

# KENAI PENINSULA BOROUGH

## 2013 Federal Priorities and Federal Transportation Priorities

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01/08/13 DRAFT



### **Mayor**

Mike Navarre

### **Assembly Members**

Linda Murphy – President

Hal Smalley – Vice President

Mako Haggerty

Brent Johnson

Sue McClure

Charlie Pierce

Bill Smith

Ray Tauriainen

Kelly Wolf

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Kenai Peninsula Borough ■ 144 N. Binkley Street ■ Soldotna, Alaska 99669

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See this document on the web ~ <http://www.borough.kenai.ak.us>  
using the Assembly/Clerk link ~ Legislative Priorities



## **KENAI PENINSULA BOROUGH**

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### **BOROUGH ASSEMBLY**

January 22, 2013

The Honorable Mark Begich  
United States Senate  
144 Russell Senate Building  
Washington, D. C. 20510

The Honorable Lisa Murkowski  
United States Senate  
709 Hart Building  
Washington, D.C. 20510

The Honorable Don Young  
U.S. House of Representatives  
2314 Rayburn Building  
Washington, D.C. 20515

RE: Kenai Peninsula Borough 2013 Federal Projects and Transportation Funding Requests

The Kenai Peninsula Borough respectfully submits for your consideration the attached document identifying projects of importance to Kenai Peninsula Communities. The projects and programs listed span the Borough, and include Kenai Peninsula Borough Projects, Transportation Projects, School District Projects, as well as those selected by the cities within the borough. Should you require additional information regarding a particular project, contact information has been provided for an individual knowledgeable about that topic or program.

We look forward to working with you and your staff to accomplish our mutual goals. As always, the borough assembly and administration will be happy to provide any assistance whatsoever.

Sincerely,

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Linda Murphy  
Assembly President

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Mike Navarre  
Borough Mayor



# Kenai Peninsula Borough

## 2013 Federal Projects and Federal Transportation Projects

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## Kenai Peninsula Borough 2013 Federal Participation Projects

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**Project Title:** Sterling Highway Transportation Corridor Safety Initiative – Cooper Landing Bypass

**Contact Information:** Marcus Mueller, Director of Land Management  
Kenai Peninsula Borough  
144 N. Binkley Street  
Soldotna, AK 99669  
Phone: (907) 714-2204 Fax: (907) 714-2378

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**Location:** Kenai Peninsula Borough, Cooper Landing Area

**Description:** The Sterling Highway provides the only road access from the Kenai Peninsula – including the cities of Homer, Soldotna, and Kenai – to connect with Anchorage and the rest of Alaska. It is one of the most traveled traffic corridors in the State of Alaska. From mileposts 45 to 60, this highway follows the Kenai River valley through the Kenai Mountains. The Kenai River, tributary creeks, and steep valley walls constrict the road through much of the project corridor. The scenic nature of the area, geography, community growth, and fishing tourism combine to create severe congestion problems for this section of the highway from May through September. This narrow segment of the Sterling Highway has no shoulders, limited turnouts, and dangerous blind corners.

A steadily growing population on the Kenai Peninsula has produced a significant increase in daily truck traffic pulling double trailers containing hot liquid asphalt, hazardous materials and toxic chemicals, posing grave threats of harm and pollution to other motorists and to the Kenai River Watershed.

This escalation of road use creates perilous safety issues for highway travelers, especially in areas where high-speed traffic conflicts with vehicles turning on and off the highway. Traffic is congested, generating an increase in vehicular accidents resulting in fatalities, major injuries, and road closures. Accidents occurring on this stretch of highway have resulted in toxic contaminants being released into the Kenai River – a serious environmental concern. As the only transportation artery into or out of the Kenai Peninsula, road closure in response to accidents completely isolates the entire district from the rest of the state; this is of considerable concern in the case of potential large-scale disaster scenarios.

The Alaska Department of Transportation has developed project plans to

relocate this segment of highway, creating a thoroughfare for high speed traffic – including truck transport – and retaining the existing stretch of road for local use. The Kenai Peninsula Borough strongly urges the federal government to expedite the relocation of the Sterling Highway from mileposts 45-60.

**Federal Agency:**

Federal Highway Administration; U.S. Forest Service- Chugach National Forest; U.S Fish & Wildlife Service- Kenai National Wildlife Refuge.

**Full Funding Requested:**

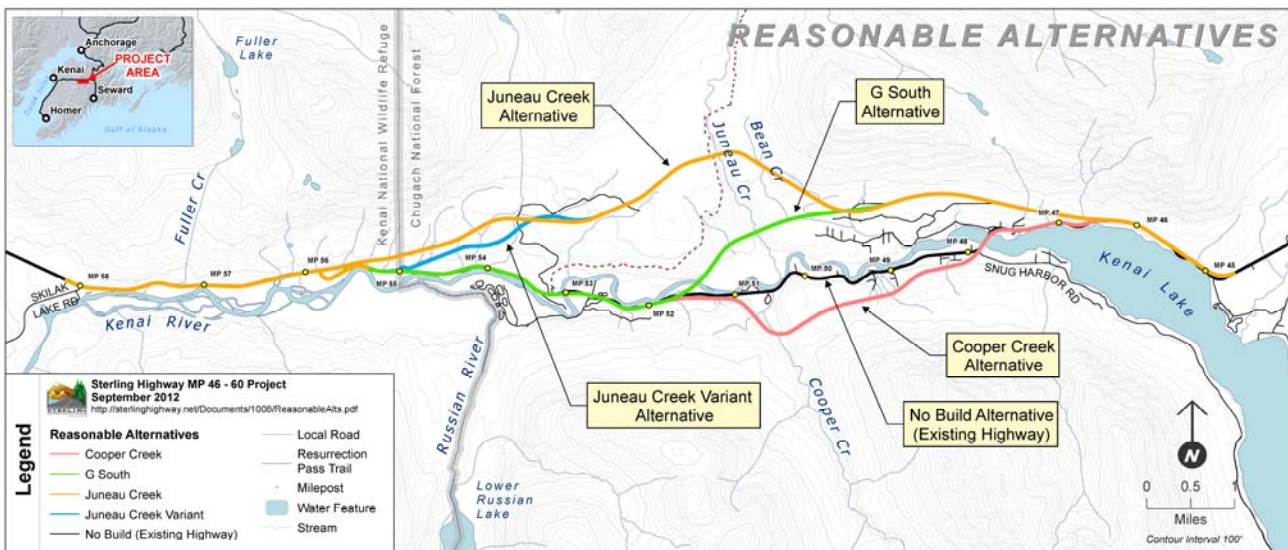
As submitted by Alaska State Department of Transportation

