS 42.05.631 to provide that a public utility may exercise the power of eminent domain for present and future public utility uses.

**Section 11** of the bill adds a new subsection to AS 42.05.631 to provide that a public utility shall provide an opportunity for the former owner of land, or the owner's successor in interest, to reacquire land taken for advance acquisition if the public utility does not use the land within 20 years or sells all or a portion of the land.

**Section 12** of the bill adds a new section to AS 42.06 to provide that a pipeline carrier may exercise the power of eminent domain for pipeline uses including present uses and for advance acquisition for reasonably foreseeable future uses. If the pipeline carrier does not use land taken for advance acquisition within 20 years or if the pipeline carrier sells all or a portion of the land, the pipeline carrier shall provide an opportunity for the former owner of land, or the owner's successor in interest, to reacquire the land.

**Section 13** of the bill amends AS 42.40.385(a) to provide that the Alaska Railroad Corporation may exercise the power of eminent domain for present and future railroad transportation purposes.

**Section 14** of the bill adds a new subsection to AS 42.40.385 to provide that the Alaska Railroad Corporation shall provide an opportunity for the former owner of land, or the owner's successor in interest, to reacquire land taken for advance acquisition if the corporation does not use the land within 20 years or sells all or a portion of the land.

GU:med  
02-447.med

AMENDMENT

OFFERED IN THE HOUSE  
TO: CSHB 500(CRA)

BY REPRESENTATIVE MASEK

1 Page 1, line 1, following "purposes":

2 Insert "; and authorizing pipeline carriers to exercise the power of eminent  
3 domain for pipeline purposes"

4

5 Page 6, line 17, following "future public":

6 Insert "utility"

7

8 Page 6, line 19, following "public":

9 Insert "utility"

10

11 Page 6, line 23, following "public":

12 Insert "utility"

13

14 Page 6, following line 27:

15 Insert a new bill section to read:

16 "\* Sec. 12. AS 42.06 is amended by adding a new section to article 7 to read:

17 Sec. 42.06.601. Eminent domain. (a) A pipeline carrier may exercise the  
18 power of eminent domain for pipeline uses including present pipeline uses or for  
19 advance acquisition for reasonably foreseeable future pipeline uses. This section does  
20 not authorize the use of a declaration of taking.

21 (b) If a pipeline carrier does not use all or a portion of land acquired for  
22 advance acquisition for a future pipeline use as authorized under (a) of this section for  
23 pipeline purposes within 20 years following the acquisition of the land or if the  
24 pipeline carrier sells all or a portion of land acquired for advance acquisition for a

# FISCAL NOTE

**STATE OF ALASKA**  
**2002 LEGISLATIVE SESSION**

Fiscal Note Number: \_\_\_\_\_  
 Bill Version: HB500  
 () Publish Date: \_\_\_\_\_

Revision Date/Time (Note if correction): \_\_\_\_\_ Dept. Affected: DOT&PF  
 Title An act relating to the advance BRU Design and Engineering Services  
acquisition of real property for public... Component Stwd Design & Engineering Services  
 Sponsor House Transportation  
 Requester House C&RA Component No. 2357

**Expenditures/Revenues** (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

| OPERATING EXPENDITURES | FY 2003    | FY 2004    | FY 2005    | FY 2006    | FY 2007    | FY 2008    |
|------------------------|------------|------------|------------|------------|------------|------------|
| Personal Services      |            |            |            |            |            |            |
| Travel                 |            |            |            |            |            |            |
| Contractual            |            |            |            |            |            |            |
| Supplies               |            |            |            |            |            |            |
| Equipment              |            |            |            |            |            |            |
| Land & Structures      |            |            |            |            |            |            |
| Grants & Claims        |            |            |            |            |            |            |
| Miscellaneous          |            |            |            |            |            |            |
| <b>TOTAL OPERATING</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> |

|                             |  |  |  |  |  |  |
|-----------------------------|--|--|--|--|--|--|
| <b>CAPITAL EXPENDITURES</b> |  |  |  |  |  |  |
|-----------------------------|--|--|--|--|--|--|

|                               |  |  |  |  |  |  |
|-------------------------------|--|--|--|--|--|--|
| <b>CHANGE IN REVENUES ( )</b> |  |  |  |  |  |  |
|-------------------------------|--|--|--|--|--|--|

**FUND SOURCE** (Thousands of Dollars)

|   |            |            |            |            |            |            |
|---|------------|------------|------------|------------|------------|------------|
| 1002 Federal Receipts                   |            |            |            |            |            |            |
| 1003 GF Match                           |            |            |            |            |            |            |
| 1004 GF                                 |            |            |            |            |            |            |
| 1005 GF/Program Receipts                |            |            |            |            |            |            |
| 1037 GF/Mental Health                   |            |            |            |            |            |            |
| Other (Specify Type--Do not abbreviate) |            |            |            |            |            |            |
| <b>TOTAL</b>                            | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> |

Estimate of any current year (FY2002) cost: 0.0  
 Check this box (X) if funding for this bill is included in the Governor's FY 2003 budget proposal:

**POSITIONS**

|           |  |  |  |  |  |  |
|-----------|--|--|--|--|--|--|
| Full-time |  |  |  |  |  |  |
| Part-time |  |  |  |  |  |  |
| Temporary |  |  |  |  |  |  |

**ANALYSIS:** (Attach a separate page if necessary)

Prepared by: Dennis R. Poshard, Assistant to Commissioner Phone 465-3904  
 Division Commissioner's Office Date/Time 4/4/02 12:37 PM  
 Approved by: Joseph L. Perkins, Commissioner Date 4/4/2002  
 Agency Alaska Department of Transportation and Public Facilities

# CORRECTION

THE FOLLOWING DOCUMENT(S)  
HAVE BEEN REFILMED TO  
ASSURE LEGIBILITY OR PAGINATION



Central Microfilm Services  
Department of Education & Early Development  
State of Alaska

AMENDMENT

OFFERED IN THE HOUSE  
TO: CSHB 500(CRA)

BY REPRESENTATIVE MASEK

1 Page 1, line 1, following "purposes":

2 Insert "; and authorizing pipeline carriers to exercise the power of eminent  
3 domain for pipeline purposes"

4

5 Page 6, line 17, following "future public":

6 Insert "utility"

7

8 Page 6, line 19, following "public":

9 Insert "utility"

10

11 Page 6, line 23, following "public":

12 Insert "utility"

13

14 Page 6, following line 27:

15 Insert a new bill section to read:

16 **\*\* Sec. 12.** AS 42.06 is amended by adding a new section to article 7 to read:

17 **Sec. 42.06.601. Eminent domain.** (a) A pipeline carrier may exercise the  
18 power of eminent domain for pipeline uses including present pipeline uses or for  
19 advance acquisition for reasonably foreseeable future pipeline uses. This section does  
20 not authorize the use of a declaration of taking.

21 (b) If a pipeline carrier does not use all or a portion of land acquired for  
22 advance acquisition for a future pipeline use as authorized under (a) of this section for  
23 pipeline purposes within 20 years following the acquisition of the land or if the  
24 pipeline carrier sells all or a portion of land acquired for advance acquisition for a

1 future pipeline use as authorized under (a) of this section, the pipeline carrier shall  
2 offer the land to the person, or the person's successor in interest, from whom the land  
3 was acquired at the same price that the pipeline carrier paid the person when the land  
4 was acquired. If only a portion of the land acquired for advance acquisition for a  
5 future pipeline use is available to the former owner of the land under this subsection,  
6 the pipeline carrier shall prorate the price of the land to be sold based on the original  
7 price of the land and the proportion that the amount of land available for sale bears to  
8 the total amount of land originally acquired."  
9

10 Renumber the following bill sections accordingly.

# FISCAL NOTE

**STATE OF ALASKA**  
**2002 LEGISLATIVE SESSION**

Fiscal Note Number: \_\_\_\_\_  
 Bill Version: HB500  
 ( ) Publish Date: \_\_\_\_\_

Revision Date/Time (Note if correction): \_\_\_\_\_ Dept. Affected: DOT&PF  
 Title An act relating to the advance BRU Design and Engineering Services  
acquisition of real property for public... Component Stwd Design & Engineering Services  
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| Contractual            |            |            |            |            |            |            |
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| <b>TOTAL OPERATING</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> |

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Estimate of any current year (FY2002) cost: 0.0  
 Check this box (X) if funding for this bill is included in the Governor's FY 2003 budget proposal:

**POSITIONS**

|           |  |  |  |  |  |  |
|-----------|--|--|--|--|--|--|
| Full-time |  |  |  |  |  |  |
| Part-time |  |  |  |  |  |  |
| Temporary |  |  |  |  |  |  |

**ANALYSIS:** (Attach a separate page if necessary)

Prepared by: Dennis R. Poshard Assistant to Commissioner Phone 465-3904  
 Division Commissioner's Office Date/Time 4/4/02 12:37 PM  
 Approved by: Joseph L. Perkins, Commissioner Date 4/4/2002  
 Agency Alaska Department of Transportation and Public Facilities

# LEGAL SERVICES

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Juneau, Alaska 99801-1182  
Deliveries to: 129 6th St., Rm. 329

## MEMORANDUM

April 9, 2002

**SUBJECT:** HB 500, An Act relating to the advance acquisition of real property for public purposes (Work Order No. 22-LS0610C)

**TO:** Representative Eric Kohring  
Attn: Mike Krieber

**FROM:** George Utermohle  
Legislative Counsel

VERSION 'C'  
SECTIONAL ANALYSIS

You have requested a sectional summary of HB 500, an Act relating to the advance acquisition of real property for public purposes.

As a preliminary matter, note that a sectional summary of a bill is not an authoritative interpretation of the bill. The bill itself is the best statement of its contents.

Section 1 of the bill sets out the policy and findings of the legislature in regard to the advance acquisition of land for public purposes.

Section 2 of the bill amends AS 09.55.240(a) to authorize the power of eminent domain to be exercised for advance acquisition of real property or an interest in real property for a public use that will occur more than five years in the future.

Section 3 of the bill amends AS 09.55.270 to provide that in order for land or an interest in land to be taken for advance acquisition for a future public use, the use must be a reasonably foreseeable use that is identified in a development plan prepared, published, and made available to the public by the agency that exercises the power of eminent domain.

Section 4 of the bill amends AS 18.55.550(a) to provide that the Alaska Housing Finance Corporation may acquire land for present and reasonably foreseeable future purposes.

Section 5 of the bill amends AS 19.05.080 to provide that the Department of Transportation and Public Facilities may acquire land for advance acquisition for future public use as part of the cost of constructing or maintaining a highway.

Representative Vic Kohring  
April 9, 2002  
Page 2

Section 6 of the bill amends AS 35.20.010 to provide that the Department of Transportation and Public Facilities may acquire land for advance acquisition for future public use as part of the cost of constructing or maintaining a public work.

Section 7 of the bill amends AS 42.05.631 to provide that a public utility may exercise the power of eminent domain for present and future public utility uses.

Section 8 of the bill amends AS 42.40.385(a) to provide that the Alaska Railroad Corporation may exercise the power of eminent domain for present and future railroad transportation purposes.

GU:med  
02-360.med

22-LS0610AF  
Utermohle  
4/22/02

**CS FOR HOUSE BILL NO. 500( )**  
**IN THE LEGISLATURE OF THE STATE OF ALASKA**  
**TWENTY-SECOND LEGISLATURE - SECOND SESSION**

BY

Offered:  
Referred:

Sponsor(s): HOUSE TRANSPORTATION COMMITTEE

**A BILL**  
**FOR AN ACT ENTITLED**

1 "An Act relating to the advance acquisition of real property for public purposes."

2 **BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:**

3 \* Section 1. The uncodified law of the State of Alaska is amended by adding a new section  
4 to read:

5 POLICY AND FINDINGS. (a) It is the policy of the State to provide for the  
6 acquisition of real property and interests in real property necessary for the construction,  
7 improvement, reconstruction, and maintenance of facilities for public purposes in advance of  
8 actual construction, for the purpose of reducing the cost of real property for construction of  
9 public facilities, reducing hardship to owners of real property, and eliminating economic  
10 waste occasioned by the improvement of property immediately before its acquisition for a  
11 public purpose.

12 (b) The legislature finds that the purchase and condemnation of real property  
13 necessary for the construction, improvement, reconstruction, and maintenance of facilities for  
14 public purposes reasonably in advance of programmed construction, is for a public use and  
15 purpose.

1 \* Sec. 2. AS 09.55.240(a) is amended to read:

2 (a) The right of eminent domain may be exercised for the following public  
3 uses:

4 (1) all public uses authorized by the government of the United States;

5 (2) public buildings and grounds for the use of the state and all other  
6 public uses authorized by the legislature of the state;

7 (3) public buildings and grounds for the use of an organized or  
8 unorganized borough, city, town, village, school district, or other municipal division,  
9 whether incorporated or unincorporated; canals, aqueducts, flumes, ditches, or pipes  
10 conducting water, heat, or gas for the use of the inhabitants of an organized or  
11 unorganized borough, city, town, or other municipal division, whether incorporated or  
12 unincorporated; raising the banks of streams, removing obstructions from them and  
13 widening, deepening, or straightening their channels; roads, streets, and alleys, and all  
14 other public uses for the benefit of an organized or unorganized borough, city, town,  
15 or other municipal division whether incorporated or unincorporated, or its inhabitants,  
16 which may be authorized by the legislature;

17 (4) wharves, docks, piers, chutes, booms, ferries, bridges of all kinds,  
18 private roads, plant and turnpike roads, railroads, canals, ditches, flumes, aqueducts,  
19 and pipes for public transportation, supplying mines and farming neighborhoods with  
20 water, and draining and reclaiming land, and for floating logs and lumber on streams  
21 not navigable, and sites for reservoirs necessary for collecting and storing water;

22 (5) roads, tunnels, ditches, flumes, pipes, and dumping places for  
23 working mines; also outlets, natural or otherwise, for the flow, deposit, or conduct of  
24 tailings or refuse matter from mines; also an occupancy in common by the owners or  
25 possessors of different mines of any place for the flow, deposit, or conduct of tailings  
26 or refuse matter from their several mines, and sites for reservoirs necessary for  
27 collecting and storing water;

28 (6) private roads leading from highways to residences, mines, or farms;

29 (7) telephone lines;

30 (8) telegraph lines;

31 (9) sewerage of an organized or unorganized borough, city, town,

1 village, or other municipal division, whether incorporated or unincorporated, or a  
2 subdivision of it, or of a settlement consisting of not less than 10 families, or of public  
3 buildings belonging to the state or to a college or university;

4 (10) tramway lines;

5 (11) electric power lines;

6 (12) for the location of pipelines for gathering, transmitting,  
7 transporting, storing, or delivering natural or artificial gas or oil or any liquid or  
8 gaseous hydrocarbons, including, but not limited to, pumping stations, terminals,  
9 storage tanks, or reservoirs, and related installations;

10 (13) advance acquisition of real property or an interest in real  
11 property for a public use described in this subsection that will occur in the  
12 future.

13 \* Sec. 3. AS 09.55.270 is amended to read:

14 Sec. 09.55.270. Prerequisites. Before property can be taken, it shall appear  
15 that

16 (1) the use to which it is to be applied is a use authorized by law;

17 (2) the taking is necessary to the use;

18 (3) if already appropriated to a public use, the public use to which it is  
19 to be applied is a more necessary public use;

20 (4) if the use is for an advance acquisition of real property or an  
21 interest in real property for a future public use, the future public use is a  
22 reasonably foreseeable use that has been identified in a development plan  
23 prepared, published, and made available to the public by the agency or entity  
24 that exercises the power of eminent domain.

25 \* Sec. 4. AS 18.55.550(a) is amended to read:

26 (a) The corporation may

27 (1) acquire by eminent domain real property that the corporation [IT]  
28 considers necessary within the boundaries of the redevelopment project or for the  
29 corporation's present or reasonably foreseeable future [ITS] purposes under  
30 AS 18.55.480 - 18.55.960 after the adoption by the corporation [IT] of a resolution  
31 declaring that the acquisition of the real property described in the resolution is

1 necessary for those purposes; and

2 (2) exercise the power of eminent domain in the manner provided in  
3 AS 09.55.240 - 09.55.460 or in the manner provided by other statutory provisions for  
4 the exercise of the power of eminent domain.

5 \* Sec. 5. AS 18.55.550 is amended by adding a new subsection to read:

6 (c) If the corporation does not use all or a portion of land acquired for advance  
7 acquisition for a future public use as authorized under (a) of this section for  
8 corporation purposes within 20 years following the acquisition of the land or if the  
9 corporation sells all or a portion of land acquired for advance acquisition for a future  
10 public use as authorized under (a) of this section, the corporation shall offer the land to  
11 the person, or the person's successor in interest, from whom the land was acquired at  
12 the same price that the corporation paid the person when the land was acquired. If  
13 only a portion of the land acquired for advance acquisition for a future public use is  
14 available to the former owner of the land under this subsection, the corporation shall  
15 prorate the price of the land to be sold based on the original price of the land and the  
16 proportion that the amount of land available for sale bears to the total amount of land  
17 originally acquired.

18 \* Sec. 6. AS 19.05.080 is amended to read:

19 **Sec. 19.05.080. Acquisition of land, easements, and materials by purchase**  
20 **or eminent domain.** The department, on behalf of the state and as part of the cost of  
21 constructing or maintaining a highway, may purchase in the open market, acquire, take  
22 over, or condemn under the right and power of eminent domain land in fee simple or  
23 easements that it considers necessary for present public use or for advance  
24 acquisition for future public use, either temporary or permanent, or that it considers  
25 necessary and reasonable for the public use. By the same means, the department may  
26 obtain material, including clay, gravel, sand, or rock, or the land necessary to obtain  
27 material, including access to it. The department may acquire the land or materials  
28 notwithstanding the fact that title to it is vested in the state or a department, agency,  
29 commission, or institution of the state. Acquisition of materials by purchase in the  
30 open market under this section is governed by AS 36.30 (State Procurement Code).

