

KENAI PENINSULA BOROUGH

State Funding Priorities 2011



12/07/10 DRAFT

Gary Knopp
Assembly President

David R. Carey
Borough Mayor

Compiled and Produced by:

Kenai Peninsula Borough Clerk's Office

144 N. Binkley St.

Soldotna, AK 99669

(907) 714-2160

(907) 714-2388 Fax

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

January 4, 2011

Dear Kenai Peninsula Borough Legislators:

This document contains the Kenai Peninsula Borough's funding priorities for the 2011 legislative session. The booklet contains priorities for the borough, the school district, our service areas, cities, and unincorporated communities. Schools and roads continue to be of paramount concern and are a recurring theme throughout our requests for state funding.

Each of the projects listed within this publication represents the needs of our communities as identified through the public process. The Borough Assembly, School Board, Service Area Boards, City Councils and Community Councils have conducted numerous public hearings and have taken into consideration all of the comments received in developing this list.

We hope you can fund projects both within your district and also those that will benefit the Kenai Peninsula Borough as a whole. We applaud your efforts and pledge our support to make this process productive and successful.

Respectfully,

Gary Knopp
Assembly President

David R. Carey
Borough Mayor

Introduced by: Legislative Committee
Date: 01/04/10
Action:
Vote:

**KENAI PENINSULA BOROUGH
RESOLUTION 2011-001**

**A RESOLUTION ESTABLISHING KENAI PENINSULA BOROUGH STATE CAPITAL
PROJECT PRIORITIES FOR THE YEAR 2011**

WHEREAS, the Twenty-Seventh Legislature, First Session, will consider adoption of the State’s operating and capital budget during the session convening January 18, 2011; and

WHEREAS, the Assembly finds it is in the best interest of the borough to establish priorities for capital projects which can be submitted to the State for possible funding;

NOW, THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH:

SECTION 1. That the borough priorities for capital projects for the Year 2011, as shown in the document entitled, “Kenai Peninsula Borough State Funding Priorities – 2011,” on file in the Clerk’s Office, are hereby adopted.

SECTION 2. That a copy of this resolution and accompanying priority list shall be provided to Governor Parnell and all legislators representing the Kenai Peninsula Borough.

SECTION 3. That this resolution becomes effective immediately upon its adoption.

ADOPTED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH THIS 4TH DAY JANUARY, 2011.

Gary Knopp, Assembly President

ATTEST:

Johni Blankenship, Borough Clerk

Yes:

No:

Absent:

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KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

CAPITAL PROJECT: HOMER SOLID WASTE TRANSFER FACILITY

Funding Recipient: Kenai Peninsula Borough

Project Name: Homer Solid Waste Transfer Facility

Detailed Project Description and Justification:

Site improvements and construction of an approximately 17,500 square-foot Solid Waste Transfer Facility supporting the lower Kenai Peninsula South of Ninilchik.

The ground water monitoring program at the Homer Landfill/Baling Facility has identified statistically significant increases in several parameters over background values, requiring corrective action according to Title 18, Chapter 60 of the Alaska Administrative Code (18 AAC 60.860) measure. The Borough and the Alaska Department of Environmental Conservation (ADEC) have determined that an appropriate corrective measure is closure of the Municipal Solid Waste (MSW) landfill. The MSW will be collected at the Homer Transfer Facility and transported to the Central Peninsula Landfill (CPL) for burial.

In August 2013 the current Homer Landfill, Class II Solid Disposal Permit ends. The Kenai Peninsula Borough (KPB) Solid Waste Department will apply to ADEC for an Inert Waste Mono-Fill Operational Permit. The inert waste will be buried on site and the MSW received will need to be transported to the (CPL) in Soldotna.

A Schematic Design for the site and building was completed in June of 2010 specifically responding to the anticipated future needs of the Transfer/Waste handling facility. These needs include receiving, consolidating and loading of MSW for transport to the CPL in Soldotna, inert waste receiving and segregation, recycling collection, and hazardous waste collection and storage.

The project is ready to move forward with the completed Design and Construction of an approximately 17,500 square-foot Transfer/Waste handling building. In addition to the Transfer/Waste handling building, highway access improvements, Utility improvements, equipment staging areas, and scales will need to be constructed to support the operation. The completed facility and operation will also require equipment and rolling stock to be purchased for the management and transportation of waste.