**Partners:**

Kenai Peninsula Borough, Alaska State Department of Transportation, Permitting Agencies

**Justification:**

This request is part of a combined state and borough effort to get the Cooper Landing Bypass off the drawing boards and completed. This project has been languishing for three decades, while fatalities and risks associated with this stretch of highway intensify every year. The Kenai Peninsula Borough and the State of Alaska are committed to the successful completion of the Cooper Landing Bypass; we ask that the federal government join with us to remove any obstacles that could further delay this critical priority project.



The Juneau Creek re-route is the preferred alternative; this is represented by the yellow line.



## Kenai Peninsula Borough 2013 Federal Participation Projects

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**Project Title:** Seward-Bear Creek Flood Service Area Adaptive Management and Mitigation Program

**Contact Information:** Max Best, Director of Planning  
Kenai Peninsula Borough  
144 N. Binkley Street  
Soldotna, Alaska 99669  
Phone: (907) 714-2200 Fax: (907) 714-2378

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**Location:** Kenai Peninsula Borough, Seward-Bear Creek Area

**Description:** This program has been discussed through public and agency meetings for a number of years. Those participating in the process include the public, local residents, the Seward Bear Creek Flood Service Area (SBCFSA), FEMA Region X, Alaska Homeland Security, US Army Corps of Engineers, Kenai Peninsula Borough, City of Seward and the State of Alaska Department of Natural Resources. Such a program will facilitate proactive, sustainable flood risk adaptation practices within the SBCFSA in conjunction with city, borough, state and federal stakeholders. Emphasis will be placed on hazard identification and risk assessment. This evaluation will develop options that include “safe-zone” residential development and specific projects that protect and improve public infrastructure. This project was chosen to meet the goals of the Flood Hazard Mitigation Plan, reduce flood risk to infrastructures and homes.

Sedimentation studies by FEMA consulting engineers in 2007 recommended that a minimum of 100,000 cubic yards of gravel and debris be removed from Japanese Creek to protect the existing and planned levee and maintain adequate freeboard. They also determined that it would take removal of 450,000 cubic yards of gravel and debris from Salmon Creek to return its carrying capacity to pre 2006 levels. At current costs, the requested funds would cover removal of 40,000 cubic yards of material from Japanese Creek and 60,000 cubic yards from Salmon Creek.

Kwechak Creek flows through a steep canyon and onto an alluvial fan that has a current estimated improved value of \$13,000,000 in infrastructure, business and homes. High water events erode the existing water diversion structure and causes damage to roads and subdivisions as well as threatening lives. This structure requires a long term design and repair. Approximately 1,000 feet of diversion structure will be repaired with engineered geo-textile armor.

**Federal Agency:** Department of Homeland Security, Federal Emergency Management Agency (FEMA)

**Full Funding Requested:** \$4,200,000

**Budget Outline:** \$2,200,000 Sustainable Planning Effort  
\$1,000,000 Salmon Creek and Japanese Creek Dredging Effort  
\$1,000,000 Kwechak Creek Repair of Existing Flood Diversion Structure

**Partners:** Kenai Peninsula Borough, Seward-Bear Creek Flood Service Area, City of Seward, Permitting Agencies

**Justification:** The town site of Seward, Alaska was the first deep water port serving the entire Territory of Alaska. In 1986, the Seward vicinity (now Seward Bear Creek Flood Service Area) experienced disastrous flooding and incurred substantial damages. In the aftermath of that event, the Kenai Peninsula Borough and the City of Seward joined the National Flood Insurance Program with the hopes of finding a solution. Along with this program change, many meetings and reports were presented to the decision makers on how best to proceed with better development not subject to high maintenance costs, tsunamis, riverine flooding, channel migration, avalanches or other natural hazards. The reports recommended steering development away from both alluvial fans and glacier outwash floodplains to sites with greater elevations and erosion proof soils, or bedrock. There has been an ongoing discussion for a sustainable planning effort to promote flood-free, wise development. Multiple severe flooding events since 1986, including 2012 flooding which generated costs estimated at \$2,000,000 for public infrastructure, make clear that the development of a carefully managed and coordinated response to ongoing flood mitigation is essential. It is an appropriate time to adapt options that include “safe-zone” residential development and specific flood mitigation projects that protect public infrastructure.





## Kenai Peninsula Borough 2013 Federal Transportation Projects

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**Project Title:** KPB Road Service Area Pavement, Paving and Gravel Upgrades

**Contact Information:** Patrick Malone, Director of Roads  
Kenai Peninsula Borough  
47140 E. Poppy Lane  
Soldotna, Alaska 99669  
Phone: (907) 262-4427 Fax: (907) 262-6090

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**Location:** Kenai Peninsula Borough

**Description:** Upgrade existing substandard “Road Service Area” gravel roads to improve safety and vehicle access and reduce maintenance costs. Improvements may include adding gravel, widening driving surfaces, improving drainage, and design and realignments as needed. We are requesting \$6,500,000 (from a list of needed improvements to gravel roads totaling more than \$37,400,000).