31 \* Sec. 7. AS 19.05.080 is amended by adding a new subsection to read:

1 (b) If the department does not use all or a portion of land acquired for advance  
2 acquisition for a future public use as authorized under (a) of this section for highway  
3 purposes within 20 years following the acquisition of the land or if the department  
4 sells all or a portion of land acquired for advance acquisition for a future public use as  
5 authorized under (a) of this section, the department shall offer the land to the person,  
6 or the person's successor in interest, from whom the land was acquired at the same  
7 price that the department paid the person when the land was acquired. If only a  
8 portion of the land acquired for advance acquisition for a future public use is available  
9 to the former owner of the land under this subsection, the department shall prorate the  
10 price of the land to be sold based on the original price of the land and the proportion  
11 that the amount of land available for sale bears to the total amount of land originally  
12 acquired.

13 \* Sec. 8. AS 35.20.010 is amended to read:

14 **Sec. 35.20.010. Acquisition of land, rights-of-way, and materials by**  
15 **purchase or eminent domain.** The department, on behalf of the state and as part of  
16 the cost of constructing or maintaining a public work, may purchase in the open  
17 market, acquire, take over, or condemn under the right and power of eminent domain  
18 land in fee simple or easements that it considers necessary for present public use or  
19 for advance acquisition for a future public use, either temporary or permanent, or  
20 that it considers necessary and reasonable for the public use. By the same means, the  
21 department may obtain material, including clay, gravel, sand, or rock, or the land  
22 necessary to obtain the material, and the necessary land or easements to provide access  
23 to it. The department may acquire the land or material notwithstanding the fact that  
24 the title to it is in the state or a department, agency, commission, or institution of the  
25 state. Acquisition of material in the open market under this section is governed by  
26 AS 36.30 (State Procurement Code).

27 \* Sec. 9. AS 35.20.010 is amended by adding a new subsection to read:

28 (b) If the department does not use all or a portion of land acquired for advance  
29 acquisition for a future public use as authorized under (a) of this section for public  
30 work purposes within 20 years following the acquisition of the land or if the  
31 department sells all or a portion of land acquired for advance acquisition for a future

1 public use as authorized under (a) of this section, the department shall offer the land to  
2 the person, or the person's successor in interest, from whom the land was acquired at  
3 the same price that the department paid the person when the land was acquired. If  
4 only a portion of the land acquired for advance acquisition for a future public use is  
5 available to the former owner of the land under this subsection, the department shall  
6 prorate the price of the land to be sold based on the original price of the land and the  
7 proportion that the amount of land available for sale bears to the total amount of land  
8 originally acquired.

9 \* Sec. 10. AS 42.05.631 is amended to read:

10 Sec. 42.05.631. Eminent domain. A public utility may exercise the power of  
11 eminent domain for public utility uses including present public utility uses or for  
12 advance acquisition for future public utility uses. This section does not authorize  
13 the use of a declaration of taking.

14 \* Sec. 11. AS 42.05.631 is amended by adding a new subsection to read:

15 (b) If a public utility does not use all or a portion of land acquired for advance  
16 acquisition for a future public use as authorized under (a) of this section for public  
17 utility purposes within 20 years following the acquisition of the land or if the public  
18 utility sells all or a portion of land acquired for advance acquisition for a future public  
19 use as authorized under (a) of this section, the public utility shall offer the land to the  
20 person, or the person's successor in interest, from whom the land was acquired at the  
21 same price that the public utility paid the person when the land was acquired. If only a  
22 portion of the land acquired for advance acquisition for a future public use is available  
23 to the former owner of the land under this subsection, the public utility shall prorate  
24 the price of the land to be sold based on the original price of the land and the  
25 proportion that the amount of land available for sale bears to the total amount of land  
26 originally acquired.

27 \* Sec. 12. AS 42.40.385(a) is amended to read:

28 (a) The corporation may exercise the power of eminent domain under  
29 AS 09.55.240 - 09.55.460 to acquire land for railroad transportation purposes  
30 including present railroad transportation purposes or for advance acquisition for  
31 future railroad transportation purposes, consistent with this chapter.

1           Notwithstanding AS 09.55.250, the corporation may acquire a fee simple title  
2           whenever, in the judgment of the board, ownership of a fee simple title is necessary to  
3           carry out the purposes of this chapter.

4           \* Sec. 13. AS 42.40.385 is amended by adding a new subsection to read:

5                   (e) If the corporation does not use all or a portion of land acquired for advance  
6           acquisition for a future public use as authorized under (a) of this section for railroad  
7           transportation purposes within 20 years following the acquisition of the land or if the  
8           corporation sells all or a portion of land acquired for advance acquisition for a future  
9           public use as authorized under (a) of this section, the corporation shall offer the land to  
10          the person, or the person's successor in interest, from whom the land was acquired at  
11          the same price that the corporation paid the person when the land was acquired. If  
12          only a portion of the land acquired for advance acquisition for a future public use is  
13          available to the former owner of the land under this subsection, the corporation shall  
14          prorate the price of the land to be sold based on the original price of the land and the  
15          proportion that the amount of land available for sale bears to the total amount of land  
16          originally acquired.



Alaska Professional Design Council PO Box 100515 Anchorage AK 99501-0515

March 25, 2002

MEMBER SOCIETIES

Alaska Society of Professional Engineers

House Community and Regional Affairs Committee  
Alaska State Legislature  
Juneau Alaska

Alaska Society of Professional Land Surveyors

RE: House Bill 500

American Congress on Surveying & Mapping Alaska Section

Dear Members of the House Community and Regional Affairs Committee:

APDC is an organization composed of design professional associations representing over 5,000 licensed and registered professionals in Alaska.

American Institute of Architects Alaska Chapter

As Chair of the Legislative Liaison Committee for the Alaska Professional Design Council (APDC), I would like to offer some comments on House Bill 500.

American Society of Civil Engineers Alaska Section

APDC supports House Bill 500, and the ability for local jurisdictions to engage in long-range planning for development of major infrastructure projects.

Thank you for the opportunity to present our comments on House Bill 500.

American Society of Landscape Architects Alaska Chapter

Sincerely,

Sam S. Kito III, PE  
Chair, Legislative Liaison Committee  
Alaska Professional Design Council

Architecture/Engineering Marketing Association of Alaska

Consulting Engineers Council of Alaska

Professional Engineers in Private Practice Alaska Chapter

American Society of Interior Designers

Testimony of Rick Kauzlarich, Right-of-Way Chief  
Alaska DOT&PF

- AKDOT supports HB 500, “An Act relating to the advance acquisition of real property for public purposes.”
- AKDOT currently has the ability to perform advanced acquisitions, but it is a very complicated process. AKDOT must receive prior approval from the FHWA for advanced acquisitions. This often means the department must complete the required environmental process, which can be difficult, time consuming, and litigious.
- HB 500 adds another tool that AKDOT can use in its negotiation and acquisition process. It’s a show of support for advanced acquisition policies. It will help with the creation of the Decisional Document. The Decisional Document is created when a property needs to be acquired by the condemnation process – simply put - it demonstrates that the acquired property is needed for the public good.
- An example of how advanced acquisitions would have saved the state money is the Parks Hwy project. Final R/W real estate costs were approximately 24M, while the construction costs were 16M. This was caused by the acceleration of land values and general boom in prices associated with an area transforming from a rural area to an urban area.
- Early involvement of R/W, at the design level, is imperative to the success of the project.
  - Right-of-way staff:
    - Considers the phasing of the construction and R/W acquisition to concentrate efforts in segments. Acquisition and relocation could be completed by segment and then a notice given to allow construction to proceed.

- Initiates title searches as soon as an alignment is determined
  - Identifies whole takings where R/W activities such as appraisal and even acquisition may be accomplished before design is final
  - Anticipates and identifies difficult acquisitions early in the process and concentrate early efforts on acquisition/relocation that will require more lead time
  - Reviews anticipated stages of construction and acquires necessary parcels in the phases which will occur first in the construction cycle along with properties that are expected construction starting points.
  - Holds regularly scheduled community meetings to keep the public informed.
- Again, let me state that AKDOT supports HB 500 because it adds another tool that AKDOT can use in its negotiation and acquisition process and it will help with the creation of the Decisional Document.
  - Mr. Chairman, and Committee Members, thank you for the opportunity to speak to you today.

# ALASKA MANUFACTURED HOUSING ASSOCIATION

APR 04 REC'D

Rep. Vic Kohring, Chair  
House Transportation Committee  
State Capitol, Room 24  
Juneau, Ak 99801-1182

March 29, 2002

Re: HB 500

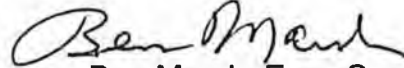
Dear Rep. Kohring

Alaska Manufactured Housing Association opposes HB 500 in it's entirety. AMHA represents the interest of the mobile home industry; particularly mobile home park owners and dealers in manufactured housing units. We have 37 parks in cur membership.

HB 500 would greatly expand the meaning of "public purpose" as well as the authority of public agencies to exercise eminent domain condemnation against private property owners. The notion that property could be taken by a "development corporation" in advance of a "possible future use" is particularly onerous. If a citizen is under notice of such a taking, his property value will likely experience a sudden drop, and the taking might not happen.

We believe this bill is unconstitutional.

Sincerely,

  
Ben Marsh, Exec Sec'y  
AMHA

cc: Alan Trawver, Right of Way Association  
Rep. Keven Meyer, C & RA Comm.

Amendments to HB 500.

Based on Section 5, but applicable to Sections 7, 9, 11, and 13.

(c) If the corporation does not use all or a portion of land acquired for advance acquisition for a future public use as authorized under (a) of this section for corporation purposes within 20 years following the acquisition of the land or if the corporation sells all or a portion of land acquired for advance acquisition for a future public use as authorized under (a) of this section, the corporation shall offer the land to the person, or the person's successor in interest, from whom the land was acquired at the lesser of the fair market value of the land at the time of the reconveyance, or the amount paid [SAME PRICE THAT THE CORPORATION PAID THE PERSON] when the land was acquired plus simple interest at the rate of 2.5 percent per year during the period in corporation ownership. If only a portion of the land acquired for advance acquisition for a future public use is available to the former owner of the land under this subsection, the corporation shall prorate the price of the land to be sold based on the original price of the land and the proportion that the amount of land available for sale bears to the total amount of land originally acquired.

DOT PROPOSED AMENDMENT

- WAS DISC, BUT NOT SPONSORED

- NO VOTE

**HB**

**502**

# Alaska State Legislature



## House Transportation Committee

### SPONSOR STATEMENT

#### HOUSE BILL 502

The Department of Transportation allocates funds for roads under different categories in their Statewide Transportation Improvement Plan (STIP): 1) National Highway System, 2) State Highway System, 3) Community Transportation Program, and, 4) Trails and Recreational Access for Alaska (TRAAK). Communities or individuals can nominate projects. The projects then undergo preliminary planning. Funds are then allocated under STIP to the various phases of each project: design, right-of-way acquisition, utilities, and construction.

Under the proposed DOT regulations, funding will be allocated to each category in a certain percentage:

- 48% National Highway System
  - 8% Alaska (State) Highway System
  - 33% Community Transportation Program
  - 8% Trails and Recreational Access for Alaska (TRAAK)
- (The remaining 3% will be "flexible" funding.)

There is no proposal to earmark funds for new pioneer roads to serve economic development interests under the proposed DOT regulations. (AS 19.30.020 - .030 provide for the commissioner of the Department of Natural Resources to match grant 50% up to only \$50,000 for constructing developmental access roads into areas where mining prospects of valid commercial promise are inaccessible to truck haulage. These roads are to be constructed as rudimentary truck roads and to standards that can be readily improved for general public use. )

HB 502 cites specific roads in the State Highway System that are proposed for upgrade and paving costing tens of millions. These existing roads have minimal traffic counts and some are just seasonal roads. Some of these roads have significant **public opposition** to paving. There are other roads listed under the State Highway System that are in dramatic need of improvement that have thousands of vehicles traveling daily. For example, there are no funds programmed in STIP (zero funds programmed even in the >6 years category) the Old Glenn Highway that has over 7,000 vehicles per day.

HB 502 will save millions by prohibiting paving these low use roads resulting in freed-up funds to improve high usage roads. It also allows for the State to plan and construct new "rustic roads and highways" that can serve the economic development interests of Alaskans and that will also provide **recreational opportunities** in areas that can not be currently accessed.

**HOUSE BILL NO. 502**  
**IN THE LEGISLATURE OF THE STATE OF ALASKA**  
**TWENTY-SECOND LEGISLATURE - SECOND SESSION**

**BY THE HOUSE TRANSPORTATION COMMITTEE**

Introduced: 2/27/02

Referred: Transportation, Finance

**A BILL**

**FOR AN ACT ENTITLED**

1 "An Act relating to the designation of and funding for rustic roads and highways; and  
2 providing for an effective date."

3 **BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:**

4 \* Section 1. AS 19.10 is amended by adding a new section to read:

5       **Sec. 19.10.075. Designation of rustic roads and highways; funding.** (a) A  
6 rustic road or highway is an unpaved road or highway that has been designated as a  
7 rustic road or highway by the legislature. The department shall plan, design,  
8 construct, and maintain a rustic road or highway according to appropriate planning,  
9 design, construction, maintenance, and safety standards for unpaved roads and  
10 highways. The department may not pave a rustic road or highway.

11       (b) The department may nominate an unpaved road or highway or a portion of  
12 an unpaved road or highway for designation as a rustic road or highway by the  
13 legislature. The department may solicit recommendations and comments from the  
14 public regarding unpaved roads or highways to be nominated for designation as rustic

1 roads and highways.

2 (c) The following roads and highways are designated as rustic roads and  
3 highways:

4 (1) the portions of the Denali Highway that are not paved on the  
5 effective date of this Act;

6 (2) the portion of the Hatcher Pass Road from milepost 18 to milepost  
7 25;

8 (3) the portion of the Copper River Highway from milepost 18 to  
9 milepost 49, including the Million Dollar Bridge (bridge number 0206);

10 (4) Donlin Creek - Crooked Creek Road.

11 (d) The department shall incorporate projects for the planning, design,  
12 construction, and maintenance of rustic roads and highways into the statewide  
13 transportation improvement program. The department shall expend a minimum of 50  
14 percent of funding available under the statewide transportation improvement program  
15 that is allocated to the trails and recreational access for Alaska program for projects  
16 for rustic roads and highways.

17 \* Sec. 2. AS 19.10.075 is repealed July 1, 2010.

18 \* Sec. 3. This Act takes effect immediately under AS 01.10.070(c).

## SUMMARY

## SCHEDULED FUNDING (2001-2003 APPROVED STIP)

### Low Use Roads

|  | <u>Milepost</u>                          | <u>FY 01</u>   | <u>FY 02</u>   | <u>FY 03</u>     | <u>FY 04</u>   | <u>FY 05</u>     | <u>FY 06</u>      | <u>BEYOND</u>                    | <u>Comments</u>  |
|--|--|----------------|----------------|------------------|----------------|------------------|-------------------|----------------------------------|--|
| Denali Hwy<br>upgrade                                      | 104 - 135<br>Parks eastward              |                | 500000         |                  | 125,000        |                  | 11,000,000        |                                  | 7-8 miles<br>already paved                             |
| Denali Hwy<br>upgrade                                      | 21 -42<br>Tangle Lakes<br>MacLaren River |                |                | 6,400,000        |                |                  |                   |                                  | Already paved to MP 21<br>Recreation Area Access       |
| Denali Hwy<br>grading, drainage, paving                    | 42 - 80                                  |                |                |                  |                | 600,000          |                   | Lots more<br>\$\$ needed         | Lots more<br>\$\$ needed                               |
| Denali Hwy<br>grading, drainage, paving                    | 80 -104                                  |                |                |                  |                | 500,000          |                   | Lots more<br>\$\$ needed         | Lots more<br>\$\$ needed                               |
| Copper River Hwy<br>upgrade, pave                          | 18 - 37                                  |                |                |                  |                |                  | 400,000           | 9,950,000                        | MINIMAL<br>TRAFFIC                                     |
| Copper River Hwy<br>paving                                 | 37 - 49<br>(to \$M Bridge)               |                |                |                  |                |                  | 250,000           | 1,500,000                        | MINIMAL<br>TRAFFIC                                     |
| Hatcher Pass<br>upgrade and pave<br>from pass over Sun.mit | 18 - 25                                  | 500,000        |                | 475,000          |                | 7,000,000        |                   |                                  |  |
|  | <b>TOTALS</b>                            | <b>500,000</b> | <b>500,000</b> | <b>6,875,000</b> | <b>125,000</b> | <b>8,100,000</b> | <b>11,650,000</b> | <b>11,450,000</b><br><b>PLUS</b> | <b>GRAND TOTAL</b><br><b>39,200,000</b><br><b>PLUS</b> |

**TOTAL TRAFFIC COUNTS**

**235 daily avg**

**COPPER RIVER HIGHWAY**

SCHEDULED FUNDING (2001-2003 APPROVED STIP)