Funding Request:	\$ 12,047,055	Election District:	Senate:	R
			House:	35

CONTACT INFORMATION

Dan Parks, Capital Project Department Director	Phone:	907-262-9657
144 N. Binkley Street	Fax:	907-262-6090
Soldotna, Alaska 99669	E-mail:	dparks@borough.kenai.ak.us



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

CAPITAL PROJECT: SECURITY CAMERA SYSTEM

Funding Recipient: Kenai Peninsula Borough

Project Name: District Wide Security Camera System

Detailed Project Description and Justification:

Camera monitoring is proposed at key access ways and points for all Kenai Peninsula Borough owned buildings (schools and government facilities) to address the continual need for building security and monitoring, as well as assuring against aggression and/or vandalism.

The security camera system will provide a mechanism to deter vandalism and destruction of community property and will provide successful legal prosecution of those who participate in the vandalism and destruction of property at any Kenai Peninsula Borough owned facility. This system would not only be implemented in schools but would be provided in other key areas within the Kenai Peninsula Borough where previous vandalism or destruction of property has occurred. This will be used as a mitigation tool and overall, the financial burden will be lessened to the taxpayer in cleaning up and replacement of property.

Phase 1: \$1,625,000

Phase 2: \$1,035,000

Time line: After funds have been appropriated, an aggressive time line to implement will be created and executed to put these cameras in place, which will hopefully help with vandalism and destruction of property across the Borough.

Funding Request: \$ 2,660,000 Election District: Senate: C, P, Q, & R
House: 6, 32, 33, 34, & 35

CONTACT INFORMATION

Dan Parks, Capital Project Department Director
144 N. Binkley Street
Soldotna, Alaska 99669

Phone: 907-262-9657
Fax: 907-262-6090
E-mail: dparks@borough.kenai.ak.us



KENAI PENINSULA BOROUGH

2011 LEGISLATIVE ISSUES

MUNICIPAL REVENUE SHARING

The State of Alaska should establish a sustainable Municipal Revenue Sharing Program that would provide reliable streams of State funding to all communities. A sustainable Municipal Revenue Sharing Program will provide for improved public services such as roads, and emergency services, as well as lighten the burden on the local property owner by reducing property taxes.

PERS/TRS FUNDING

The State of Alaska is encouraged to pass legislation that will provide continued support for all municipalities and school districts. The Kenai Peninsula Boroughs PERS contributions are as follows:

FY2010	Actuarial Rate	Employer Rate	Relief Rate (On-behalf)	Estimated On-behalf Amt.
PERS Rate:	27.65%	22.00%	5.65%	\$ 974,796
Total:				\$ 974,796

Direct impact to the Kenai Peninsula Borough School District: In 2001, employer retirement system rates were 6.34 percent for PERS and 12 percent for TRS. The FY2010 PERS and TRS rates are:

FY2010	Actuarial Rate	Employer Rate	Relief Rate (On-behalf)	Estimated On-behalf Amt.
PERS Rate:	27.65%	22.00%	5.65%	\$ 1,632,014
TRS Rate:	39.53%	12.56%	29.97%	\$ 13,008,365
Total:				\$ 14,640,379

Continued legislative support to fully fund "on-behalf" payments to address the unfunded PERS and TRS liability is essential to allow the Kenai Peninsula Borough School District the ability to maintain effective staffing formulas, as set forth in SB 125.



KENAI PENINSULA BOROUGH

2011 STATE LEGISLATIVE ISSUES

- **Personal Property Tax**

The Kenai Peninsula Borough supports raising the residential personal property tax exemption from \$20,000 to \$50,000, which would provide an additional incentive to land owners.

- **Adult Vocational Education Resource**

The Kenai Peninsula Borough supports an adult vocational education center on the Kenai Peninsula. With the loss of a large portion of the oil and gas industry and the need to provide training in other vocational areas of interest, the Kenai Peninsula is an ideal location to be utilized. This will assist our state and local communities with trade ready workers.

- **State of Alaska Energy Policy**

The Kenai Peninsula Borough supports and has promoted the concept of a State Energy Policy based on the adoption of guiding principles and goals. This policy should guide all levels of state and local government in the formation of legislation, regulations and initiatives. These would directly affect exploration, development and delivery of all necessary energy sources that will serve residents, businesses and industries into the future. A State Energy Policy should provide clarity and stability to energy development companies, energy reliant industries, commercial interests, and homeowners while promoting healthy economic growth for Alaska.

The Kenai Peninsula Borough supports a vision of energy conservation and proper utilization, which coincides with better management of existing resources. This would dovetail with Alternative Energy concepts. Many of the principles and goals may already be in use or may already be developed by various agencies, departments and divisions of state and local government. The Kenai Peninsula Borough believes a comprehensive policy will provide for consistent, understandable, and uniformed guidance to all levels of government, which will promote unity and efficiency.