All roads are constructed, but most were built prior to the Kenai Peninsula Borough (KPB) adopting roads standards and are in need of attention.

This project will improve the safety of the public as they drive on wider, firm, well-drained roads that are currently not to any standards. Most roads selected need reconstruction to remove unsuitable material. Some need drainage improvements and gravel caps added.

Pave or repair existing KPB Road Service Area roads to improve public safety and vehicle access as they drive on a smoother paved road. Improvements may include upgrade and pavement replacement on high traffic roads.

Public will benefit from better air quality. Paving will eliminate dust in the air stirred up from vehicle traffic.

All roads are constructed and are gravel, or far beyond the existing useful lifespan and in poor condition. Project will reduce maintenance costs.

Residents and tourists alike will benefit.

**Federal Agency:** Federal Highway Administration

**Full Funding Requested:** \$9,500,000



## Kenai Peninsula Borough 2013 Federal Transportation Projects

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**Project Title:** Pave KPB Road Approaches to the Sterling Highway Mile 155 - 169

**Contact Information:** Patrick Malone, Director of Roads  
Kenai Peninsula Borough  
47140 E. Poppy Lane  
Soldotna, Alaska 99669  
Phone: (907) 262-4424 Fax: (907) 262-6090

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**Location:** Kenai Peninsula Borough

**Description:** Safety concerns with vehicles attempting to pull onto the Sterling Highway from some approaches needs to be addressed. Vehicles routinely cause large holes at the edge of the pavement and have to move into the other lane, blocking incoming traffic, or can't get going thru the bumps to join in to highway traffic speed. Paved approaches would make a big difference in these intersections.

**Federal Agency:** Federal Highway Administration

**Full Funding Requested:** \$110,000



## Kenai Peninsula Borough 2013 Federal Transportation Projects

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**Project Title:** Lowell Point Road

**Contact Information:** Patrick Malone, Director of Roads  
Kenai Peninsula Borough  
47140 E. Poppy Lane  
Soldotna, Alaska 99669  
Phone: (907) 262-4427 Fax: (907) 262-6090

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**Location:** Seward, Alaska

**Description:** Project consists of widening and improving approximately 1.25 miles of roadway abutting the rock mountainside. Widening the road to a 26-foot wide driving surface would greatly improve safety for all. Improve and pave a total of 2 miles in this project.

High Traffic usage of this narrow one lane gravel road has created a life and safety issue of increasing concern for the City of Seward, Kenai Peninsula Borough and State officials.

Project will help the local Seward/Lowell Point residents as well as the ever increasing number of visitors accessing Caines Head State Park and Kenai Fjords National Park. This is the only road access to the area and the City of Seward's Wastewater Treatment Plant.

**Federal Agency:** Federal Highway Administration

**Full Funding Requested:** \$18,000,000



## Kenai Peninsula Borough 2013 Federal Legislative Priorities

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### • Fish Farming in Federal Waters

The Kenai Peninsula Borough opposes any change in Federal law that would allow for fish farming or “marine aquaculture” operations in Federal waters lying beyond the 3-mile coastal zone of Alaska. Cook Inlet prides itself on the outstanding quality of its wild seafood and has for years opposed the establishment of fish farming operations in the coastal waters of Alaska in an effort to protect the health, quality and sustainability of those wild seafood stocks. The Kenai Peninsula Borough urges the Federal Government to exempt or “opt-out” Alaska from any federal proposal to establish fish farming operations within the Federal waters offshore of the State.

### • North Slope Natural Gas Spur Line to Cook Inlet

The Kenai Peninsula Borough believes that the construction of a natural gas spur pipeline or bullet pipeline connecting the North Slope to Cook Inlet would best address Alaskan economic concerns and long-term energy needs. The Kenai Peninsula Borough supports the efforts of the Alaska Gasline Development Corporation (AGDC) to develop a spur pipeline or bullet pipeline, and urges the Federal Government to support efforts to develop a commercially successful spur line or bullet line project to bring North Slope natural gas to Southcentral Alaska. This support should include expedited processing of required federal permits, appropriate incentives and loan guarantees, and adequate access to capacity in any federally regulated North Slope natural gas pipeline.

### • Cook Inlet Beluga Whale Endangered Species Act Listing and Research

The Kenai Peninsula Borough requests that the Federal Government provide significantly increased funding to more adequately support research studies of the Cook Inlet beluga whale population. The Endangered Species Act listing of the Cook Inlet beluga whale has elicited many unanswered questions. Until research and appropriate studies of the Cook Inlet beluga whales are conducted, there are no identified parameters to follow for the regeneration of this species. Some research has been funded, but more research is needed to meet the challenge of Cook Inlet beluga whale population decline and the subsequent Endangered Species Act listing. It is imperative to have good science to determine the appropriate actions to aid the recovery of the Cook Inlet beluga whale and the avoidance of actions that could bring about economic distress to those who depend upon the Cook Inlet for their livelihoods.

### • Cook Inlet Safety and Assessment Funding

Cook Inlet is experiencing rapid growth, increased vessel traffic, and resource development; these must take place in a way that ensures safe marine transportation and oil facility operations in Cook Inlet. The Kenai Peninsula Borough (KPB) encourages this growth and development and relies on the Cook Inlet Regional Citizens Advisory Council (Cook Inlet RCAC) - created by the Oil Pollution Act of 1990 (OPA 90) - to ensure that growth occurs in a safe and environmentally sound manner.