**Copper River Highway**

**STATE HIGHWAY SYSTEM**

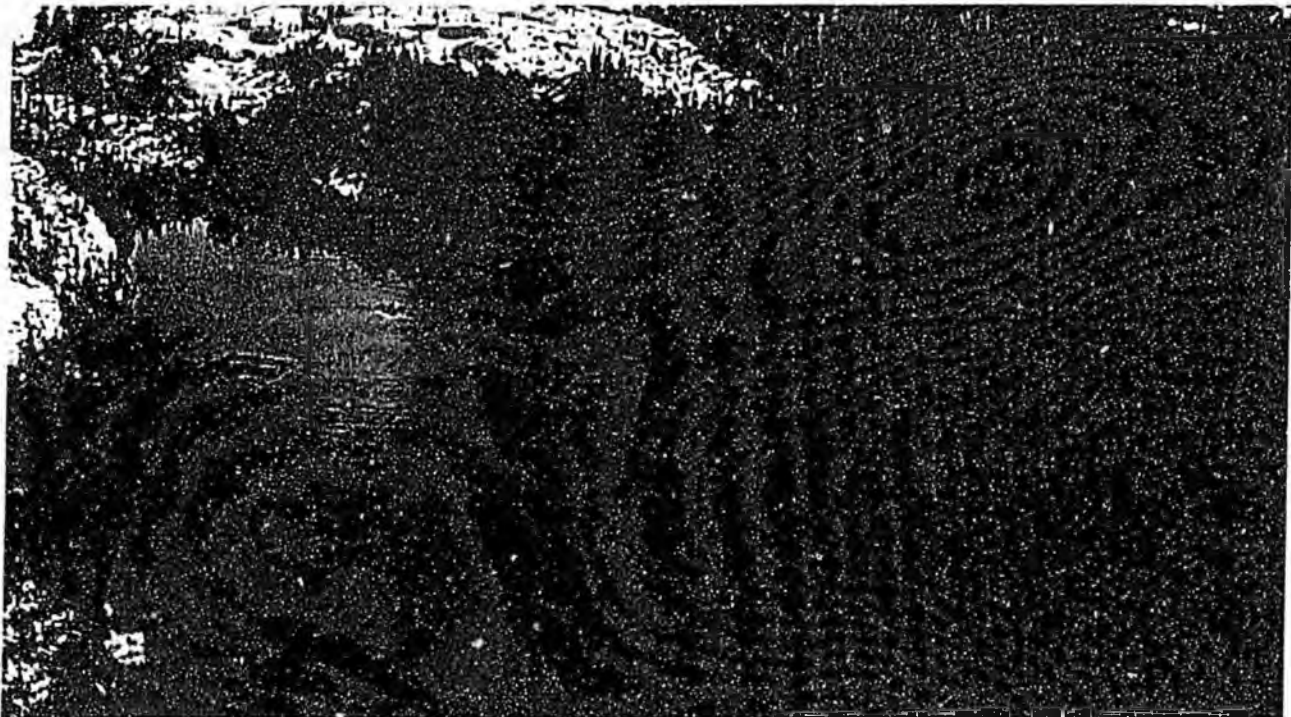
|                  |                      | <u>FY 01</u> | <u>FY 02</u> | <u>FY 03</u> | <u>FY 04</u> | <u>FY 05</u> | <u>FY 06</u> | <u>BEYOND</u> | <u>Comments</u> |
|------------------|----------------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|-----------------|
|                  | <u>Milepost</u>      |              |              |              |              |              |              |               |                 |
| Copper River Hwy | Million \$           |              | 6,000,000    |              |              |              |              |               | leads           |
| fix bridge       | Bridge               |              |              |              |              |              |              |               | to nowhere      |
|                  |                      |              |              |              |              |              |              |               | (no road)       |
| Copper River Hwy | 18 - 37              |              |              |              |              |              | 400,000      | 9,950,000     | MINIMAL         |
| upgrade, pave    |                      |              |              |              |              |              |              |               | TRAFFIC         |
| Copper River Hwy | 37 - 49              |              |              |              |              |              | 250,000      | 1,500,000     | MINIMAL         |
| paving           | (to \$M Bridge)      |              |              |              |              |              |              |               | TRAFFIC         |
| Copper River Hwy | 6.5 - 18             |              |              |              |              |              | 250,000      | 3,970,000     | Cordova to      |
| upgrade          | (Cordova to          |              |              |              |              |              |              |               | Airport         |
|                  | Slough)              |              |              |              |              |              |              |               |                 |
| Copper River Hwy | TOTALS               | 0            | 6,000,000    | 0            | 0            | 0            | 900,000      | 15,420,000    | 22,320,000      |
|                  |                      |              |              |              |              |              |              |               |                 |
|                  | <b>Traffic Count</b> |              | 50 daily avg |              |              |              |              |               |                 |

FINAL

APPROVED BY COMMISSIONER  
July 2001

**DRAFT**

# PRINCE WILLIAM SOUND/ COPPER RIVER AREA TRANSPORTATION PLAN



prepared for the

**Alaska Department of Transportation and Public Facilities**

prepared by

**Parsons Brinckerhoff**

in association with

*HDR Alaska, Inc.*

*Northern Economics, Inc.*

*The Glosten Associates, Inc.*

*Christopher Beck & Associates*  
*Ogden Beeman & Associates, Inc*

Comments due Jan 12, 2001 to  
Division of Statewide Planning,  
DOT&PF, 3132 Channel Drive Rm 200,  
Juneau, AK 99801  
phone 1-888-PLAN-DOT  
fax 1-888-PLAN-FAX

**November 2000**

**ON THE WEB!**

[http://www.dot.state.ak.us/external/state\\_wide/planning/pb/pwstplan.html](http://www.dot.state.ak.us/external/state_wide/planning/pb/pwstplan.html)



# **ALTERNATIVES DEVELOPMENT AND EVALUATION**

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## **THE ALTERNATIVES DEVELOPMENT PROCESS**

The development of transportation alternatives for the PWS/CR Area Transportation Plan was an iterative process, the first step of which was development of a list of initial alternatives. This list was trimmed, added to, and refined in meetings between the PWS/CR Area Transportation Plan Advisory Committee and the DOT&PF/consultant team.

The consultant team developed a set of initial alternatives based on consideration of multiple sources, including the following:

- The Transportation Plan's goals and objectives, documented in the *Prince William Sound/Copper River Area Transportation Plan Goals and Objectives Technical Memorandum* (July 1998);
- A review of PWS-related planning documents and studies<sup>25</sup>;
- The Advisory Committee's ongoing comments and suggestions;
- Suggestions relayed by Jeff Ottesen based on his November 7, 1998 meeting with Prince William Sound area mayors;
- Results of a survey administered to residents of Cordova, Chenega Bay, and Tatitlek<sup>26</sup>;
- The consultant team's analysis of existing and potential service

## **A Note on the Focus on Marine Alternatives**

In this regional transportation plan, the focus and bulk of the analyses are on marine alternatives. This focus is attributable to several factors, the most obvious of which is the area's geography. The PWS/CR area's principal communities lie along the coast and islands of Prince William Sound and are more easily and directly connected by sea than over the area's mountainous terrain.

Another reason for this focus is the fact that DOT&PF has more direct control over marine service than it does over aviation. While the State owns and operates the Alaska Marine Highway System, it does not own or operate the airline system. What determines the levels and quality of service experienced in the region is primarily a function of the market in which the airline industry functions. As such, the State's role in air transportation focuses on the provision of airport facilities – their construction, maintenance and operations. While this duty represents a significant expenditure of funding and effort, the State remains limited in the

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<sup>25</sup> Among the documents reviewed were the following: *Whittier Access Project, Viable Alternatives Report*, January 1994; *Alaska Marine Highway System Master Plan*, July 1991; *Service Alternatives for AMHS Service in Prince William Sound*, February 1994; *Economic Impacts of the Copper River Highway*, ISER, June 1993; *Whittier Access Project Revised Draft EIS*, May 1995; *AMHS Fast Passenger Vehicle Ferry Optimization Study*, July 1995.

<sup>26</sup> *Cordova, Chenega Bay, and Tatitlek Ferry Use Survey, Draft Report*, prepared for the Alaska Department of Transportation and Public Facilities by Northern Economics and Parsons Brinckerhoff, in association with The Goston Associates (October 1998).

extent to which it can induce airlines to serve communities at all; much less dictate schedules, fares, or routes.<sup>27</sup>

Moreover, provision of marine service is less environmentally and socially sensitive than is the building of new highways. The State faces considerable environmental and community constraints when it comes to major new roadway building efforts. The Copper River Highway is a key case in point. This set of alternatives (one highway along any one of three possible routes) has been the subject of many studies and analyses. Inclusion of the Copper River Highway alternative in this planning effort will allow consideration of the extent to which some ferry service alternative, however configured, might compare – in terms of cost, reliability, convenience, level of service, and capacity – to a Copper River highway. In addition to the Copper River Highway alternative, yet another overland alternative was explored as part of this regional planning effort – a Copper River railroad.

Thus, while the very economic structure of the airline industry limits the State's ability to shape air service, and while environmental and social issues constrain the State's ability to build major overland infrastructure, the State has considerable influence over marine transportation. It is for this reason, among others, that marine alternatives figure so prominently in this set of options.

## **THE INITIAL ALTERNATIVES**

The initial transportation alternatives developed for the PWS/CR Area Transportation Plan are summarized below for the reader's reference.<sup>28</sup>

### **Copper River Highway Alternative**

#### **Key Elements of the Alternative**

- Build the Copper River Highway to Federal standards with a crushed gravel surface, two ten-foot lanes, and four-foot shoulders
- Three route alternatives, each of which shares the first 82 miles from Cordova: (1) Tasnuna Route; (2) Tielkel Route; (3) Wood Canyon Route
- The Copper River Basin is generally rugged, with numerous small streams having steep gradients and high sediment loads; as such, localized inundation, erosion damage, ice damage and heavy sediment deposition would pose maintenance issues
- Capital cost estimates for construction of the Copper River Highway range from \$182 million to \$237 million
- Annual maintenance costs are estimated at between \$1.1 and \$1.2 million per year; and the feasibility of year-round operations are uncertain

<sup>27</sup> The Federal government, too, plays a role in ensuring that air service is available to communities in Prince William Sound, and other parts of the state and country, where it would not otherwise be profitable. Since airline deregulation in 1978, Congress has appropriated funding for the Essential Air Service (EAS) program, which provides private airlines with subsidies to serve specified communities at specified levels of service, for a negotiated subsidy. Without this subsidization, air service in the region would be lower.

<sup>28</sup> These alternatives are fully documented in *Prince William Sound/Copper River Area Transportation Plan, Preliminary Transportation Alternatives Technical Memorandum*, prepared for the Alaska Department of Transportation and Public Facilities by Parsons Brinckerhoff, HDR Alaska, The Glosten Associates, and Ogden Beeman & Associates, in association with Northern Economics (February 1999).

- A significant portion of Cordova's residents oppose this alternative
- Compared to marine alternatives, perceived potential environmental impacts are much greater

## **Copper River Railroad Alternative**

### **Key Elements of the Alternative**

- Build a rail connection between Cordova and the Richardson Highway or Chitina – alternative includes track work and stations
- Three route alternatives: (1) Tasnuna Route; (2) Tiekel Route; (3) Wood Canyon Route
- Rebuild the abandoned rail track between Cordova and Chitina
- All three routes would require dozens of bridges and culverts – each of which would entail expensive design, construction, and maintenance costs
- This railroad could transport freight to ships at the deep-water port at Shepard Point. However, it is difficult to envision demand for freight transport unless the track extended to the Alaska rail system, and there is little justification for such a connection given that the railroad route to Seward and the highway to Valdez already provide for freight transportation out of the state
- Staffed depots at each end of selected route would require access to power, water, and wastewater utility infrastructure, which is not now available at these locations.
- Compared to marine alternatives, perceived potential environmental impacts are much greater
- Capital cost estimates for construction of the Copper River Railroad range from \$291 million to \$560 million
- Annual maintenance costs are estimated at between \$2.8 and \$3.0 million per year
- Both capital and operating cost estimates are extremely high relative to projected demand

## **The Marine Alternatives**

The marine alternatives developed for this effort fall into three categories: (1) alternatives that rely entirely upon vessels already owned and operated by the AMHS; (2) alternatives that serve the area with new vessels; and, (3) alternatives that rely upon a combination of existing AMHS vessels and new vessels. The initial alternatives include nine build alternatives and a baseline alternative, which represents existing conditions. The alternatives are structured around a set of variables that includes the following:

- ports of call
- vessel types and combinations
- patterns and direction of service
- schedule
- weeks per year of service
- convenience
- service frequency

| Roadlog<br>Route ID | Begin<br>M.P. | Feature   | Length<br>(Mi) | 1998<br>AADT | 1999<br>AADT | 2000<br>AADT | 2000<br>VMT |
|---------------------|---------------|---|----------------|--------------|--------------|--------------|-------------|
| 188035S1            |               | CHITTU RD (MCCARTHY), DAN CREEK RD (MCCARTHY)-NIZINA        |                |              |              | -            |             |
|                     | 0.000         | JCT WITH DAN CREEK ROAD (MCCARTHY)                          | 6.500          | 5            | 5            | 5            | 33          |
|                     | 8.500         | END   |                |              |              |              |             |
|                     |               | ROUTE TOTAL   | 6.500          | 5            | 5            | 5            | 33          |
| 198600              |               | OLD EDGERTON LOOP RD, RICH HWY-EDGERTON/MCCARTHY RD         |                |              |              |              |             |
|                     | 0.000         | JCT WITH RICHARDSON HIGHWAY                                 | 11.882         | 25           | 25           | 25           | 297         |
|                     | 11.882        | END   |                |              |              |              |             |
|                     |               | ROUTE TOTAL   | 11.882         | 25           | 25           | 25           | 297         |
| 205000              |               | SHUNGNAC AIRPORT ROAD, SHUNGNAC -AIRPORT                    |                |              |              |              |             |
|                     | 0.000         | BEGIN SURFACE TYPE C  | 0.930          | 25           | 25           | 25           | 23          |
|                     | 0.930         | END   |                |              |              |              |             |
|                     |               | ROUTE TOTAL   | 0.930          | 25           | 25           | 25           | 23          |
| 207000              |               | STEVENS VILLAGE STREETS, STEVENS VILLAGE ST SYSTEM          |                |              |              |              |             |
|                     | 0.000         | BEGIN SURFACE TYPE E  | 0.620          | 50           | 50           | 50           | 31          |
|                     | 0.620         | END   |                |              |              |              |             |
|                     |               | ROUTE TOTAL   | 0.620          | 50           | 50           | 50           | 31          |
| 208000              |               | BEAVER VILLAGE STREETS, BEAVER VILLAGE ST SYSTEM            |                |              |              |              |             |
|                     | 0.000         | BEGIN SURFACE TYPE E  | 0.360          | 75           | 75           | 75           | 27          |
|                     | 0.360         | END   |                |              |              |              |             |
|                     |               | ROUTE TOTAL   | 0.360          | 75           | 75           | 75           | 27          |
| 209000              |               | BIRCH CREEK AIRPORT ROAD, BIRCH CREEK VILLAGE -AIRPORT      |                |              |              |              |             |
|                     | 0.000         | BEGIN SURFACE TYPE E  | 0.420          | 25           | 25           | 25           | 11          |
|                     | 0.420         | END   |                |              |              |              |             |
|                     |               | ROUTE TOTAL   | 0.420          | 25           | 25           | 25           | 11          |
| 210000              |               | COPPER RIVER HIGHWAY, CORDOVA TERMINAL -RICH HWY            |                |              |              |              |             |
|                     | 0.000         | CORDOVA DOCK  | 0.449          | 1,275        | 1,275        | 1,275        | 572         |
|                     | 0.449         | JCT WITH RAILROAD AVENUE                                    | 0.400          | 1,075        | 1,075        | 1,075        | 430         |
|                     | 0.849         | JCT WITH COUNCIL AVENUE                                     | 0.317          | 3,775        | 3,775        | 3,775        | 1,197       |
|                     | 1.168         | JCT WITH 2ND STREET   | 0.210          | 3,775        | 3,775        | 3,775        | 793         |
|                     | 1.378         | JCT WITH POINT WHITSHED ROAD                                | 0.417          | 1,550        | 1,550        | 1,550        | 646         |
|                     | 1.793         | JCT WITH LE FEVRE STREET                                    | 3.878          | 1,625        | 1,625        | 1,625        | 6,302       |
|                     | 5.671         | EYAK RIVER  | 8.024          | 1,025        | 1,025        | 1,025        | 8,225       |
|                     | 13.695        | JCT WITH SHERIDAN GLACIER ROAD                              | 0.624          | 100          | 100          | 100          | 62          |
|                     | 14.319        |   | 35.139         | 50           | 50           | 50           | 1,757       |
|                     | 49.458        | END   | **71.91        |              |              |              | 0           |
|                     |               | ROUTE TOTAL   | 49.458         | 402          | 404          | 404          | 19,984      |
| 210100              |               | RAILROAD AVENUE (CORDOVA), COPPER RIVER HWY-END ROUTE       |                |              |              |              |             |
|                     | 0.000         | JCT WITH COPPER RIVER HIGHWAY                               | 0.700          | 700          | 700          | 700          | 490         |
|                     | 0.700         | END   |                |              |              |              |             |
|                     |               | ROUTE TOTAL   | 0.700          | 700          | 700          | 700          | 490         |
| 210500              |               | CANNERY RD/ORCA INLET (CORDOVA), COPPER RIVER HWY-END ROUTE |                |              |              |              |             |
|                     | 0.000         | JCT WITH COPPER RIVER HIGHWAY                               | 2.148          | 675          | 675          | 675          | 1,449       |
|                     | 2.148         | END   |                |              |              |              |             |
|                     |               | ROUTE TOTAL   | 2.148          | 675          | 675          | 675          | 1,449       |
| 210900              |               | EYAK LAKE ROAD (CORDOVA), SECOND STREET-END ROUTE           |                |              |              |              |             |
|                     | 0.000         | JCT WITH SECOND STREET                                      | 1.725          | 2,050        | 2,050        | 2,050        | 3,536       |
|                     | 1.725         | EYAK LAKE SKATERS CABIN                                     | 5.029          | 225          | 225          | 225          | 1,132       |
|                     | 6.754         | END   |                |              |              |              |             |
|                     |               | ROUTE TOTAL   | 6.754          | 688          | 691          | 691          | 4,668       |
| 210910              |               | SECOND STREET (CORDOVA), COPPER RIVER HWY-DAVIS AVENUE      |                |              |              |              |             |
|                     | 0.000         | JCT WITH COPPER RIVER HIGHWAY                               | 0.363          |              | 725          | 725          | 263         |
|                     | 0.363         | END   |                |              |              |              |             |
|                     |               | ROUTE TOTAL   | 0.363          |              | 725          | 725          | 263         |