Cook Inlet RCAC partners with local, state, and federal agencies in implementing programs and initiating research. In an effort to better understand potential risks from oil spills to the Kenai Peninsula and Cook Inlet shorelines, KPB has partnered with Cook Inlet RCAC to generate programs that review non-tank vessel contingency plans, develop site-specific oil spill response plans, evaluate the integrity of sub-sea pipelines, and

map and monitor the biophysical habitats of the near-shore environment. Cook Inlet RCAC also has significantly improved the coordination among researchers doing work in the development of a Cook Inlet integrated ocean observing system plan. Cook Inlet is acknowledged as the Gateway to Alaska's commerce and population and these projects improve decision-making abilities related to pollution prevention and response. The Kenai Peninsula Borough supports efforts to create an annual federal funding mechanism for Cook Inlet RCAC and encourages federal funding of at least \$1.0 million annually towards projects and programs identified in the Cook Inlet Regional Citizen's Advisory Council Strategic Plan.

- **Natural Resource Development**

The Kenai Peninsula Borough strongly supports the responsible development of Alaska's many natural resources on Federal lands and believes that Alaska leads the nation in protecting the environment while developing the vast natural resources that reside in Alaska. The Kenai Peninsula Borough supports the opening of ANWR; a North Slope natural gas pipeline that will provide vital energy supplies to the nation and Alaska; and healthy fishing, timber, mining, and tourism industries. Alaska is the nation's treasure trove of renewable and mineral resources and should be allowed to responsibly develop those resources to the benefit of all.

- **Funding and Flexibility for Federal Mandates**

All federal mandates should be funded and flexible enough to meet local needs. The Unfunded Mandate Reform Act, Public Law No. 104-4, is intended to: curb the practice of imposing unfunded federal mandates on state and local governments; strengthen the partnership between the federal government and state, local and tribal governments; to end the imposition-in the absence of full consideration by Congress-of federal mandates on state, local and tribal governments without adequate funding, in a manner that may displace other essential governmental priorities; and ensure that the federal government pays the costs incurred by those governments in complying with certain requirements under federal statutes and regulations.



## Kenai Peninsula Borough School District 2013 Federal Legislative Priorities

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- **Maintaining Funding for the Ongoing Educational Programs.**

The current federal economic climate is causing a reduction in federal funds for education. The Elementary Secondary Education Act was designed to help students living in poverty. Over the years, our neediest students have benefitted from these extra funds. While KPBSD understands the need to reduce federal spending, the District feels that reduction of support for ESEA should be a last resort.

- **Federal Money should not be portable with a student**

The District supports and recognizes that public school choice is a benefit for students. However, the District feels that making federal monies for IDEA or ESEA portable so that they can be used at private schools is not a good solution. The limited capacity of private schools in our region would necessarily cause such portability to be difficult. Further, the legal requirements of IDEA would necessitate a collaborative approach between KPBSD and a private school which in turn could make the portable funding problematic.

- **Reauthorize Elementary Secondary Education Act**

The current scramble by states to seek waivers to the No Child Left Behind Act requirements is an inappropriate way to respond to the unattainable facets of this Act. KPBSD calls on the federal legislature to reauthorize the ESEA with accountability provisions that are based on school growth. Further, KPBSD requests that the reauthorization allow states to make amendments to the Act as a way to respond to those provisions that are not suitable for Alaska.

- **Fully fund the Individuals with Disabilities Education Act (IDEA)**

IDEA was reauthorized in 2004. Under IDEA, Congress originally promised to fund up to 40% of the excess costs of educating students with disabilities. Currently Congress has authorized expenditures to cover approximately 17% of the excess costs nationally. The Kenai Peninsula Borough School District believes that Congress should fund the full amount they originally promised. To do otherwise requires local districts to reduce funding for general instructional needs to meet the needs of special student populations.

- **Funding early learning programs in Alaska**

All children should have opportunities to learn during the formative early childhood years. Studies show that for every \$1 spent on early childhood education, \$8 is saved in later services that are not necessary. Many of Alaska's children are placed at risk for future school failure because they do not have access to rich learning opportunities. The District's use of federal Title money for preschool will continue, but will only serve a small percentage of Kenai Peninsula Borough preschool students.

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**CITY OF HOMER  
HOMER, ALASKA**

Mayor/City Council

**RESOLUTION 12-087(S)**

A RESOLUTION OF THE HOMER CITY COUNCIL ADOPTING THE  
2013-2018 CAPITAL IMPROVEMENT PLAN AND ESTABLISHING  
CAPITAL PROJECT LEGISLATIVE PRIORITIES FOR FISCAL YEAR  
2014.

WHEREAS, A duly published hearing was held on September 24, 2012 in order to obtain public comments on capital improvement projects and legislative priorities; and

WHEREAS, It is the intent of the City Council to provide the Governor, the State Legislature, State agencies, the Alaska Congressional Delegation, and other potential funding sources with adequate information regarding the City's capital project funding needs.

NOW, THEREFORE BE IT RESOLVED by the City Council of Homer, Alaska, that the "City of Homer Capital Improvement Plan 2013-2018" is hereby adopted as the official 6-year capital improvement plan for the City of Homer.

BE IT FURTHER RESOLVED that the following capital improvement projects are identified as priorities for the FY 2014 State Legislative Request:

1. Harbor Improvement Revenue Bond Projects
2. Port and Harbor Building
3. Skyline Fire Station
4. Pratt Museum New Facility and Site Redesign
5. Homer Education and Recreation Center Upgrades
6. Homer Tidal Energy Incubator Project
7. Harbor Entrance Erosion Control
8. Fire Engine 4 and Tanker 2 Refurbishment
9. Public Safety Building
10. Barge Mooring Facility
11. Kachemak Drive Rehabilitation/Pathway
12. Brush/Wildland Firefighting Truck
13. Marine Ways Large Vessel Haulout Facility
14. Baycrest Overlook Gateway Project
15. Water Storage/Distribution Improvements

BE IT FURTHER RESOLVED that projects for the FY 2014 Federal Legislative Request will be selected from this list.

BE IT FINALLY RESOLVED that the City Manager is hereby instructed to advise appropriate State and Federal representatives and personnel of the City's FY 2014 capital project priorities and take appropriate steps to provide necessary background information.


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PASSED AND ADOPTED by a duly constituted quorum of the City Council for the City of  
Homer on this 15<sup>th</sup> day of October, 2012.

CITY OF HOMER

  
MARY E. WYTHE, MAYOR

ATTEST:

  
JO JOHNSON, CMC, CITY CLERK

Fiscal Note: N/A





Suggested by: Administration

**CITY OF KENAI**

**RESOLUTION NO. 2012-56**

A RESOLUTION OF THE COUNCIL OF THE CITY OF KENAI, ALASKA, ADOPTING THE CITY OF KENAI CAPITAL IMPROVEMENTS PLAN PRIORITY LISTS FOR STATE AND FEDERAL FUNDING REQUESTS FOR THE FISCAL YEAR 2014.

WHEREAS, the Capital Improvements Plan (CIP) is a guide for capital expenditures; and,

WHEREAS, the City of Kenai CIP process has involved consideration of existing plans, programmatic needs and public input; and,

WHEREAS, the CIP compliments the legislative priorities, City Budget and Comprehensive Plan; and,

WHEREAS, the City of Kenai CIP Priorities for State and Federal Funding for Fiscal Year 2014 are outlined in Attachment A; and,

WHEREAS, the Kenai City Council held a public hearing on the Capital Improvements Program adoption on October 17, 2012; and,

WHEREAS, if unforeseen circumstances occur, the City Council authorizes the City Manager to modify as necessary the City of Kenai's Capital Improvements Plan Priority Lists for State and Federal Funding Requests for the Fiscal Year 2014, and that any modification will be brought before Council for approval at the next regularly scheduled Council meeting.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF KENAI, ALASKA, adopts the attached City of Kenai Capital Improvements Plan Priority List for State and Federal Funding Requests for the Fiscal Year 2014.

PASSED BY THE COUNCIL OF THE CITY OF KENAI, ALASKA, this 17th day of October, 2012.

  
PAT PORTER, MAYOR

ATTEST:

  
Sandra Modigh, City Clerk

**CITY OF KENAI  
CAPITAL IMPROVEMENTS PROGRAM (CIP) PRIORITIES  
FOR FEDERAL FUNDING REQUESTS FOR  
FFY 2014**

PRIORITY NUMBER	PROJECT TITLE	DESCRIPTION	REQUIRED FUNDING	NOTES/COMMENTS
1	Kenai River Bluff Erosion/Stabilization	<p>Approximately one-mile of the bluff along the Kenai River is exhibiting substantial erosion. Several hundred feet of the original townsite have been lost over the last century. The U.S. Corp of Engineers estimates the rate of erosion to be 3 feet per year. Over the next 50 years, in excess of \$ 50 million (in 2006 dollars) of property and improvements will be lost, without the construction of stabilization improvements. The total cost estimate for the project is \$ 20 million. Approximately \$ 1.5 million has been spent to date on preliminary engineering &amp; studies. Kenai voters approved a \$ 2 million bond sale at the October 2007 election. Recently the Kenai Peninsula Borough Assembly passed a resolution to provide the quarry rock for the project at no cost. The value of the rock is estimated at \$ 4.8 million. Total funding in-hand and in-kind is approximately \$ 10.2 million.</p>	\$28,000,000	<p>The bluff erosion project has been the City of Kenai's number one Federal and State funding priority for at least the previous three years. Administration is requesting funding from the Governor and area Legislators. To date, funding of approximately \$ 1.5 million has been appropriated by Alaska's congressional delegation, but the outlook for additional federal funding is not good. The citizens of Kenai approved a G.O. bond proposition in the amount of \$ 2,000,000 in 2007. Given the State of Alaska's present financial condition the opportunity to receive funding is as good as it has been in some years.</p>
2	Construct New City Light/Heavy Equipment Maintenance Shop & Equipment Storage	<p>This project would construct a 20,000 sf maintenance shop to replace the existing shop. The existing shop is a collection of buildings and conex's that lacks the room to perform maintenance on the City's equipment fleet, and also lacks engineered ventilation systems as well as other improvements found in designed facilities. This project also includes a 20,000s.f. equipment storage building.</p>	\$ 4,000,000.00	<p>Shop facilities to support operations and maintenance activities are always difficult projects to move forward. The present facility was never designed to facilitate the support maintenance activities which are being accomplished. There may be an opportunity for Federal participation, specifically FAA funding in an amount commensurate with Airport use of the facility. Total project cost estimate is approximately \$8 million, of which the City has \$4 million in-hand.</p>
3	Vehicle Storage Facility for Kenai Senior Center Vehicles	<p>This project would construct a six-bay vehicle storage facility at the City maintenance yard. At present the vehicles are stored outside the center. During the winter this results in vehicles running to maintain heat for trips for the senior clients, and also results in increased mechanical difficulties.</p>	\$ 600,000.00	

**CITY OF KENAI  
CAPITAL IMPROVEMENTS PROGRAM (CIP) PRIORITIES  
FOR FEDERAL FUNDING REQUESTS FOR  
FFY 2014**

PRIORITY NUMBER	PROJECT TITLE	DESCRIPTION	REQUIRED FUNDING	NOTES/COMMENTS
4	City of Kenai Wastewater Treatment Plant Upgrades & Renovations	This project would construct improvements to the City of Kenai's WWTP which would increase volume, decrease operating expenses and increase the quality of the effluent. The City's Alaska Pollution Discharge Elimination System (APDES) permit will be renewed in 2013. We expect restrictive ammonia limitations to be included in the new permit. These plant modifications/upgrades are required for permit compliance.	\$ 1,800,000.00	This is the first phase of a four phase project to construct improvements to the WWTP ans identified in the WWTP Master Plan prepared by CH2MHill in 2003.
5	Bridge Access Road, Pedestrian Pathway	This project would construct a pedestrian pathway from the Kenai Spur Highway to Kalifornsky Beach Road along Bridge Access Road. This area is heavily traveled by pedestrians, sight seer's, bicyclists, etc. This project is approximately 2 miles long and would complete the 24 mile Unity Trail that connects Kenai and Soldotna, along both the Spur Highway and Kalifornsky Beach Road.	\$ 2,000,000.00	i am not aware of any sources of funding that are available for this project, and several regulatory agencies (EPA, USDF&W) have expressed significant opposition to the project.