\*\*Proposed Mileage - not included in total lines

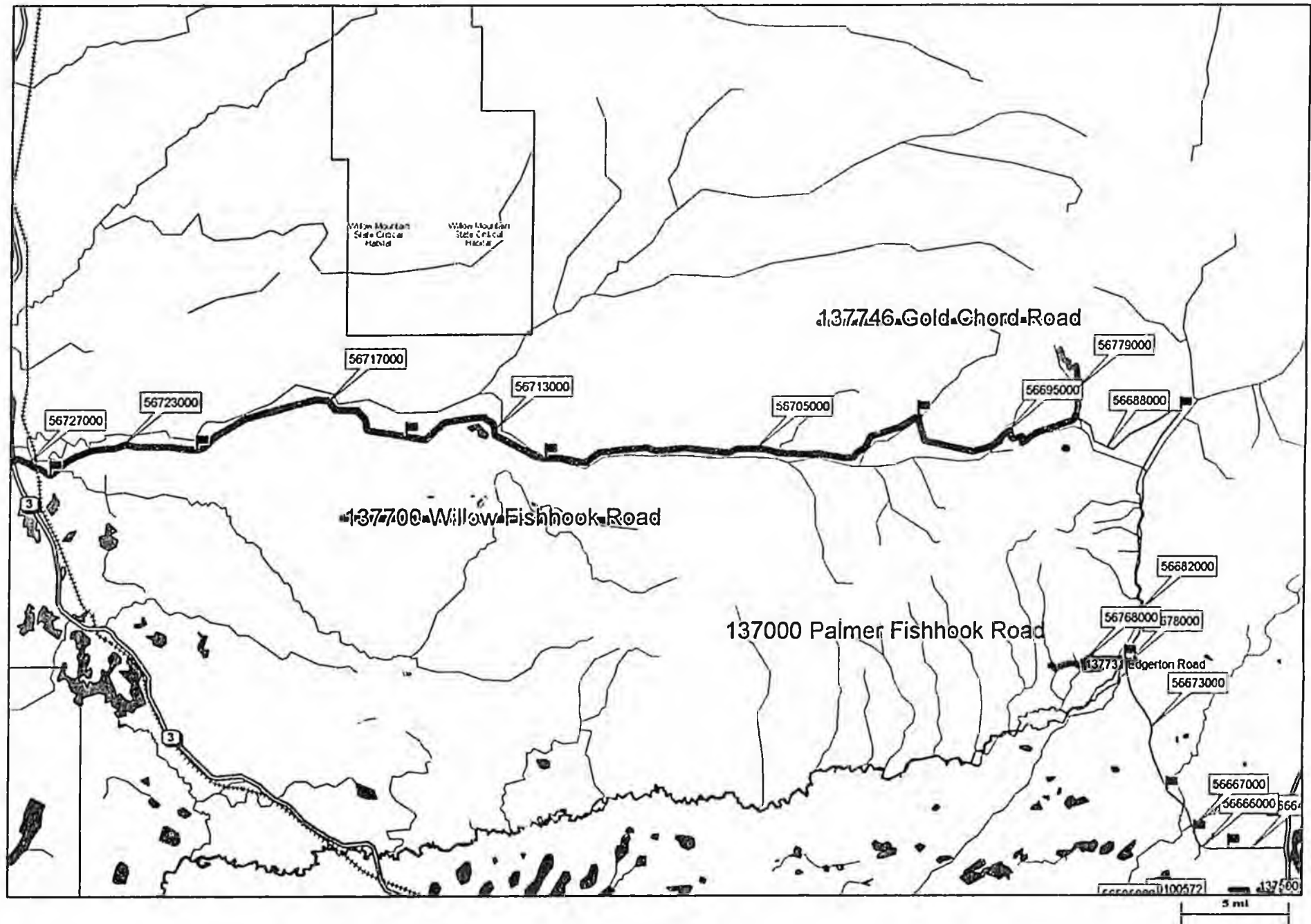
**HATCHER PASS ROAD**

SCHEDULED FUNDING (2001-2003 APPROVED STIP)

**Hatcher Pass**

**STATE HIGHWAY SYSTEM**

|   | <u>Milepost</u> | <u>FY 01</u>     | <u>FY 02</u> | <u>FY 03</u>        | <u>FY 04</u> | <u>FY 05</u>     | <u>FY 06</u>   | <u>BEYOND</u>  | <u>Comments</u>    |
|---|-----------------|------------------|--------------|---------------------|--------------|------------------|----------------|----------------|--------------------|
| Hatcher Pass<br>pave Motherlode to<br>Pass/Indep. Mine State Park | 14- 18          | 2,200,000        |              |                     |              |                  |                |                | under construction |
| Hatcher Pass<br>upgrade and pave<br>from pass over Summit         | 18 - 25         | 500,000          |              | 475,000             |              | 7,000,000        |                |                |                    |
| Hatcher Pass<br>pave  | 30 - 38         |                  |              |                     |              |                  | 800,000        | 105,000        |                    |
| <b>TOTALS</b>   |                 | <b>2,700,000</b> | <b>0</b>     | <b>475,000</b>      | <b>0</b>     | <b>7,000,000</b> | <b>800,000</b> | <b>105,000</b> | <b>11,080,000</b>  |
| <b>Traffic Count</b>  |                 |                  |              | <b>85 daily avg</b> |              |                  |                |                |                    |



| Route   | MI Pt  | Description                                | Length(mi) | FC | 98AADT | 99AADT | 00AADT | VMT   |
|---|--------|--|------------|----|--------|--------|--------|-------|
| <b>137327 EVERGREEN AVENUE WEST, PALMER</b>                             |        |  |            |    |        |        |        |       |
| <b>137328 FIREWEED AVENUE EAST, PALMER</b>                              |        |  |            |    |        |        |        |       |
|   | 0.252  | Jct with South Chugach Street              | 0.150      | 7  | 3185   | 3380   | 3530   | 530   |
| <b>137329<sup>39</sup> CHUGACH STREET SOUTH (FIREWEED), PALMER CITY</b> |        |  |            |    |        |        |        |       |
|   | 0.000  | Jct with Outer Springer Loop               | 0.889      | 8  | 1060   | 1089   | 1140   | 1013  |
| <b>137500 SCOTT ROAD, PALMER</b>  |        |  |            |    |        |        |        |       |
|   | 0.000  | Jct with Glennallen Highway                | 1.755      | 9  | 350    | 350    | 370    | 649   |
| <b>137700 WILLOW FISHHOOK ROAD</b>                                      |        |  |            |    |        |        |        |       |
| *   | 0.000  | Jct with Gold Chord Road                   | 6.460      | 8  | 110    | 90     | 90     | 581   |
| *   | 6.460  | Jct with Luckey Shot Mine Road             | 10.990     | 8  | 110    | 110    | 90     | 989   |
| *   | 17.450 | Willow Creek Bridge                        | 3.700      | 8  | 93     | 100    | 85     | 315   |
|   | 21.150 | Jct with Archangel Drive                   | 5.780      | 8  | 305    | 172    | 180    | 1040  |
|   | 26.930 | Jct with 4 Mile Road                       | 3.580      | 8  | 625    | 602    | 620    | 2220  |
|   | 30.510 | Jct with Old Willow Road                   | 0.830      | 8  | 660    | 690    | 710    | 589   |
| <b>137731 EDGERTON ROAD, PALMER</b>                                     |        |  |            |    |        |        |        |       |
|   | 0.000  | Jct with Palmer-Fishhook Road              | 2.160      | 9  | 380    | 400    | 410    | 886   |
| <b>137746 GOLD CHORD ROAD, PALMER</b>                                   |        |  |            |    |        |        |        |       |
|   | 0.000  | Jct with Willow Fishhook Road              | 1.650      | 8  | 193    | 210    | 210    | 347   |
| <b>138153 VICTORY BIBLE CAMP ROAD</b>                                   |        |  |            |    |        |        |        |       |
|   | 0.000  | Jct with Glennallen Highway                | 1.031      | 8  | 110    | 110    | 91     | 94    |
| <b>170000 PARKS HIGHWAY</b>   |        |  |            |    |        |        |        |       |
|   | 0.000  | Jct with Glennallen Highway                | 0.380      | 1  | 16980  | 18480  | 18220  | 6924  |
|   | 0.380  | Jct with Trunk Road                        | 2.200      | 1  | 15458  | 16070  | 15840  | 34848 |
|   | 2.580  | Jct with Gershmel Loop Road                | 0.170      | 1  | 16120  | 19769  | 19490  | 3313  |
|   | 2.750  | Jct with Fairview Loop Road                | 1.410      | 1  | 16891  | 17560  | 17664  | 24906 |
|   | 4.160  | Jct with Seward Meridian Road              | 1.730      | 1  | 18287  | 19010  | 18743  | 32425 |
|   | 5.890  | Jct with Palmer/Wasilla Highway            | 0.720      | 1  | 26899  | 27960  | 32986  | 23750 |
|   | 6.610  | Jct with Crusey Street                     | 0.390      | 1  | 25460  | 31615  | 31890  | 12437 |
|   | 7.000  | Jct with Knik-Goose Bay Road / Main Street | 0.440      | 1  | 21860  | 17999  | 15283  | 6725  |
|   | 7.440  | Jct with Airport Dr / Tommy Moe Street     | 0.890      | 1  | 17508  | 18200  | 21349  | 19001 |

**DENALI HIGHWAY**

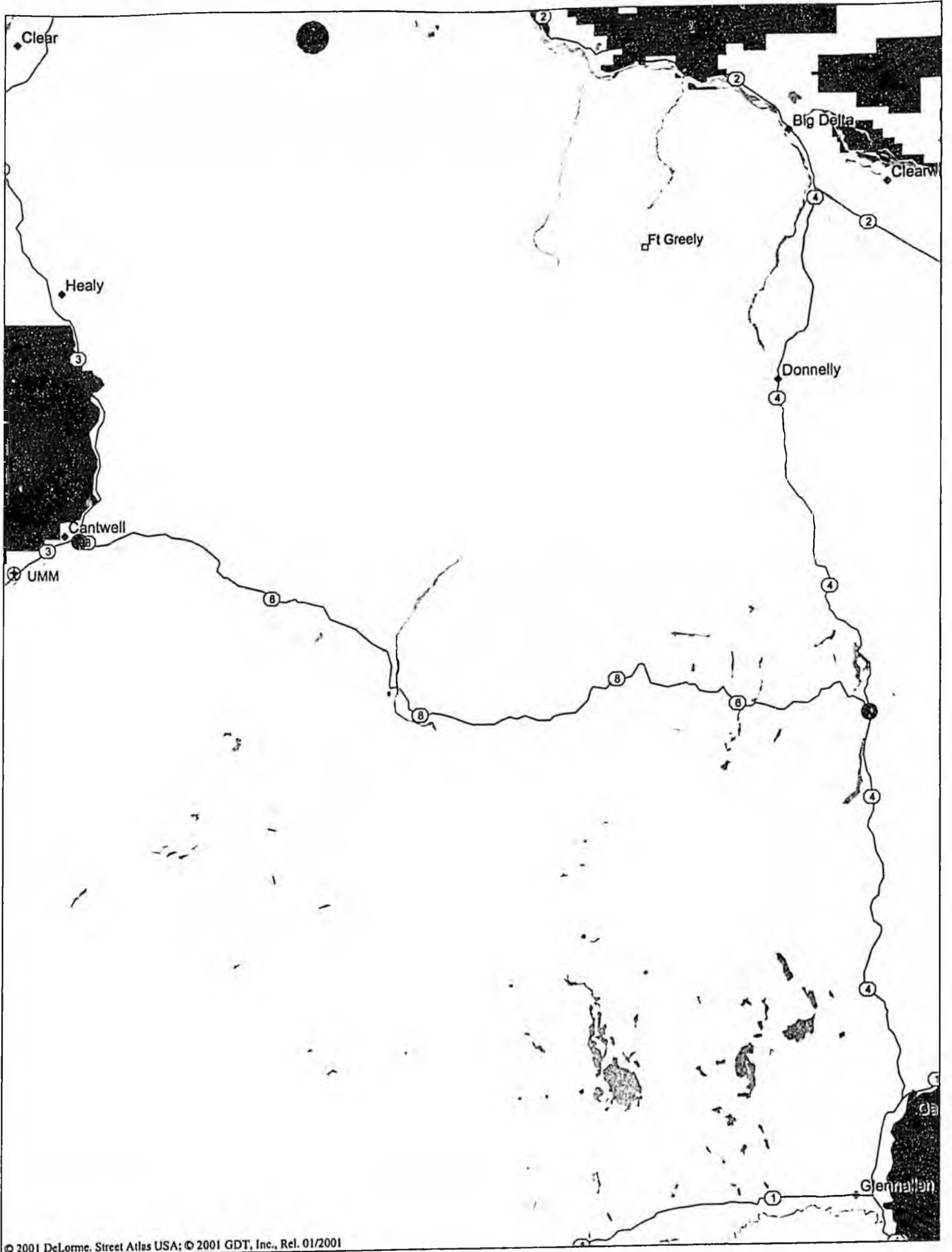
SCHEDULED FUNDING (2001-2003 APPROVED STIP)

Denali Highway

STATE HIGHWAY SYSTEM

|   | <u>Milepcst</u>                          | <u>FY 01</u> | <u>FY 02</u>   | <u>FY 03</u>     | <u>FY 04</u>   | <u>FY 05</u>     | <u>FY 06</u>      | <u>BEYOND</u>            | <u>Comments</u>                                  |
|---|--|--------------|----------------|------------------|----------------|------------------|-------------------|--------------------------|--|
| Denali Hwy<br>upgrade                   | 104 - 135<br>Parks eastward              |              | 500,000        |                  | 125,000        |                  | 11,000,000        |                          | 7-8 miles<br>already paved                       |
| Denali Hwy<br>upgrade                   | 21 -42<br>Tangle Lakes<br>MacLaren River |              |                | 6,400,000        |                |                  |                   |                          | Already paved to MP 21<br>Recreation Area Access |
| Denali Hwy<br>grading, drainage, paving | 42 - 80                                  |              |                |                  |                | 600,000          |                   | Lots more<br>\$\$ needed | Lots more<br>\$\$ needed                         |
| Denali Hwy<br>grading, drainage, paving | 80 -104                                  |              |                |                  |                | 500,000          |                   | Lots more<br>\$\$ needed | Lots more<br>\$\$ needed                         |
| Denali Hwy                              | <b>TOTALS</b>                            | <b>0</b>     | <b>500,000</b> | <b>6,400,000</b> | <b>125,000</b> | <b>1,100,000</b> | <b>11,000,000</b> | <b>0</b>                 | <b>19,125,000</b>                                |