**CITY OF KENAI  
CAPITAL IMPROVEMENTS PROGRAM (CIP) PRIORITIES  
FOR FEDERAL FUNDING REQUESTS FOR  
FFY 2014**

PRIORITY NUMBER	PROJECT TITLE	DESCRIPTION	REQUIRED FUNDING	NOTES/COMMENTS
	City of Kenai Indoor Turf Field Facility	This project would construct a 100'x200' indoor turf field, possibly as an addition to the existing Kenai Multi-Purpose Facility. The facility would be used by area schools, pre-schools, soccer and other organizations.	\$ 5,000,000.00	This project has been discussed by the parks & Recreation Commission and it is my understanding they wish to continue discussion on the subject. This project is certainly worthy of discussion but significant work needs to be accomplished to determine its feasibility.
	Lower Kenai River Drift Boat Pull-Out	Project would provide lower river access point for pull-out of drift boats only.	Unknown	ADNR is accomplishing a "Needs Assessment Study" scheduled to be finished in 2011. It's doubtful any funding would be available for this project in advance of the completion of the study, and that State/federal funding would be appropriated to a State Agency that would be responsible for the construction and operation of the facility.
	Kenai Spur Highway - Upgrade Five Intersections	This project is proposed to provide safety improvements to Beaver Loop, Thompson Park, Strawberry Road, Silver Salmon, and TBD to include turn lanes and lighting. Traffic accidents at these intersections usually involve at least one vehicle traveling at a high rate of speed, and are of significant severity.	\$ 3,000,000.00	This project has ranked high on the 2010-2013 STIP and funding is proposed in SFY 2011 for conceptual design, and ROW acquisition.
	Kenai Spur Highway - Upgrade to Five Lane configuration Between Soldotna and Kenai	Conflicting traffic patterns (through traffic vs business/residential traffic) and increased traffic counts have increased the number and severity of accidents between Kenai & Soldotna. Planned commercial developments will significantly increase traffic in the near future	\$ 30,000,000.00	This project has not ranked high on the 2010-2013 STIP. A predecessor project, the improvement of five intersections of this roadway has ranked well on the STIP and funding for conceptual study & ROW acquisition is proposed to begin in SFY 2011. The full five-lane project will not be considered for funding until the intersection project is through design, or possibly during construction.

**OTHER PROJECTS WHICH WERE CONSIDERED**

City of Seldovia

Resolution 13-07

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SELDOVIA, ALASKA ADOPTING A LEGISLATIVE GRANT PRIORITIES LIST**

**WHEREAS**, the City of Seldovia has specific needs that can only be met by outside sources of revenue; and

**WHEREAS**, the City Council of the City of Seldovia has previously held workshops to discuss the needs of the City; and

**WHEREAS**, the City Council of the City of Seldovia has decided on seven (7) specific needs and prioritized them; and

**WHEREAS**, these Legislative grant priorities need to be placed in Resolution format to comply with funding requirements.

**NOW THEREFORE: BE IT RESOLVED THAT:** the City Council of the City of Seldovia has prioritized the following projects to be requested from the Alaska Governor and Legislature:

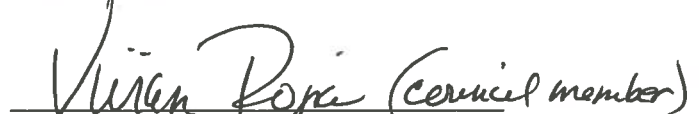
- |  |                  |
|--|------------------|
| <b>1. Water Treatment Facility</b>             | <b>4,593,000</b> |
| <b>2. Used Heavy Equipment</b>                 | <b>250,000</b>   |
| <b>3. Fully Equipped Police Vehicle</b>        | <b>88,000</b>    |
| <b>4. Development of Parks &amp; Rec Areas</b> | <b>135,000</b>   |
| <b>5. Survey of Seldovia Cemetery</b>          | <b>35,000</b>    |
| <b>6. Sports Fishing Access Stairway</b>       | <b>125,000</b>   |
| <b>7. Smolt Stocking</b>                       | <b>65,000</b>    |

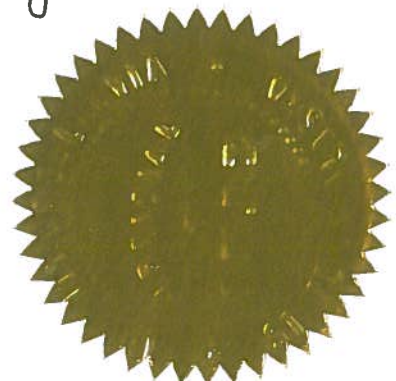
PASSED AND APPROVED by a duly constituted quorum of the City Council of the City of Seldovia, on this 10<sup>th</sup> day of October, 2012.