Traffic Count: 100 daily avg  
(at Maclaren River)



| Roadlog<br>Route ID | Begin<br>M.P. | Feature  | Length<br>(Mi) | 1998<br>AADT | 1999<br>AADT | 2000<br>AADT | 2000<br>VMT |
|---------------------|---------------|--|----------------|--------------|--------------|--------------|-------------|
| 059000              |               | RUBY/POORMAN ROAD, RUBY-POORMAN                      |                |              |              |              |             |
|                     | 0.000         | ENTERING RUBY CITY                                   | 4.910          | 15           | 15           | 15           | 74          |
|                     | 4.910         | JCT WITH RUBY AIRPORT                                | 31.090         | 25           | 25           | 25           | 777         |
|                     | 38.000        | END  |                |              |              |              |             |
|                     |               | ROUTE TOTAL  | 38.000         | 24           | 24           | 24           | 851         |
| 059500              |               | RUBY AIRPORT ROAD, RUBY/POORMAN RD-RUBY AIRPORT      |                |              |              |              |             |
|                     | 0.000         | JCT WITH RUBY/POORMAN ROAD                           | 1.200          | 25           | 25           | 25           | 30          |
|                     | 1.200         | END  |                |              |              |              |             |
|                     |               | ROUTE TOTAL  | 1.200          | 25           | 25           | 25           | 30          |
| 059600              |               | RUBY CITY STREETS, RUBY-END ROUTE                    |                |              |              |              |             |
|                     | 0.000         | BEGIN SURFACE TYPE E                                 | 2.120          | 25           | 25           | 25           | 53          |
|                     | 2.120         | END  |                |              |              |              |             |
|                     |               | ROUTE TOTAL  | 2.120          | 25           | 25           | 25           | 53          |
| 120000              |               | PARKS/MCGRATH HIGHWAY, PARKS HIGHWAY-MCGRATH         |                |              |              |              |             |
|                     | 0.000         | PARKS HIGHWAY  | **214.300      | 0            | 0            | 0            | 0           |
|                     | 0.000         | END  |                |              |              |              |             |
|                     |               | ROUTE TOTAL  | 0.000          | 0            | 0            | 0            | 0           |
| ***136000           |               | GLENN HIGHWAY, NORTHERN REGION BOUNDARY - RICH HWY   |                |              |              |              |             |
|                     | 110.255       | MILEPOST 118 (ENTERING NORTHERN REGION)              | 9.611          | 925          | 800          | 750          | 7,208       |
|                     | 119.866       | EUREKA LODGE   | 10.074         | 925          | 800          | 750          | 7,556       |
|                     | 129.940       | JCT WITH NELCHINA MAINTENANCE STATION                | 21.299         | 883          | 790          | 835          | 17,785      |
|                     | 151.239       | JCT WITH LAKE LOUISE ROAD                            | 12.719         | 800          | 900          | 725          | 9,221       |
|                     | 163.958       | TOLSONA CREEK  | 8.178          | 850          | 950          | 950          | 7,789       |
|                     | 172.136       | MILEPOST 181   | 8.311          | 1,300        | 1,525        | 1,275        | 8,047       |
|                     | 178.447       | JCT WITH AURORA (SCHOOL) ROAD                        | 1.795          | 1,900        | 2,450        | 1,850        | 3,321       |
|                     | 180.242       | END  |                |              |              |              |             |
|                     |               | ROUTE TOTAL  | 69.987         | 833          | 940          | 870          | 60,906      |
| 139700              |               | LAKE LOUISE ROAD, GLENN HWY-LAKE LOUISE CAMPGROUND   |                |              |              |              |             |
|                     | 0.000         | JCT WITH GLENN HIGHWAY                               | 18.627         | 100          | 100          | 100          | 1,863       |
|                     | 18.627        | END  |                |              |              |              |             |
|                     |               | ROUTE TOTAL  | 18.627         | 100          | 100          | 100          | 1,863       |
| 139800              |               | TERRACE (SUBDIVISION) ROAD, GLENN HWY-END ROUTE      |                |              |              |              |             |
|                     | 0.000         | JCT WITH GLENN HIGHWAY                               | 0.926          | 75           | 75           | 75           | 69          |
|                     | 0.926         | END  |                |              |              |              |             |
|                     |               | ROUTE TOTAL  | 0.926          | 75           | 75           | 75           | 69          |
| 139900              |               | AURORA (SCHOOL) RD, GLENN HWY-GLENNALLEN HIGH SCHOOL |                |              |              |              |             |
|                     | 0.000         | JCT WITH GLENN HIGHWAY                               | 0.415          | 750          | 750          | 700          | 291         |
|                     | 0.415         | END  |                |              |              |              |             |
|                     |               | ROUTE TOTAL  | 0.415          | 750          | 750          | 700          | 291         |
| 140000              |               | DENALI HIGHWAY, RICHARDSON HIGHWAY-PARKS HIGHWAY     |                |              |              |              |             |
|                     | 0.000         | JCT WITH RICHARDSON HIGHWAY                          | 21.391         | 200          | 150          | 150          | 3,209       |
|                     | 21.391        | TANGLE LAKE CAMPGROUND                               | 20.484         | 150          | 75           | 75           | 1,537       |
|                     | 41.885        | MACLAREN RIVER                                       | 87.154         | 175          | 100          | 100          | 8,715       |
|                     | 129.039       | FISH CREEK   | 5.105          | 150          | 150          | 150          | 768         |
|                     | 134.144       | JCT WITH OLD ANCH/FBKS/CIRCLE HWY                    | 0.414          | 275          | 300          | 300          | 124         |
|                     | 134.558       | END  |                |              |              |              |             |
|                     |               | ROUTE TOTAL  | 134.558        | 175          | 107          | 107          | 14,351      |
| 141000              |               | 7-MILE LAKE ACCESS ROAD, DENALI HIGHWAY-END ROUTE    |                |              |              |              |             |
|                     | 0.000         | JCT WITH DENALI HIGHWAY                              | 0.730          | 30           | 30           | 30           | 22          |
|                     | 0.730         | END  |                |              |              |              |             |
|                     |               | ROUTE TOTAL  | 0.730          | 30           | 30           | 30           | 22          |

\*Permanent Traffic Recorder: Nelchina Maintenance Station

\*\*Proposed Mileage - Not Included in total lines

\*\*\*Any questions on Central Region's portion of Route 135000 should be directed to Howard Helkenn at 907-269-0876

| Roadlog<br>Route ID | Begin<br>M.P. Feature   | Length<br>(Mi)   | 1998<br>AADT   | 1999<br>AADT   | 2000<br>AADT   | 2000<br>VMT  |
|---------------------|---|--|--|--|--|--|
| 059000              | RUBY/POORMAN ROAD, RUBY-POORMAN<br>0.000 ENTERING RUBY CITY<br>4.910 JCT WITH RUBY AIRPORT<br>36.000 END<br>ROUTE TOTAL   | 4.910<br>31.090<br>38.000  | 15<br>25<br>24   | 15<br>25<br>24   | 15<br>25<br>24   | 74<br>777<br>851   |
| 069500              | RUBY AIRPORT ROAD, RUBY/POORMAN RD-RUBY AIRPORT<br>0.000 JCT WITH RUBY/POORMAN ROAD<br>1.200 END<br>ROUTE TOTAL   | 1.200<br>1.200   | 25<br>25   | 25<br>25   | 25<br>25   | 30<br>30   |
| 059600              | RUBY CITY STREETS, RUBY-END ROUTE<br>0.000 BEGIN SURFACE TYPE E<br>2.120 END<br>ROUTE TOTAL   | 2.120<br>2.120   | 25<br>25   | 25<br>25   | 25<br>25   | 53<br>53   |
| 120000              | PARKS/MCGRATH HIGHWAY, PARKS HIGHWAY-MCGRATH<br>0.000 PARKS HIGHWAY<br>0.000 END<br>ROUTE TOTAL   | **214.300<br>0.000   | 0<br>0   | 0<br>0   | 0<br>0   | 0<br>0   |
| ***135000           | GLENN HIGHWAY, NORTHERN REGION BOUNDARY - RICH HWY<br>110.255 MILEPOST 118 (ENTERING NORTHERN REGION)<br>119.866 EUREKA LODGE<br>* 129.940 JCT WITH NELCHINA MAINTENANCE STATION<br>151.239 JCT WITH LAKE LOUISE ROAD<br>163.958 TOLSONA CREEK<br>172.138 MILEPOST 181<br>178.447 JCT WITH AURORA (SCHOOL) ROAD<br>180.242 END<br>ROUTE TOTAL | 9.611<br>10.074<br>21.289<br>12.719<br>8.178<br>8.311<br>1.795<br>69.987 | 925<br>925<br>883<br>800<br>850<br>1,300<br>1,900<br>933 | 800<br>800<br>790<br>900<br>950<br>1,525<br>2,450<br>940 | 750<br>750<br>835<br>725<br>950<br>1,275<br>1,850<br>870 | 7,208<br>7,558<br>17,785<br>9,221<br>7,769<br>8,047<br>3,321<br>60,908 |
| 139700              | LAKE LOUISE ROAD, GLENN HWY-LAKE LOUISE CAMPGROUND<br>0.000 JCT WITH GLENN HIGHWAY<br>18.627 END<br>ROUTE TOTAL   | 18.627<br>18.627   | 100<br>100   | 100<br>100   | 100<br>100   | 1,863<br>1,863   |
| 139800              | TERRACE (SUBDIVISION) ROAD, GLENN HWY-END ROUTE<br>0.000 JCT WITH GLENN HIGHWAY<br>0.926 END<br>ROUTE TOTAL   | 0.926<br>0.926   | 75<br>75   | 75<br>75   | 75<br>75   | 69<br>69   |
| 139900              | AURORA (SCHOOL) RD, GLENN HWY-GLENNALLEN HIGH SCHOOL<br>0.000 JCT WITH GLENN HIGHWAY<br>0.415 END<br>ROUTE TOTAL  | 0.415<br>0.415   | 750<br>750   | 750<br>750   | 700<br>700   | 281<br>291   |
| 140000              | DENALI HIGHWAY, RICHARDSON HIGHWAY-PARKS HIGHWAY<br>0.000 JCT WITH RICHARDSON HIGHWAY<br>* 21.391 TANGLE LAKE CAMPGROUND<br>* 41.885 MACLAREN RIVER<br>129.039 FISH CREEK<br>134.144 JCT WITH OLD ANCH/FBKS/CIRCLE HWY<br>134.558 END<br>ROUTE TOTAL  | 21.391<br>20.484<br>87.154<br>5.105<br>0.414<br>134.558                  | 200<br>150<br>175<br>150<br>275<br>175                   | 150<br>75<br>100<br>150<br>300<br>107                    | 150<br>75<br>100<br>150<br>300<br>107                    | 3,209<br>1,537<br>8,715<br>768<br>124<br>14,351                        |
| 141000              | 7-MILE LAKE ACCESS ROAD, DENALI HIGHWAY-END ROUTE<br>0.000 JCT WITH DENALI HIGHWAY<br>0.730 END<br>ROUTE TOTAL  | 0.730<br>0.730   | 30<br>30   | 30<br>30   | 30<br>30   | 22<br>22   |

\*Permanent Traffic Recorder: Nelchina Maintenance Station

\*\*Proposed Mileage - Not Included in total lines

\*\*\*Any questions on Central Region's portion of Route 135000 should be directed to Howard Helkenn at 907-269-0776

**COPPER COUNTRY ALLIANCE**HC60 BOX 305T  
COPPER CENTER, ALASKA 99573PHONE (907)822-3644  
FAX (907)822-3644 [call first]**FAX**

**DATE:** FEBRUARY 28, 2002  
**TO:** MIKE KRIEBER, REP. KOHRING'S OFFICE, FAX #465-3818  
**FROM:** RUTH MCHENRY, COPPER COUNTRY ALLIANCE  
**RE:** HB 502, RUSTIC ROADS

Dear Mike:

I'm sending with this fax the following items which will document public opposition to paving the Denali Highway.

- 1) A petition which was submitted to DOT on January 5, 1998 (8 pages)
- 2) The sign-in sheet from a public meeting held December 2, 1999, in Glennallen. Attendees checked columns to show support or opposition to paving (1 page)

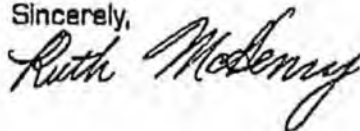
Also, when you dig into the depths of the packet I sent to you on March 1, 2001, you should find a listing and tally of responses to a Fall 1997 DOT questionnaire about paving the Denali Highway. (DOT did the listing, I compiled the tally.) If you can't find it easily, I'll be happy to fax that, too.

I think it only fair to let you know that I don't know if I can support the bill in its present form. I want to look into the implications of the Hatcher Pass, Copper River Highway, and Donlin Creek-Crooked Creek Road provisions, particularly with respect to people who live closest to them or use them. I'm also concerned about using TRAAK funds for planning, design and construction of rustic roads, when what we envisioned was legislation that would merely provide for low-key maintenance of an existing road.

Thus, I'm sending you these materials only for the purpose of demonstrating public support for keeping the Denali Highway unpaved. They predate HB 502, and I cannot guess how many of the signers would support HB 502 in its present form.

As you said, the March 5 hearing will be just the "start of dialog" on this bill. I'm very grateful that you've kept me informed, and I hope we can find common ground on the provisions that I'm concerned about.

Sincerely,



# Meeting finds opposition to paving Denali Highway

By Doug Vollman

Copper Valley Voice

Copper Valley residents, business owners, state biologists and engineers met Thursday at Glennallen High School to discuss proposed improvements to the Denali Highway.

Most of the 40 people who attended the public meeting — moderated by state Rep. John Harris of Valdez — opposed plans to pave the 133-mile, mostly dirt road through the tundra.

The road connects Paxon on the Richardson Highway to Cantwell on the Parks Highway and is maintained only in summer.

The Alaska Department of Transportation has proposed paving the road with a low-impact, high-float surface. But only four people spoke in support of paving the highway.

John Schandelmeier of Paxon opened the discussion by addressing the DOT's three stated reasons for paving the highway: safety, enhancing the enjoyment of travelers and lower maintenance costs.

Schandelmeier said he believes paving the road will actually make it more unsafe due to higher speeds and more traffic. As far as enhancing the enjoyment of the road, he cited a DOT survey that showed 85 percent of those surveyed were opposed to paving the Denali and 92 percent of Copper Valley residents were opposed. In rebutting the idea of cheaper maintenance costs, Schandelmeier said that the worst section of road is now the paved part near Paxon.

"We enjoy the status quo," Schandelmeier said. "Individuals should count as much as businesses. We need to protect the things that we feel are important in this valley."

Gerald Rafson, DOT senior transportation planner, said Canada has successfully used the high float pavement, which is fewer than two inches thick. Rafson didn't have any figures as far as maintenance costs, but said the high float surface would provide a better road with a higher level of service.

Alan LeMaster, owner of Gakona Junction Village and a representative of the Alaska Visitors Association, urged that paving begin as soon as possible. He pointed out that the state's costs are only 10 percent to 15 percent of the project with the federal government providing most of the funding.

LeMaster said that a paved Denali Hwy. would allow a more even distribution of traffic and reduce accidents. LeMaster also questioned whether the road was built for Alaskans or for travelers to get from Paxon to Cantwell.

Rich Holmstrom, owner of Tangle Lakes Lodge, also urged that the highway be paved. Holmstrom said that the road is an important route for tourists, who at times become angry because of the poorly-maintained gravel surface. He also said the state has already spent \$1 million and it would be wrong not to pave the road. Glennallen businessman Bruce Cain also favors paving the road.

Larry Dickerson of the Copper Valley Economic Development Council said his group has not officially formed an opinion, but asked how traffic patterns would change and who would maintain the needed facilities such as restrooms and dumpsters.

State wildlife biologist Bob Tobey stated that he was opposed to paving because the highway cut across critical moose and caribou habitat. Tobey said that research shows that pavement disrupts animal movement. He believes that increased traffic and speed by vehicles will increase both animal and human fatalities.

Others who spoke against paving the highway included retired area fishery biologist Fred Williams; Mark Wuitschick representing the five Native villages of the Copper River Native Association; Joe Hart, an Ahtna land manager, who said he would recommend to the Ahtna board of directors to oppose the paving project; and Ruth McHenry of Kenny Lake, who read several letters from other people opposed to paving. McHenry said "It doesn't have to do with money or maintenance, we want things to stay the same."

Tad Kehl of Ahtna Inc. was concerned that this was already a done deal. But Gerald Rafson of the DOT assured everyone that it was not finalized and that Dames and Moore, environmental consultants from Anchorage, were hired to review the 1982 environmental assessment to determine if it was still valid. The findings would then be opened to public comment.

After the meeting, John Harris stated that his first priority is to maintain our existing roads.

**DENALI HIGHWAY MEETING 12/2/99**  
**PLEASE SIGN IN**

|    | A                               | B                    | C                                   | D      | E       |
|----|---------------------------------|----------------------|-------------------------------------|--------|---------|
| 1  |                                 |                      |                                     | FOR    | AGAINST |
| 2  | SIGNATURE                       | PRINTED NAME         | MAILING ADDRESS                     | PAVING | PAVING  |
| 3  | <i>Robert B. Boucher</i>        | C. EMENT & BOUCHIER  | PO BOX 258 GL                       |        |         |
| 4  | <i>Patricia R Boucher</i>       | Patricia R Boucher   | Box 258 Glennallen                  |        |         |
| 5  | <i>Roy L Becker</i>             | Roy L Becker         | Box 369 C.C. AK 99573               |        | X       |
| 6  | <i>Robert Tobey</i>             | ROBERT TOBEY         | Box 47 Glennallen                   |        | X       |
| 7  | <i>Rich Holmstrom</i>           | Rich Holmstrom       | BOX 6 PAXSON                        | X      |         |
| 8  | <i>Gerald Ration</i>            | Gerald Ration        | PO BOX 6 PAXSON                     | X      |         |
| 9  | <i>Randy Anderson</i>           | RANDY ANDERSON       | Box 6 PAXSON                        | X      |         |
| 10 | <i>Mike Clapa</i>               | Mike Clapa           | PO Box 3018 Paxson                  |        |         |
| 11 | <i>Christy A Eldridge</i>       | Christy A Eldridge   | 712-7265 - Paxson                   | X      |         |
| 12 | <i>John Schauder</i>            | JOHN SCHAUDE         | HC 72 BOX 7193 PAXSON               |        | X       |
| 13 | <i>Lin Perry-Rake</i>           | LIN PERRY-RAKE       | PO Box 66 Copper Center 99573       |        | X       |
| 14 | <i>Douglas Volman</i>           | Douglas Volman       | P.O. Box 366 Copper Lake            |        | X       |
| 15 | <i>Stewart Totty</i>            | Stewart Totty        | P.O. Box 138 Copper Center          |        | X       |
| 16 | <i>Paul Boos</i>                | PAUL BOOS            | Box 338A Copper Cr.                 |        | X       |
| 17 | <i>Janelle Eklund</i>           | Janelle Eklund       | PO Box 338A, Copper Center          |        | X       |
| 18 | <i>Alfred Young</i>             | ALFRED YOUNG         | P.O. BOX 105 COPPER CENTER          |        | X       |
| 19 | <i>Edmond Roberts</i>           | Edmond ROBERTS       | PO Box 324 Copper Center            |        | X       |
| 20 | <i>John Kunik</i>               | JOHN KUNIK           | Box 83 Glennallen                   |        | X       |
| 21 | <i>James Barnes</i>             | JAMES BARNES         | S.R. Box 115 GAKONA                 |        | X       |
| 22 | <i>Cathie Jensen</i>            | Cathie Jensen        | Box 348 Copper Cr                   |        | X       |
| 23 | <i>Marcia Bullerac</i>          | Marcia Bullerac      | Box 311 Glennallen AK               |        | X       |
| 24 | <i>John A Rego</i>              | John A Rego          | Box 618 Glennallen                  |        | X       |
| 25 | <i>Tad Kehl</i>                 | TAD KEHL             | Box 649 Glennallen                  |        | X       |
| 26 | <i>Mark Whitschick</i>          | MARK WHITSCHICK      | BOX 224 COPPER CENTER 99573         |        | X       |
| 27 | <i>Michael O. Roscovius</i>     | MICHAEL O. ROSCOVIUS | Box 43 GLENNALLEN                   |        | X       |
| 28 | <del>Michael O. Roscovius</del> |                      |                                     |        |         |
| 29 | <i>Fred T. Williams</i>         | Fred T. Williams     | PO Box 88 Copper Center, AK 99573   |        | X       |
| 30 | <i>Jan Isaacs</i>               | Jan Isaacs Dames     | Route 5600 B Street Ave.            |        |         |
| 31 | <i>Felicia Riedel</i>           | Felicia Riedel       | HC 60 BOX 335-R, CC 99573           |        | X       |
| 32 | <i>Linda Rutledge</i>           | Linda Rutledge       | P.O. Box 91 Copper Center, AK 99573 |        | X       |
| 33 | <i>Charles W. Rutledge</i>      | Charles W. Rutledge  | P.O. Box 91 Copper Center AK 99573  |        | X       |
| 34 | <i>Ruth McHenry</i>             | RUTH McHENRY         | HC 60 BOX 306T Copper Cr            |        | X       |
| 35 | <i>Brule P. Atin</i>            | BRULE P ATIN         | Box 303 Glennallen                  |        | X       |
| 36 | <i>Tamara Lozano</i>            | TAMARA LOZANO        | Box 469 Glennallen 99586            | X      |         |
| 37 | <i>Larry Dickson</i>            | Larry Dickson        | PO Box 9 Glennallen 99588           | ?      |         |
| 38 | <i>Joseph Hart</i>              | Joseph Hart          | P.O. Box 649 Glennallen 99588       |        | X       |
| 39 | <i>Emilie Frisbie</i>           | EMILIE FRISBIE       | PO Box 635 Glennallen 99588         |        | X       |
| 40 | MISSED SIGNINGS                 | ALAN LEMASTER        | Box 222, GAKONA 99586               | X      |         |
| 41 |                                 |                      |                                     |        |         |
| 42 |                                 |                      |                                     |        |         |
| 43 |                                 |                      |                                     |        |         |
| 44 |                                 |                      |                                     |        |         |
| 45 |                                 |                      |                                     |        |         |
| 46 |                                 |                      |                                     |        |         |
| 47 |                                 |                      |                                     |        |         |
| 48 |                                 |                      |                                     |        |         |

## PETITION OPPOSING PAVING OF THE DENALI HIGHWAY

To: Governor Tony Knowles, DOT Commissioner Joseph Perkins, and the Alaska State Legislature

We, the undersigned, oppose paving or any asphalt surfacing of the Denali Highway, and we request that you deny funding for any such project.

| SIGNED NAME              | PRINTED NAME         | RESIDENCE ADDRESS                           | MAILING ADDRESS                          |
|--------------------------|----------------------|---|--|
| <i>Michael W. Winter</i> | Michael L Winter     | Mile 32.2 Edgerton Hwy<br>Chitina, AK 99566 | PO Box 104<br>Chitina, AK 99566          |
| <i>Kris Winter</i>       | Kris Winter          | Mile 32.2 Edgerton Hwy<br>Chitina, AK 99566 | PO Box 104<br>Chitina, AK 99566          |
| <i>Jack W. Smith</i>     | Jack W Smith         | Mile 27<br>McCarthy Rd                      | PO Box 37<br>Chitina, AK 99566           |
| <i>Dorlene Eupkay</i>    | DORLENE EUPKAY       | MIle 22. Edgerton Hwy<br>Lower Tonsina AK   | HC 60 Box 315<br>Copper Center, AK 99573 |
| <i>Darnay Franco</i>     | Darnay Franco        | Box 65 CHITINA AK<br>99566                  | Mile 32 1/2 Chitina                      |
| <i>TAMELA L. GOODLAW</i> | TAMELA L.<br>Goodlaw | PO. Box 116<br>Chitina, AK 99566            | Mile 33 Edgerton<br>Hwy.                 |
| <i>MICHAEL G. MOODY</i>  | MICHAEL G.<br>MOODY  | Box 94<br>CHITINA, AK 99566                 | MILE 33 EDGERTON                         |
| <i>Thomas Hale</i>       | THOMAS HALE          | Box 95 CHITINA<br>99566                     |  |
| <i>LENORE BLEAU</i>      | LENORE BLEAU         | Box 23 33 1/2 EDGERTON                      | CHITINA AK 99566                         |
| <i>Pandra Kasteke</i>    | Pandra Kasteke       | Box 43                                      | CHITINA AK 99566                         |
|                          |                      |   |  |

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| SIGNED NAME                | PRINTED NAME        | RESIDENCE ADDRESS    | MAILING ADDRESS                         |
|----------------------------|---------------------|----------------------|---|
| <i>Charles W. Rutledge</i> | Charles W. Rutledge | Mile 3 Edgerton Hw.  | P.O. Box 91 Copper Center AK 99573      |
| <i>Linda A. Rutledge</i>   | Linda A. Rutledge   | Mile 3 Edgerton Hwy. | P.O. Box 91 Copper Center, AK 99573     |
| <i>Shawn Friendshuh</i>    | Shawn Friendshuh    | Mile 88.5 Richardson | HC 60 Box 117 Copper Center, 99573      |
| <i>Brad Kimberlin</i>      | BRAD Kimberlin      | 4.7 mile Edgerton    | HC-60 Box 221 Copper Center AK 99573    |
| <i>Carla Schierholt</i>    | Carla Schierholt    | .5 mile Edgerton     | HC 60 Box 211 & Copper Center, AK 99573 |
| <i>Margo Hanson</i>        | Margo Hanson        | 93.5 Richardson Hwy  | HC 60 Box 570 Copper Ct., 99573         |
| <i>Beverly L. Oatman</i>   | Beverly L. Oatman   | Mile 2 Edgerton Hwy  | HC 60 Box 215 Copper Center AK 99573    |
|                            |                     |                      |   |
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## PETITION OPPOSING PAVING OF THE DENALI HIGHWAY

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| SIGNED NAME              | PRINTED NAME      | RESIDENCE ADDRESS                          | MAILING ADDRESS                            |
|--------------------------|-------------------|--|--|
| <i>Charles P. Ost</i>    | Charles P. Ostman | HC 60 Box 215<br>Copper Center AK          | ← mile 2. Edgerton Hwy                     |
| <i>James P. Jordan</i>   | James P. Jordan   | HC 60 Box 246-V<br>Kenny Lake, AK 99573    | HC 60 Box 246-V<br>Copper Center, AK 99573 |
| <i>Paul Jasper</i>       | Paul JASPER       | HC-60 284 M<br>Copper Center AK 99573      | ← Mi 12 Edgerton Hwy                       |
| <i>Ruth McHenry</i>      | RUTH McHENRY      | HC 60 BOX 306T<br>Copper Ctr, AK 99573     | ↔ Mi. 17 Edgerton Hwy<br>Kenny Lake        |
| <i>Edward T. McHenry</i> | EDWARD T. McHENRY | HC 60 BOX 306 T<br>COPPER CENTER, AK 99573 | MI. 17 EDGERTON HWY.<br>KENNY LAKE         |
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COPPER COUNTRY





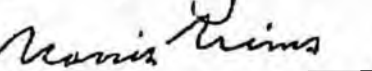
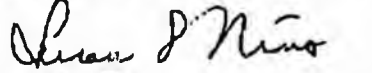
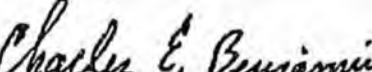
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## PETITION OPPOSING PAVING OF THE DENALI HIGHWAY

To: Governor Tony Knowles, DOT Commissioner Joseph Perkins, and the Alaska State Legislature

We, the undersigned, oppose paving or any asphalt surfacing of the Denali Highway, and we request that you deny funding for any such project.

| SIGNED NAME   | PRINTED NAME                    | RESIDENCE ADDRESS  | MAILING ADDRESS                            |
|---|---------------------------------|--|--|
|    | Thomas W. Morgan <sup>III</sup> | Mile 15.3 Edgerton Hwy   | HC 60 Box 299 M<br>Copper Center, AK 99573 |
|    | Barbara Fithian                 | Mile 15 Edgerton Hwy.  | HC 60 Box 299C<br>Copper Center AK 99573   |
|    | BILL EICHELLS SR.               | MJ. D. S. EDGERTON HWY.  | HC-60 BOX 244<br>COPPER CENTER, AK. 99573  |
|    | ERIN REDINGTON                  | Mile 7.5 Edgerton<br>Hwy 60 229C Copper Center AK                      | →  |
|   | NORRIS NIMS                     | Mile 62 RICHARDSON<br><del>HC 60 BOX 170</del><br>.2 MILE EDGERTON HWY | HC 60 BOX 170<br>COPPER CENTER, AK 99573   |
|  | Susan Nims                      | MILE 62 RICHARDSON<br>AND<br>.2 MILE EDGERTON HWY.                     | HC 60 BOX 170<br>Copper Center, AK 99573   |
|  | Charles E. Benjamin             | Mile 6.1 Edgerton Hwy.   | HC-60 Box 228<br>Copper Center, AK. 99573  |
|   |                                 |  |  |
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PETITION OPPOSING PAVING OF THE DENALI HIGHWAY

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| SIGNED NAME             | PRINTED NAME     | RESIDENCE ADDRESS                               | MAILING ADDRESS                          |
|-------------------------|------------------|---|--|
| <i>Nancy Raulier</i>    | Nancy Raulier    | Mile 3 Edgerton Hwy<br><del>HC 60 Box 218</del> | HC 60 Box 218<br>Copper Center, AK 99573 |
| <i>Kenneth Raulier</i>  | Kenneth Raulier  | Mile 3 Edgerton Hwy                             | HC 60 Box 218 Copper Center AK           |
| <i>Keith Swisher</i>    | KEITH SWISHER    | MILE 4.8 Old Edgerton Hwy                       | HC 60 Box 341 COPPER CENTER AK           |
| <i>Rhonda Swisher</i>   | Rhonda Swisher   | Mile 4.8 old Edgerton Hwy                       | HC 60 Box 341 C. C. AK                   |
| <i>Richard F. Lampe</i> | Richard F. Lampe | Mile 175.9 Glenn Hwy                            | Box 684 Glennallen, AK                   |
|                         |                  |   |  |
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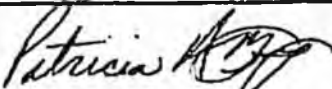
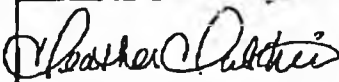
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02/28/02 16:49

## PETITION OPPOSING PAVING OF THE DENALI HIGHWAY

To: Governor Tony Knowles, DOT Commissioner Joseph Perkins, and the Alaska State Legislature

We, the undersigned, oppose paving or any asphalt surfacing of the Denali Highway, and we request that you deny funding for any such project.

| SIGNED NAME   | PRINTED NAME     | RESIDENCE ADDRESS                       | MAILING ADDRESS                        |
|---|------------------|---|--|
|  | JEFFREY BAKER    | 8520 MENTRA CIR<br>ANCHORAGE AK 99518   | SAME                                   |
|  | PATRICIA A. BERG | 8520 MENTRA CIR<br>ANCHORAGE AK 99518   | SAME                                   |
|  | HEATHER HUTCHINS | 1901 Kaye Marie Dr.<br>Palmer, AK 99645 | P.O. Box 220391<br>Anchorage, AK 99582 |
|   |                  |   |  |
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02/28/02 16:50

PETITION OPPOSING PAVING OF THE DENALI HIGHWAY

To: Governor Tony Knowles, DOT Commissioner Joseph Perkins, and the Alaska State Legislature

We, the undersigned, oppose paving or any asphalt surfacing of the Denali Highway, and we request that you deny funding for any such project.

| SIGNED NAME                  | PRINTED NAME          | RESIDENCE ADDRESS | MAILING ADDRESS                   |
|------------------------------|-----------------------|-------------------|-----------------------------------|
| <i>Byron C. Slough</i>       | BYRON C. SLOUGH       |                   | P.O. BOX 3998<br>PALMER, AK 99645 |
| <i>Heather J. Somerville</i> | Heather J. Somerville |                   | HC02 7326-A<br>Palmer, AK 99645   |
|                              |                       |                   |                                   |
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02/28/02 16:50

ALASKA

TONY KNOWLES, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, DESIGN AND ENGINEERING SERVICES DIVISION

2301 PEGER ROAD  
FAIRBANKS, ALASKA 99709-5399  
TELEPHONE: (907) 451-2243  
TDD: (907) 451-2363  
FAX: (907) 451-5103

March 31, 1998

Re: Denali Highway Questionnaire, 1997

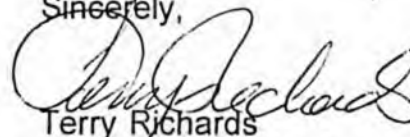
Ms. Ruth McHenry  
HC 60 Box 306T  
Copper Center, Alaska 99573

Dear Ms. McHenry:

I am enclosing draft excerpts from the Denali Highway Reevaluation. John Schandelmeier requested the questionnaire results and his request was granted. Therefore, I am sending a similar packet to you. As soon as the document is ready for public review, I will let you know.

If I can provide further information or assistance, please do not hesitate to contact me.

Sincerely,



Terry Richards  
Environmental Analyst

TR/dw

Enclosures: as stated

**The Questionnaire Results List** includes only the written and Internet responses to the Denali Highway Questionnaire that were available during September and October 1997. The responses listed here are included in the Denali questionnaire Respondents List.

**The Denali Questionnaire Respondents List** includes the majority of comments received during the months of September, October and November 1997. It includes questionnaire responses, letters, phone calls, e-mail and Internet responses.

# Denali Highway

1-16-98

Not all respondents answered all questions; some responded with more than one choice (#15, 17, 18, etc.) These numbers do not include letters, phone calls, petitions, e-mail, etc.

| #2 Number of people in my party                |      |
|--|------|
| Number of people in my party                   | 1529 |
| Number of questionnaires complete <sup>1</sup> | 411  |
| Internet response                              | 102  |

| #3 I am from  |                            |
|---------------|----------------------------|
| International | 1                          |
| National      | 48 + (bus - 35 people) 14% |
| Alaska        | 496 86%                    |

| #4 I drive the Denali Highway |         |
|-------------------------------|---------|
| First time                    | 61 14%  |
| 1-5 times/year                | 306 68% |
| 5+ times/year                 | 84 19%  |

| #5 I entered the Denali Highway at |         |
|------------------------------------|---------|
| Cantwell                           | 207 36% |
| Paxson                             | 363 64% |

| #6 I was coming from the |         |
|--------------------------|---------|
| North                    | 204 41% |
| South                    | 290 59% |

| #7 I am traveling by |         |
|----------------------|---------|
| Car                  | 175 30% |
| Pickup               | 281 49% |
| Camper/motorhome     | 84 15%  |
| Commercial           | 3       |
| Bicycle              | 13 2%   |
| Other                | 21 3%   |

# Questionnaire Results

| #8 I am camping out along the Denali Highway |  |
|--|--|
| No   | 154 32%  |
| Yes  | 333 68%  |
| Where  | Tangle Lakes, Amphitheater Mtn., MacLaren; Swede, Gravel Pits, Brushkana, Windy Creek 14 Mile Lake, Moores Camp, Butte Creek, Susitna River, Jack River, 20-mile cabin, own property, Mile 20, 58, 12, 13, 68,81, Clearwater |

| #9 I plan to spend ___ days on the Denali |         |
|---|---------|
| 1 day                                     | 84 18%  |
| 1-3 days                                  | 223 48% |
| 4+days                                    | 158 34% |

| #10 I will (did) drive the entire Denali Highway: |         |
|---|---------|
| yes   | 415 83% |
| no  | 87 17%  |

| #11 I drove the Highway at a comfortable speed of about: |                             |
|--|-----------------------------|
| 35-40 mph  | 374 ***** @ 15-30mph 52 85% |
| 45-55 mph  | 70 14%                      |
| 60+ mph  | 3                           |

| #12 My purpose for traveling this route is: |   |
|---|---|
| Business or employment                      | 48 8%   |
| Hunting or fishing                          | 266 42%   |
| Just driving for pleasure                   | 320 50%   |
| Route to Denali Park                        | 2 (This response was not listed on the questionnaire) |

| #13 I plan to pursue the following activities: |                   |               |
|--|-------------------|---------------|
| Fishing - 250                                  | Rockhunting -167  | Birding - 137 |
| Hunting - 241                                  | Photography - 254 | Hiking - 228  |
| Canoeing-115                                   | Cycling - 42      | Other - 95    |

| #14 I have seen the following wildlife:  |  |   |
|--|--|---|
| Moose - 336  | Caribou - 324  | Bear - 187  |
| Ptarmigan - 327  | Eagle - 286  | Fox - 223   |
| Lynx - 58  | Wolf - 98  | None - 16   |
| Other - Peregrine Falcon, beaver Porcupine, Loon, Lion, muskrat, coyote, swans | Gyrfalcons, Merlins, Arctic Tern, wolverine, squirrels, marmot, mew gull | River otter, sheep, swan snowy owl, hawk weasels, long-tailed jaegers |

| #15 I traveled away from the highway about: |   |
|---|---|
| 1 mile                                      | 116 58% of respondents traveled off the hwy |
| 5 miles                                     | 110   |
| more  | 158   |

| I traveled by: |     |                                      |    |
|----------------|-----|--------------------------------------|----|
| Boat - 79      | 13% | Canoe - 19                           | 3% |
|                |     | Airplane - 23                        | 4% |
| ATV - 130      | 21% | Bicycle - 33                         | 5% |
|                |     | kayak, car, dogs, raft, sno-go, skis |    |
| On foot - 303  | 49% | Horse - 14                           | 2% |
|                |     | cycle, copter                        | 4% |