ATTEST:

  
City Clerk, Mary K. Klinger

APPROVED:

 (council member)  
Mayor, Keith Gain



**CITY OF SEWARD, ALASKA  
RESOLUTION 2012-084**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SEWARD,  
ALASKA, ESTABLISHING THE CITY OF SEWARD'S CALENDAR  
YEAR 2013 FEDERAL LEGISLATIVE PRIORITIES**

**WHEREAS**, the City annually compiles a list of projects or issues that are identified as top federal legislative priorities; and

**WHEREAS**, the list of projects is compiled and distributed to the Kenai Peninsula Borough, our congressional delegation and City of Seward federal lobbyist; and

**WHEREAS**, this resolution validates projects, prioritizes needs, and focuses the efforts of City Administration in its lobbying efforts; and

**WHEREAS**, the passage of this resolution occurs through a public process; and

**WHEREAS**, all projects on this list are consistent with the City Comprehensive and Strategic Plans.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEWARD, ALASKA, that:**

**Section 1.** The following list of legislative projects is hereby declared to be the official legislative priority list of the City of Seward for 2013:

**A. APPROPRIATIONS AND GRANTS**

1. \$2 million appropriation to the Army Corps of Engineers for mitigation for flood risk reduction at Lowell Creek in Seward.
2. \$7 million for a comprehensive Seward Flood Mitigation Program on the watershed level by the U.S. Army Corps of Engineers.
3. \$200,000 for the first Alaskan sea level rise climate change study to be conducted in Resurrection Bay by the U.S. Army Corps of Engineers.
4. \$17.9 million for extending the Seward Marine Industrial Center basin breakwater to improve and increase ship moorage and loading capacity, ship repair capabilities, seafood processing operations, and barge landings.
5. \$3 million appropriation for Lowell Point Road storm surge mitigation, bank stabilization and erosion control projects (from a Section 103 study by the U. S. Army Corps of Engineers).
6. \$1 million appropriation for erosion control projects (from a Section 14 study by the U.S. Army Corps of Engineers) for the Seward Marine Industrial Center and the Alaska Railroad Dock.
7. \$2.25 million appropriation for Seward Community Roads for repaving road surfaces.

**CITY OF SEWARD, ALASKA  
RESOLUTION 2012-084**

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- reconstructing sidewalks, and improving roadway drainage systems.
8. \$2 million grant for constructing a 100'x 80' metal building to house emergency response equipment, and shelter supplies at the Fort Raymond Satellite Fire Station.
  9. \$2.496 million in the Highway Transportation Bill for design, engineering, construction, and protection from coastal erosion for the Lowell Point Road (the sole land access to critical infrastructure, state parks, and Kenai Peninsula Borough residential housing area).
  10. \$12.8 million in the Highway Transportation Bill for extending and improving the Alaska Railroad Freight Dock in Seward.
  11. \$250,000 for operating the Alaska strandings network and responding to marine mammal and seabird strandings and mortalities throughout Alaska.

**B. AUTHORIZATIONS AND BENEFICIAL LEGISLATION**

1. Authorization language in the Water Resource Development Act that the \$2.66 million local government cost share paid by the City of Seward to the Army Corps of Engineers satisfies the total cost share requirements for Phase 1 and Phase 2 Of the Seward Harbor Expansion Project (additional costs were incurred in a second phase of the project to correct a design deficiency by the Army Corps of Engineers).
2. Authorization language amending the Water Resources Development Act of 2007 (Public Law 110-114, 121 STAT. 1205) as follows:
  - a. Amending Section 5032
    - (1) by striking "Tunnel" from the title;
    - (2) by striking "Long-Term" from subsection (a);
    - (3) by striking "Long-Term" from subsection (a)(1);
    - (4) by striking "Long-Term" from subsection (a)(2).
  - b. Striking subsection (b) in Section 5032 and inserting language directing the Secretary to conduct a study to determine whether an alternative method of flood diversion in Lowell Canyon is feasible. Feasibility shall be determined based on risk reduction rather than cost-benefit analysis. Federal cost share for the study shall be the same as the Federal share for the original project.
3. Authorization language in the Water Resources Development Act or in other appropriate legislation that the area created by the Seward Harbor Navigational Improvements Project, including the 3.5 acres of disposal area, in Seward, Alaska, (described by the U.S. Army Corps of Engineers as "BOD Disposal Area 1") is hereby declared to be non-navigable waters of the United States for purposes of the navigation servitude.

**Section 2.** This resolution shall take effect immediately upon its adoption.

**CITY OF SEWARD, ALASKA  
RESOLUTION 2012-084**

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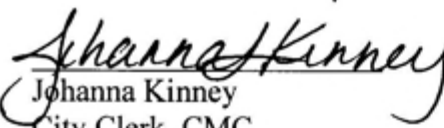
**PASSED AND APPROVED** by the City Council of the City of Seward, Alaska, this 7<sup>th</sup> day of November, 2012

**THE CITY OF SEWARD, ALASKA**

  
\_\_\_\_\_  
**David Seaward, Mayor**

AYES: Valdatta, Bardarson, Keil, Shafer, Terry, Seaward  
NOES: None  
ABSENT: Casagrande  
ABSTAIN: None

**ATTEST:**

  
\_\_\_\_\_  
Johanna Kinney  
City Clerk, CMC

(City Seal)





Introduced By: City Manager  
Date: October 24, 2012  
Action: Amended, Adopted  
Vote: 5 Yes, 0 No, 1 Absent

CITY OF SOLDOTNA  
RESOLUTION 2012-052

A RESOLUTION ADOPTING THE CITY OF SOLDOTNA'S FISCAL YEAR 2014 CAPITAL IMPROVEMENT PLAN STATE AND FEDERAL FUNDING REQUESTS

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WHEREAS, the City of Soldotna Capital Improvement Plan includes projects for which the City will seek State and Federal funding assistance; and

WHEREAS, the attached list identifies and estimates the cost of the projects to be submitted for funding requests; and

WHEREAS, the funding requests are developed based on the approved five year Capital Improvement Plan, the City's adopted Comprehensive Plan, prioritized needs, and public input; and

WHEREAS, the City Manager is authorized to modify the funding requests as necessary based on new developments; and

WHEREAS, any modifications to the funding requests shall be brought to Council for approval at the next regularly scheduled Council meeting; and

WHEREAS, the list will be provided to the congressional delegation, the State legislative delegation, and the Kenai Peninsula Borough; and

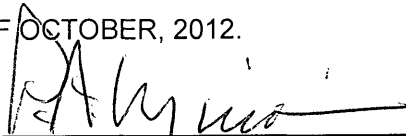
WHEREAS, the Administration recommends adoption of this list.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SOLDOTNA, ALASKA:

Section 1. That the attached document, the City of Soldotna Capital Improvement Program Funding Requests For State Fiscal Year 2014, is adopted.