| #16 The Tangle Lakes Arch. Dist. is here . . .         |     |     |
|--|-----|-----|
| I knew that  | 326 | 72% |
| I didn't know, need interpretive signs                 | 93  | 21% |
| I didn't know and have no interest                     | 33  | 7%  |
| It's listed in the Milepost-no signs. Never seen them. |     |     |

| #17 I would like to see more of the following along the Highway. [ yes ] [ no ] |               |                 |     |
|---|---------------|-----------------|-----|
| Service stations  | 38            | 438             | 92% |
| Restaurants   | 27            | 428             | 94% |
| Lodges  | 34            | 426             | 93% |
| Campgrounds   | 148           | 314             | 68% |
| Waysides/Turnouts   | 224           | 231             | 51% |
| Interpretive signs  | 172           | 312             | 64% |
| Hiking trails   | 161           | 256             | 61% |
| Less vehicles. Limit the number.  | No formality! | Leave it alone. |     |

| #18 I would like DOT to consider the following list of possible developments along the Denali Highway   |   |   |     |
|---|---|---|-----|
|   | [ Yes ]   | [ No ]  |     |
| Straighten the road   | 43  | 440   | 91% |
| Widen the road  | 114   | 416   | 78% |
| Pave the road   | 72  | 419   | 85% |
| Improve campgrounds   | 157   | 291   | 65% |
| Improve hiking trails   | 166   | 316   | 66% |
| Improve air strips  | 72  | 368   | 84% |
| Improve stream access   | 101   | 364   | 78% |
| Install trash bins/toilets  | 313 70%   | 137   |     |
| Educate public! Maintain the existing road. Construct 4' shoulders. TOILETS. Maintain road. Call it 'durable surface'. No, they don't take care of the toilets they have! | More trails @ Clearwater. No engineering marvels! Don't change things. More ATV trails. | Close the road. Maintain 'as is'. Pave it. Don't pave it. Boat launch at Susitna. Please, toilets. Bring it up to date. |     |

| #19 I would say that my trip along the Denali Highway was:  |             |  |                |
|---|-------------|--|----------------|
| Spectacular   | 295         | Pleasant   | 137            |
| Interesting   | 142         | Boring   |                |
| Disappointing   | 9           | Drive it often   | 137            |
| Maintain what's there. Just gravel. Don't encourage buses. Keep Denali for real Alaskans. DOT would pave the state. | Bumpy Dusty | Too many people. This is our history. Lower speed limit. We love it the way it is. Two flat tires! | Too much trash |

| #20 I would like to drive the Denali Highway again: |     |
|---|-----|
| Yes   | 457 |
| No  | 3   |
| I live here   | 218 |

COMMENTS: Don't pave it! Leave it alone. Improve other roads. Don't rape this area. Need brochure about taking care of bodily waste in the wild. Best road in the state. "Cost-effectiveness is a poor choice for this road." Leave it gravel. Please don't pave. This is Alaska! Don't restrict overnight camping. No charge or restrictions on use of ATVs. Pave it! Please don't. Wilderness has character. Won't drive it til it's fixed.

ANCHORAGE TIMES IN ANCHORAGE 5 DAILY NEWS 5/15/84

# Paving Denali Highway not a great idea

By PAUL JENKINS

You can add the Denali Highway to a growing list of reasons why we must take a hard look at whether we really want an economy ever more dependent on the wants and needs of motor home drivers and busloads of tourists.

To make it easier for the lumbering behemoths of the road, the state Department of Transportation and Public Facilities is planning this summer to begin spending \$25 million to pave the 110 gloriously bumpy, dusty, muddy miles from Cantwell to Tangle Lakes.

But that's the insidious nature of tourism as an industry. It takes something wild and demands it be regulated and made comfortable, with nicely paved roads, pull-outs and wayside information centers. And hotels are nice, too. It tries to level the rough spots and make it easier for the masses roaming the countryside in matching windbreakers and baseball hats to see it all in day — as a blur through a window.

Don't get me wrong. Yes, everybody — tourist, resident, young and old — has a right to see Alaska. But everybody can manage to get across the Denali Highway as it is now, during the few months



Jenkins

of the year that it's open. It just takes time and patience, and that always has made the road special.

When I was a kid, the Denali was the end of the earth. It truly was wild, with a frontier flavor. Bridges washed out. The road itself regularly washed out. Only the foolhardy with spare tires, good bumper jacks, baling wire and tape ventured there. You could pitch a tent in the center of the road and likely not get hit by any of the few cars that traveled its length. It was an adventure. But, most important, you could be alone, or as alone as you can get on any highway.

Over the years, the road has changed. It has more traffic, more rubbish, more evidence of uncaring people. And it's harder to be alone. But its basic character is unchanged. If you squint at it just right in the early morning light, it's still wild. And it's still a challenge. It's unlikely many people who are fond of their cars just jaunt down the road on a regular basis for a Sunday drive.

All that would change forever with pavement. The Denali would no longer be as special. It would be just any other nice road with nice views. There would be more traffic. More motor homes. And, God help us, more tour buses.

The question is: Should we be changing our ways to suit tourists? If we are going to change, shouldn't we be trying to change in ways that will benefit us along with tour companies and those who plan

only to spend a few days or weeks here?

That raises many questions. In a state with fewer roads than many large cities boast in the Lower 48, shouldn't we be using that \$25 million to punch new gravel roads out across the state to give us all — tourists and residents alike — a little elbow room?

Shouldn't we be trying to improve and develop and spread out our sport fisheries? Shouldn't we be trying to improve our sometimes woefully inadequate roadside camping facilities? Shouldn't we be trying to fix our paved roads that already are in terrible shape? You betcha. Should we be wasting \$25 million paving a gravel road like the Denali? The answer is no.

The irony is that the easier we make it for tourists, the easier it will be for them to get a minute's worth of Alaska and return home vowing this state should never be allowed to change. The very people being enticed here are the same ones who throw their money to the forces determined to halt Alaska's growth in its tracks.

How the state actually will benefit from paving that 110 miles on the Denali is unclear. From here, it looks like a waste of money that better could be used in building new roads. And we could even let tourists drive on them.

Slowly, of course.

*Paul Jenkins is an editor of The Anchorage Times.*

### **Keep Denali Highway stay as is**

Last weekend we spent two days at one of the lodges on the Denali Highway. I had not been in the area for nearly 10 years and was pleased to find that the country and the roadside were much as I remembered them: open and inviting in all respects, with no more than a few vehicles on the road, a few scattered fishermen on the lakes.

After two days of hiking and looking, I came away strongly impressed that the Denali Highway should be left unpaved, driveable for those who are willing to take their time, to camp, walk, fish or hunt, and in reasonable numbers. The possibility of a paved, high-speed highway jammed with holiday tour buses and oversized motorhomes should be permanently rejected, no matter what our sometimes blinkered promoters may otherwise think.

Let us leave the Denali as it is, reasonably maintained, closed in the winter — a special place for those who can value and respect it.

— *John Haines*  
*Anchorage*

Anchorage Daily News, 6/29/97

(John Haines was Alaska's poet laureate from 1969 to 1973.)

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**Letters**

**"Spitting Diesel Smoke"**

Dear Country Journal,

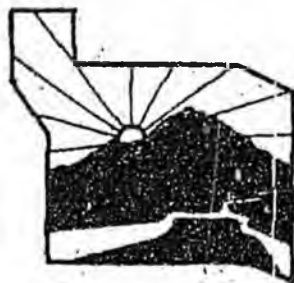
The Capital budget for FY 98 includes money for putting an emulsion float on the Denali Highway from Mile 21-42. Emulsion float is pavement - really.

I live at Paxson and at McLaren on the Denali. I've been around here for 27 years, and hunted here with my dad before that. So isn't there going to be anywhere Alaskans can go hunting, fishing, sightseeing without getting run over by a 60 mph bus or motorhome?

I'm not opposed to tourism; I am against making everyone and everything conform to a single image. Let's leave 120 miles of easily accessible road in this state where the person - be it visitor or resident - can get at least the illusion of back country without hi-speed traffic. A place where you can bicycle and walk on the side of the road.

It seems to me that the State of Alaska is gearing its image to the big hotel, cruise ship, and the 50 passenger bus. These outfits do have money and influence, but they aren't the only ones here... If you would like to see the Denali left alone, you are going to have to stand up and make noise, or the next time you stand on the McLaren summit and take a deep breath, you're liable to be spitting diesel smoke.

**John Schandelmeier  
Paxson**



## Copper River Native Association

(ATNA 'T'AENE NENE')

Mile 104 Richardson Highway  
Drawer H • Copper Center, Alaska 99573 • Phone (907)822-5241

AD-97-656

May 28, 1997

Office Of The Governor  
Tony Knowles, Governor  
Third Floor, State Capitol  
P.O. Box 110001,  
Juneau, Alaska 99811-0001

Dear Governor Knowles:

The Copper River Native Association's Board of Directors and management is in complete opposition to the proposed paving of the Denali Highway between Mile 21 & 42.

Although we recognize the State of Alaska's good intention and commitment in making our road system a better and safer place to drive, we are deeply concerned that the paving would increase the number of tour busses on the Denali Highway. This would be in direct conflict with prime hunting grounds of the Ahtna people. Even before the road was built the Ahtna people utilized the trail between Cantwell and the Copper River.

Some of the best Moose and Caribou hunting are done along this proposed stretch of highway. During late summer and early fall local Copper River Area residents do the majority of their berry picking in this area. For the past 30 years this area (Unit 13) has less and less places to hunt. There has been a large increase of hunters and sport fisherman coming from the urban areas. Any added visitors would be a burden to us.

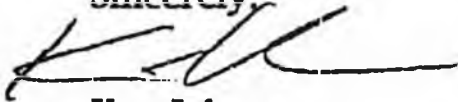
We have already experienced harassment by lower 48 tourists when we are shooting and cutting up our subsistence food. We are certain that the tour company's will not look favorably on subsistence

hunters killing animals along the highway with a bus load of tourist watching.

We are afraid that this may eventually lead to the closure of hunting altogether, along the Denali Highway. The majority of the Ahtna people hunt along the road system in (Unit 13) and more closures would result in less meat on the table for subsistence hunters.

In closing, we also believe that there are other roads in our district such as the Richardson and Glenn Highways that need to be repaired or improved. Please do not pave the Denali Highway.

Sincerely,



Ken Johns  
President/CEO  
COPPER RIVER NATIVE ASSOCIATION

# Times

ANCHORAGE TIMES IN  
ANCHORAGE DAILY NEWS

## Letters to The Times



Alaskans deserve better. The mining industry deserves an apology.

Wayne Bolt  
Anchorage

### *Pave it, lose it*

Do we really need to pave the Denali Highway between Paxson and Cantwell?

The Denali Park road used to be open to all. Now it is closed except for three days a year. The same fate will soon overtake the Denali Highway and Alaskans will be the poorer for it.

The state Department of Transportation plans to pave the highway. At present it is a well-maintained gravel road. Soon it will be blacktop, courtesy of DOT. Now a smoother ride is always nice, but it comes with a price, and Alaskans will pay it.

Never mind that the present DOT road crews do a great job in maintaining the road so that most people, traveling a reasonable speed, find the road acceptable, even comfortable. Perhaps by paving it we can lay off a few of the DOT folks. That should help the Paxson and Cantwell economies.

Never mind that the road doesn't have much traffic. Pave it and it will soon be awash with tourist buses. Of course, the tourists may object to the hunters, returning triumphant with their caribou. We will see the hunting seasons pushed later and later into the fall, well past tourist season.

The tourists may also object to the mom and pop roadhouses. The cuisine in the roadhouses may not be elegant enough, even if the service is friendly.

Look for a new major hotel or two (with "high paying" jobs for college kids from Outside), putting the existing roadhouses out of business.

Never mind that the road has few rules: you can camp where you want and pretty much do what you want.

Look to government to worry about the traffic and limit private vehicles in favor of buses. Look for reservations before you can camp in the few prescribed sites. The three existing ones are quite nice.

Never mind the bear and the caribou. They won't be there much longer as the buses thunder through the Clearwaters and across the Susitna. The bears and caribou can always go somewhere else.

Never mind the Alaskans. The Alaskans also can always go somewhere else.

David Duffy  
Anchorage

## Paving Denali is wrong road

As the owners of a small tour company, we feel compelled to write about the Denali Highway and its potential "improvement" by paving. Most of what has been in print lately has implied that all tour operators want to see the road paved. We are a tour operator and we definitely do not want the Denali Highway paved.

Each summer we take approximately 150 people across this road. We travel by van with five to 10 persons in a group, as part of multiday itineraries throughout the

state. The Denali Highway and its character in its unpaved condition is one of the highlights. Yes, we change a few flat tires, but we have the privilege of hiking the trails and photographing the wildlife. We stop at the Gracious House for home-baked goodies, coffee and conversation. We stay overnight at the Tangle River Inn. Unlike large-scale tour companies, we strive to patronize the locals wherever we go, as much as we can. We try to show our guests an Alaska fast disappearing, one that



### SPEAKING TO ALASKA

has not everywhere been adversely altered to accommodate large numbers. Tourism is a critical part of our state's economic base, but if its ultimate effects are to homogenize the attractions and experience so everywhere is equal in amenities, then it is both the visitor industry and the residents who lose when we become indistinguishable from anywhere else.

The Denali Highway is not in

need of motorcoach behemoths carrying scores of disoriented tourists whose primary interests are the location of the next flush toilet or gift shop. As soon as that becomes a reality, it'd be only a matter of time before a large lodge was built smack in the middle of the MacLaren River Valley.

Call us elitist or selfish, but, yes, we want the Denali Highway to stay unpaved. First, as Alaskans who treasure what is still unique to our state, and second so that some of that uniqueness might remain for visitors to experience. It is not a right of large-scale tourism to have every road in Alaska paved so as to accommodate their comfort-

bound masses. It is increasingly difficult as a resident and as a tour operator to "go where the large-tour operators do not."

If such projected road development continues to take place despite overwhelming opposition from the public to satisfy the enormous corporations whose profits go elsewhere, then something's definitely wrong. Under the guise of maintenance savings, it would be the sale of another piece of what makes Alaska special — at an incalculable cost.

— Todd and Barbra Bureau  
Adventure Alaska Tours Inc.  
Hope

## Leave Denali Highway alone

Are you planning a summer vacation with the family or guests from afar? If you have experienced the gravel-surfaced Denali Highway, you should consider this adventure soon. The state plans to pave the highway. Your opportunity to experience this unique cultural heritage will be lost with paving. We do not need another paved highway clogged with tour buses and commercial vehicles.

The state has asserted that paving is needed for many reasons: safety, driver enhancement and lower maintenance costs. The state assertions are not valid. The Denali Highway is safe for automobile drivers and occupants.

Sometimes speeds may need to be reduced for a pothole or a little dust. Driving slower will provide opportunities to view animals near the roadway. The idea that paving will lower maintenance costs has not been substantiated. No records of past costs or future projections have been put forth. If the road is paved, traffic could increase substantially and costs could skyrocket.

Our state does not have the resources to provide the services that would be mandated by a paved Denali Highway. Providing trash pickup, restrooms, emergency services and public safety is too costly for the state.

Alaskans, could you please take a few minutes today and make your views known on this issue? Please e-mail, fax, write or call the Alaska Department of Transportation, attn. John Mazzitello, 2301 Peger Road, Fairbanks 99709. Phone 907-451-2238, fax 907-451-5103, e-mail [john\\_mazzitello@dot.state.ak.us](mailto:john_mazzitello@dot.state.ak.us).

— Alvin Carlson  
Anchorage

ANCH DAILY NEWS 1/5/00

**OLD GLENN HIGHWAY**

SCHEDULED FUNDING (2001-2003 APPROVED STIP)

Old Glenn Highway

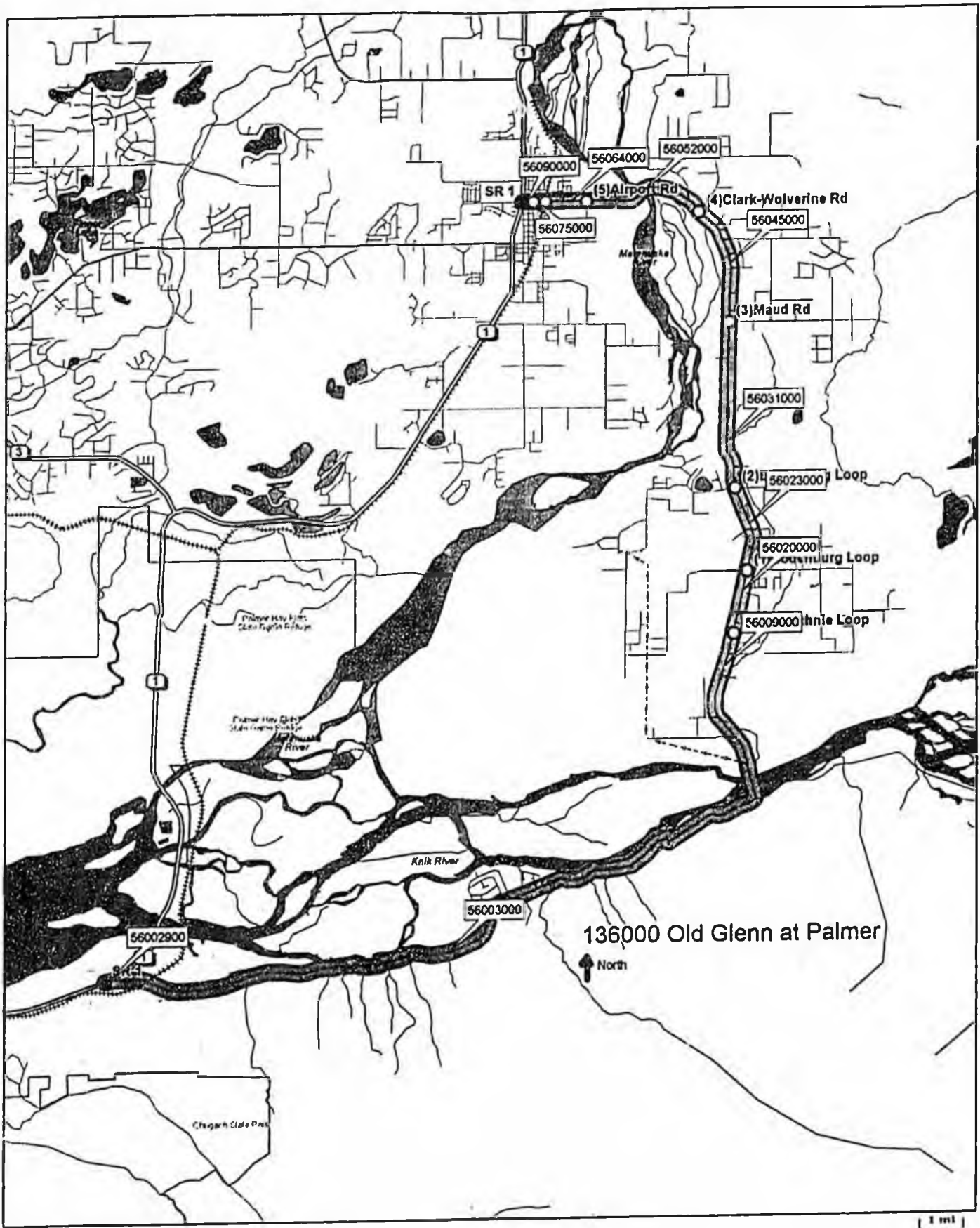
STATE HIGHWAY SYSTEM

| <u>Milepost</u>    | <u>FY 01</u> | <u>FY 02</u> | <u>FY 03</u> | <u>FY 04</u> | <u>FY 05</u> | <u>FY 06</u> | <u>BEYOND</u> | <u>Ccmmnts</u>            |
|--------------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|---------------------------|
| Palmer - Knik R    | 0            | 0            | 0            | 0            | 0            | 0            | 0             | Est Cost is<br>19,500,000 |
| Knik R - New Glenn |              | 0            | 0            | 0            | 0            | 0            | 0             |                           |
| TOTALS             | 0            | 0            | 0            | 0            | 0            | 0            | 0             | 19,500,000<br>PLUS        |

NO FUNDING

Traffic Count

7,410 daily avg



| Route  | MiPt                                      | Description | Length(mi) | FC   | 98AADT | 99AADT | 00AADT | VMT |
|--|---|-------------|------------|------|--------|--------|--------|-----|
| <b>135750 OLD GLENN AT EKLUTNA</b>                   |   |             |            |      |        |        |        |     |
| 0.000  | Jct with Glenn NB - Thunderbird Falls Off | 1.000       | 17         | 526  | 550    | 560    | 560    |     |
| <b>135751 GLENN NB - THUNDERBIRD FALLS OFF RAMP</b>  |   |             |            |      |        |        |        |     |
| 0.000  | Jct with Glennallen Highway               | 0.160       | 11         | 411  | 430    | 440    | 70     |     |
| <b>135752 THUNDERBIRD FALLS - GLENN NB ON RAMP</b>   |   |             |            |      |        |        |        |     |
| 0.000  | Jct with Old Glenn at Eklutna             | 0.120       | 11         | 81   | 85     | 90     | 11     |     |
| <b>136000 OLD GLENN AT PALMER</b>                    |   |             |            |      |        |        |        |     |
| 0.000  | Jct with Glenn SB - Old Glenn at Palmer   | 0.351       | 7          | 840  | 890    | 910    | 319    |     |
| 0.351  | Jct with Glenn NB - Old Glenn at Palmer   | 8.226       | 7          | 1480 | 1939   | 1589   | 13071  |     |
| 8.577  | Jct with Knik River Road                  | 2.193       | 7          | 2190 | 2330   | 2390   | 5241   |     |
| 10.770   | Jct with McKechnic Road                   | 0.775       | 7          | 2330 | 2452   | 2510   | 1945   |     |
| 11.545   | Jct with Bodenbug Loop (S end)            | 1.052       | 7          | 2740 | 2910   | 2980   | 3135   |     |
| 12.597   | Jct with Bodenbug Loop (N loop)           | 2.040       | 7          | 2910 | 3486   | 3570   | 7283   |     |
| 14.637   | Jct with Maud Road                        | 1.474       | 7          | 4670 | 4960   | 5080   | 7488   |     |
| 16.111   | Jct with Clark/Wolverine Road             | 1.520       | 7          | 6807 | 7230   | 7410   | 11263  |     |
| 17.631   | Jct with Airport Road                     | 0.492       | 7          | 6970 | 7400   | 7580   | 3729   |     |
| 18.123   | Jct with South Valley Way                 | 0.149       | 7          | 9688 | 10280  | 10530  | 1569   |     |
| 18.272   | Jct with South Alaska Street              | 0.126       | 7          | 9230 | 8826   | 9040   | 1139   |     |
| <b>136005 GLENN NB - OLD GLEN AT PALMER OFF RAMP</b> |   |             |            |      |        |        |        |     |
| 0.000  | Jct with Glennallen Highway               | 0.421       | 7          | 840  | 741    | 760    | 320    |     |
| <b>136008 GLENN SB - OLD GLENN AT PALMER EB RAMP</b> |   |             |            |      |        |        |        |     |
| 0.000  | Jct with Glennallen Highway               | 0.174       | 7          | 110  | 108    | 110    | 19     |     |
| <b>136010 OLD GLENN AT PALMER WB - GLENN SB RAMP</b> |   |             |            |      |        |        |        |     |
| 0.000  | Jct with Old Glenn at Palmer              | 0.342       | 7          | 740  | 689    | 710    | 243    |     |
| <b>136015 OLD GLENN AT PALMER - GLENN NB ON RAMP</b> |   |             |            |      |        |        |        |     |
| 0.000  | Jct with Old Glenn at Palmer              | 0.297       | 7          | 115  | 116    | 120    | 36     |     |
| <b>136035 KNIK RIVER ROAD, PALMER</b>                |   |             |            |      |        |        |        |     |
| 0.000  | Jct with Old Glenn at Palmer              | 9.558       | 9          | 295  | 295    | 300    | 2867   |     |
| 9.558  | Hunter Creek Bridge                       | 1.596       | 9          | 78   | 80     | 80     | 128    |     |

HCO2 Box 7342  
Palmer AK 99645  
December 15, 2001

JAN 09 2002

To: The Alaska State Legislature

TOPIC: Old Glenn Highway Upgrade Petitions

Petitions with 731 signatures to expedite Old Glenn Highway Upgrade from Matanuska River Bridge to the New Glenn to the new Glenn Overpass are attached.

In 1955 when I arrived in Alaska this highway was the only road between Palmer and Anchorage. It was paved at the time. Since then there have been only minor improvements or repairs, except for the section rebuilt in 1971 after it was washed out by a freak flood, caused by the washout of a slide dam that had formed a lake above the Sutton area. The excess water was dumped into the Matanuska River, already swollen with runoff caused by heavy rainfall and glacier melt.

Currently, it is heavily traveled by commuters working in Anchorage, Palmer, or Wasilla, school buses, shoppers, recreational users of the Knik River Valley from Anchorage and the borough.

There are no shoulders to allow drivers maneuvering room to avoid moose or other vehicles. The guard rail along the salmon pond gives the driver heading for Palmer no place to go if someone comes into his lane from the other direction. The pavement is not holding up. Patch jobs disappear almost as soon as they are done.

As the only alternate route north out of Anchorage in case of natural disaster or bridge failure on the new Glenn it is an important part of the road system and should be built to better standards.

The petitioners urgently request your prompt attention to this problem. We have been patient for years. The Mat-Su Borough keeps moving this project down on their CIP list. Now is the time to take care of this project.

Thank you.

Sincerely,

*Lucille T. Frey*

Lucille T Frey  
District 27

## What does HB 502 Accomplish ?

The intent of HB 502 is to provide new policy direction to the Department of Transportation. Specifically:

- Establishes the percentages of total funding (excepting the Marine Highway System) into five (5) funding categories.
- Places less emphasis on the TRAAK program, but allows funding to be used for remote trails, thereby increasing recreational opportunities thereby lessening the pressure on existing recreational areas.
- DOT has not constructed any new roads that provide for economic development, despite having the authority to do so. Existing roads are always prioritized over new roads (regardless if they are in urban or rural areas).

HB 502 provides a funding category and directs DOT to plan new dirt roads that would provide access to stimulate the economy. **The Legislature will finally have direct input into funding for economic development roads!**

- Provides a funding source for small but significant transportation links to remote small communities, such as an access road for a barge landing. This will greatly reduce the costs of living in remote areas and will result in lessening State subsidies to those communities.
- Establishes an annual fund source for Coordinated Transportation Systems from the National Highway System funds (specific earmarked Congressional funds are in danger of disappearing). HB 502 would provide approximately \$2 million annually.

Millie Ryan, Executive Director of the Governor's Council, gave testimony heard by the committee on March 19. She provided information on the savings realized by the state from the existence of the Coordinated Transportation System: a) saves the state \$15 million in nursing home costs, b) provides transportation for Welfare-to-Work (\$11,076/family of three) and Adult Public Assistance (\$4,344 each) participants, thereby saving the state funds when people move off public assistance rolls.

(Recommended by and supported by the Governor's Council on Disabilities and Special Education, and the Alaska Mobility Coalition)

## HB 502 Version T

Changes from last version:

1. Deleted all material from HB 473 that had been combined into HB 502
2. Revised funding: (section 3)

Community Transportation Program is back up to 33% from 32%  
Rustic Roads is down to 4% from 5%

3. Implements "Economic Development Roads" (Section 4)

This section is similar to "HB 8, Road Task Force." Instead of creating a task force, this section requires DOT to produce a report on roads that are important to the economic development of the state (those appearing in HB 8) without designating them as rustic roads now. The report is to identify project costs, problems, and a possible time and funding schedule. The report will also recommend which of the funding categories under which each project should be included.

1 related facilities [IN DESIGNATING, LOCATING, CREATING, AND  
2 DETERMINING THE SEVERAL ROUTES OF THE STATE HIGHWAY SYSTEM,  
3 THE DEPARTMENT SHALL STRIVE TO ATTAIN THE PURPOSES AND  
4 OBJECTIVES SET OUT IN AS 19.05.125].

5 \* Sec. 2. AS 19.10 is amended by adding a new section to read:

6 **Sec. 19.10.075. Designation of rustic roads, highways, and trails; funding.**

7 (a) A rustic road or highway is an unpaved road or highway that has been designated  
8 as a rustic road or highway by the legislature. A rustic trail is an unpaved trail or  
9 pathway used for access to a place for economic, historical, or recreational purposes  
10 that has been designated as a rustic trail by the legislature. The department shall plan,  
11 design, construct, and maintain a rustic road, highway, or trail according to  
12 appropriate planning, design, construction, maintenance, and safety standards for  
13 unpaved roads, highways, and trails. The department may not pave a rustic road,  
14 highway, or trail.

15 (b) The department may nominate an unpaved road, highway, or trail or a  
16 portion of an unpaved road, highway, or trail for designation as a rustic road, highway,  
17 or trail by the legislature. The department may solicit recommendations and  
18 comments from the public regarding unpaved roads, highways, or trails to be  
19 nominated for designation as rustic roads, highways, and trails. The department may  
20 also nominate, and solicit recommendations to nominate, designated rustic roads,  
21 highways, and trails to be removed from the list of rustic roads, highways, and trails  
22 designated by the legislature.

23 (c) The following roads, highways, and trails are designated as rustic roads,  
24 highways, and trails:

25 (1) the portions of the Denali Highway that are not paved on the  
26 effective date of this Act;

27 (2) the portion of the Hatcher Pass Road from milepost 18 to milepost  
28 25;

29 (3) the portion of the Copper River Highway from milepost 18 to  
30 milepost 49, including the Million Dollar Bridge (bridge number 0206).

31 (d) The department shall establish a program to develop rustic trails. The

1 department shall emphasize the development of rustic trails with the participation of  
2 local nonprofit historical, recreational, and other trail development organizations.

3 (e) The department shall incorporate projects for the planning, design,  
4 construction, and maintenance of rustic roads, highways, and trails into the statewide  
5 transportation improvement program under AS 19.10.155. The department shall  
6 evaluate rustic road and highway projects based on whether the project will promote  
7 economic development, the amount of the contribution for the project made from  
8 public and private sources, other than the state or federal governments, and the status  
9 of environmental approval for the project. The department shall evaluate rustic trail  
10 projects based on the amount of support for and contribution to the project by private  
11 nonprofit historical, recreational, or other trail development organizations.

12 \* Sec. 3. AS 19.10 is amended by adding a new section to read:

13 Sec. 19.10.155. Statewide transportation improvement program. (a) The  
14 department shall develop and adopt a statewide transportation improvement program  
15 to schedule the expenditure of funds for designated surface transportation projects for  
16 the three fiscal years following the adoption of the program by the department.

17 (b) The statewide transportation improvement program must include projects  
18 within the following categories:

- 19 (1) national highway system;
- 20 (2) Alaska highway system;
- 21 (3) community transportation system;
- 22 (4) trails and recreational access for Alaska system;
- 23 (5) rustic road system.

24 (c) In developing the statewide transportation improvement program, the  
25 department shall estimate the annual amount of the nonrestricted apportionments of  
26 federal funds, excluding necessary costs, for the purpose of allocating the remaining  
27 funds among statewide transportation improvement program categories as follows:

- 28 (1) 48 percent to the national highway system; one percent of the  
29 amount allocated to the national highway system shall be further allocated for  
30 coordinated public transportation;
- 31 (2) at least seven percent to the Alaska highway system;

- 1 (3) at least 33 percent to the community transportation system;  
2 (4) at least five percent to the trails and recreational access for Alaska  
3 system; and  
4 (5) at least four percent to the rustic road system.

5 (d) Notwithstanding (c) of this section, the department may transfer funds  
6 allocated to the national highway system to the Alaska highway system, if the  
7 commissioner determines that the transfer is in the best interest of the state.

8 (e) Notwithstanding (c) and (d) of this section, the department may amend an  
9 adopted statewide transportation improvement program as necessary to accommodate

- 10 (1) a change in the amount of funds available for a project;  
11 (2) emergency requirements;  
12 (3) unanticipated delays in completion of a project or a phase of a  
13 project;  
14 (4) a change in the scope, cost, or development of a project; or  
15 (5) the best interest of the state.

16 (f) The commissioner shall document in writing a decision made under (d) or  
17 (e) of this section on the basis of the best interest of the state. The documentation of  
18 the decision must address matters significant to the state that affected the decision of  
19 the commissioner.

20 (g) In this section,

21 (1) "Alaska highway system" means existing or planned highway  
22 facilities that are of statewide significance that are not included in the national  
23 highway system; "Alaska highway system" includes marine vessels and facilities of  
24 the Alaska marine highway system that are not included in the national highway  
25 system, vessels and facilities owned and operated by political subdivisions of the state  
26 that provide surface transportation services between communities in the state, and  
27 roads identified by the department by regulation;

28 (2) "community transportation system" means existing or planned  
29 surface transportation facilities of local or regional significance that are owned by the  
30 state or a political subdivision of the state, that do not qualify for inclusion in the  
31 national highway system, and that are not included in the Alaska highway system;

1 (3) "coordinated public transportation" means public and private  
2 transportation services provided to elderly persons, persons with disabilities, and the  
3 general public;

4 (4) "rustic road system" means unpaved roads, highways, and trails  
5 that have been designated as rustic roads, highways, and trails by law;

6 (5) "trails and recreational access for Alaska system" means those  
7 surface transportation projects that qualify for funding under the Land and Water  
8 Conservation Fund Act of 1965 (16 U.S.C. 4601-4 - 4601-11), as amended, the federal  
9 recreational trails program (23 U.S.C. 206), as amended, or the Intermodal Surface  
10 Transportation Efficiency Act of 1991 (P.L. 102-240; 105 Stat. 1914), as amended.

11 \* Sec. 4. The uncodified law of the State of Alaska is amended by adding a new section to  
12 read:

13 STUDY OF ECONOMIC DEVELOPMENT ROADS. (a) The commissioner of  
14 transportation and public facilities shall identify roads that are important to the future  
15 economic development of the state, study the feasibility of developing or upgrading those  
16 roads in order to promote the future economic development of the state, research existing  
17 plans to develop or upgrade those roads, determine the availability and source of funds to  
18 develop or upgrade those roads, review alternative funding sources for ongoing maintenance,  
19 and establish a priority ranking for projects to develop or upgrade roads identified by the  
20 commissioner. The commissioner shall also recommend a schedule of appropriations, subject  
21 to the availability of federal or other funds, for projects to develop or upgrade the roads and to  
22 acquire rights-of-way identified as important to the future economic development of the state.

23 (b) The commissioner shall place particular emphasis on reviewing the following road  
24 projects to determine whether the road projects should be identified as important to the future  
25 economic development of the state and whether the road projects should be nominated for  
26 designation as rustic roads, highways, or trails by the legislature under AS 19.10.075, added  
27 by sec. 2 of this Act:

28 (1) Williamsport Road from Iliamna Bay to Pile Bay;

29 (2) a road to the Pogo Mine;

30 (3) Rock Creek Road in the Nome area;

31 (4) a road to Tazlina Lake;