Section 2. This resolution shall become effective immediately upon its adoption.

ADOPTED BY THE CITY COUNCIL THIS 24TH DAY OF OCTOBER, 2012.

  
\_\_\_\_\_  
Peter A. Micciche, Mayor

ATTEST:

  
\_\_\_\_\_  
Teresa Fahning, City Clerk

Ayes: Sprague, Czarnezki, Hartman, Bagley, Eoff  
Noes: None  
Absent: Daniels

12RES052

<b>Priority</b>	<b>Title</b>	<b>Funding Request</b>
<b>1</b>	<b>Binkley Street Renovation Project</b>	<b>\$1,315,000</b>
This project will complement the City's pending North Binkley Improvements project and will complete the repair of our most heavily traveled collector street. The scope of work includes utility insulation, lift station upgrades, and street rehabilitation.		
<b>2</b>	<b>Reconstruct failed water reservoir and other community equipment/infrastructure</b>	<b>\$3,000,000</b>
This project will construct a new water reservoir off of Kalifornsky Beach Road, and also fund other community equipment/infrastructure.		
<b>3</b>	<b>Centennial Water and Sewer Improvements</b>	<b>\$1,400,000</b>
Extend water and sewer improvements down Centennial Park Road to provide services at the river-adjacent park. This project will enhance the sanitary conditions at the over-crowded facility and further protect the Kenai River from potential sewage contamination.		
<b>4</b>	<b>North Aspen Drive</b>	<b>\$550,000</b>
The City expends a considerable amount of money maintaining this gravel surface and commercially zoned street. This project would bring the street up to City standards and include storm drain, curb & gutter, sidewalk, and pavement.		
<b>5</b>	<b>Construct Maintenance Shop</b>	<b>\$2,000,000</b>
The City's mechanical shop is in an aging and energy inefficient facility 5 miles from the equipment and administrative shop; this project will consolidate the maintenance efforts and increase operational efficiency.		
<b>6</b>	<b>Soldotna Creek Park Improvements</b>	<b>\$150,000</b>
This is the final phase of the Soldotna Creek Park transformation and can be completed in 2013 concurrent with the anticipated ADOT&PF pedestrian friendly signalization of the Sterling Highway and Birch Street intersection. This project will rehabilitate the grass field, construct pathway improvements, and supply irrigation for maintenance.		
<b>7</b>	<b>West Redoubt Sidewalk and Illumination</b>	<b>\$250,000</b>
Development at the terminus of West Redoubt Street has increased over the years and pedestrian facilities are now needed. Many children walk to adjacent schools; this project includes sidewalks and illumination.		
<b>8</b>	<b>Safety and Security Improvements</b>	<b>\$120,000</b>
A safety and security analysis has identified needed improvements to City facilities. This project will also allow the deployment of new security camera technology; currently the few cameras that operate do not adequately fulfill their purpose.		
<b>9</b>	<b>Soldotna Sports Center Roof</b>	<b>\$950,000</b>
The Soldotna Sports Center roof is 27 years old, has multiple repair attempts, and has surpassed its useful life. The aging roof contributes to significant energy losses and the interior finishes are sustaining water damage. This facility is a regional centerpiece for many different public functions and it supports a diverse mixture of important community events.		
<b>10</b>	<b>Soldotna Community Memorial Park, Phase II</b>	<b>\$500,000</b>
This project will expand the cemetery to accommodate more interments and will include the proposed river overlook and central pavilion structure. The Soldotna cemetery is a regional park that is available to all Borough residents and is increasing in popularity.		

<i>Need ID</i>	<i>Title</i>
<b>26116</b>	<b>Birch Street Signal at Sterling Highway</b>
Install signal, crossing, lighting, signage, and turn lanes at Birch Street and Sterling Highway in Soldotna.	
<b>18817</b>	<b>Sterling Highway MP 83-94 Rehabilitation</b>
Rehabilitate the Sterling Highway from Sterling to Soldotna	
<b>11921</b>	<b>Sterling Highway MP 60-79 Skilak Lake Road to Sterling Rehabilitation</b>
Resurfacing, minor widening, and passing lanes as needed.	
<b>27473</b>	<b>Kenai Spur Road Rehabilitation</b>
Rehabilitate the road between Soldotna and Kenai	
<b>24573</b>	<b>Sterling Highway MP 45-60 Quartz Creek Road to Skilak Lake Road</b>
Pavement replacement in advance of major road project. Includes Bridge #0675 Kenai River Cooper Landing, Bridge #0674 Cooper Creek, and Bridge #0673 Kenai River at Scooners Bend	
<b>23120</b>	<b>Funny River Road Improvements</b>
Rehabilitate Funny River Road from the Sterling Highway to the Soldotna Municipal Airport.	
<b>N/A</b>	<b>Construct paved walking path from K-Beach Elementary to Kenai Peninsula College</b>
Construct lighted pedestrian pathway along Poppy Lane from the existing path terminus to KPC. This pathway will accommodate significant non-motorized user increases due to the elementary school, Alaska Christian College, Kenai Peninsula College, and student housing. Pedestrians currently share the road with traffic, creating unsafe conditions, especially at night.	