- **SeaLife Center Climate Change Knowledge and Adaption - Wildlife Research Program**

The State of Alaska has authorized the establishment of an Alaskan Climate Change Knowledge Network (ACCKN) with responsibilities for collecting, interpreting, and using climate change data in Alaska. The SeaLife Center was instrumental in formulating that recommendation and has unanimously endorsed ACCKN. The Kenai Peninsula Borough supports providing funding for a pilot learning network on the Kenai Peninsula to both observe climate change impacts and share knowledge and innovation to assist Kenai Peninsula Borough communities.

The Alaska SeaLife Center operates the "Alaska Strandings Network" and responds to marine mammal and seabird strandings and mortalities throughout the State, with a 24-hour response and the highest standard of care. This service is both needed and necessary and will assist scientific research across Alaska.

- **State of Alaska - Road Maintenance Funding**

Out of 50 states, Alaska is the only state that has not established a legislatively funded Road Maintenance Program. Our local state roads must compete statewide for funding. The Kenai Peninsula Borough supports establishment of legislative funding to support continued maintenance of existing state roads, so that timeliness of repairs and replacement can occur before roads become safety issues.

The Kenai Peninsula Borough supports legislation to capitalize stable long-term transportation funding for Alaska, and the development of a long-term sustainable transportation funding mechanism.

The Kenai Peninsula Borough also supports fair, equitable, and statewide distribution of Federal Economic Stimulus monies in a manner that benefits all regions and municipalities.

- **North Slope Natural Gas Pipeline**

The Kenai Peninsula Borough continues to be a proud supporter of the responsible efforts of the oil and gas industry, the State of Alaska and the Federal Government as they continue to investigate and ensure that Alaska has an economically viable natural gas pipeline project, providing North Slope natural gas to markets both within and outside of the State.

The Kenai Peninsula Borough supports an In-State Pipeline Project that has in-state delivery points. This will best promote increased economic development and will provide for consistent, reasonably priced, clean energy for the short-term and long-term benefits for the majority of Alaska's communities and citizens.

- **North Slope Natural Gas Spur Line to Cook Inlet**

The Kenai Peninsula Borough supports the construction of a natural gas spur pipeline, or "bullet line," connecting the North Slope to Cook Inlet. This spur pipeline would address Alaskan economic concerns and long-term energy needs. The Kenai Peninsula Borough supports the efforts of the Alaska Natural Gas Development Authority (ANGDA) to develop a spur pipeline to bring North Slope natural gas to Southcentral Alaska, specifically to Nikiski in Cook Inlet.

- **Cook Inlet Oil & Natural Gas**

The Kenai Peninsula Borough acknowledges the declining known reserves of Cook Inlet natural gas and crude oil. Because of the steep declines in Cook Inlet crude oil production in the last decade, almost half of the crude oil processed at the Tesoro Refinery in Nikiski comes from foreign sources. This foreign dependency is expected to grow in the next decade, absent increased production or new discoveries. Additionally, Cook Inlet natural gas reserves are at historic lows and utility capacity cannot keep up with the economic demands of the Kenai Peninsula Borough. This region is at a crossroads.

Promotion, exploration, and development will play an important part in providing for continued economic growth of the Kenai Peninsula and its communities.

The Kenai Peninsula Borough supports the State of Alaska in pro-actively addressing current Southcentral energy concerns through aggressive promotion of Cook Inlet oil and gas exploration and enhanced oil recovery efforts. This includes CO2 miscible gas injection projects to improve ultimate recovery rates from existing fields.

- **Cook Inlet Regional Citizens Advisory Council Research & Safety Funding**

The Kenai Peninsula Borough (KPB) encourages the continued responsible development of natural resources in Cook Inlet, and supports the many projects of the Cook Inlet Regional Citizens Advisory Council (CIRCAC). This will ensure that resource development in Cook Inlet is accomplished in an environmentally responsible manner. CIRCAC's mission is to promote environmentally safe marine transportation and oil facility operations in the Cook Inlet region. The KPB supports the work and research done by CIRCAC providing information for decision-making as it relates to pollution prevention and the review of oil discharge contingency plans. The KPB has partnered with CIRCAC in an effort to better understand potential risks to the Kenai Peninsula and its shorelines; which include non-tank vessel contingency plans, site-specific oil spill response plans, evaluation of the integrity of sub-sea pipelines, monitoring of contaminants in beach sediments, and improvement of oil trajectory models. The KPB encourages state and federal funding towards projects and programs identified in the Cook Inlet Regional Citizens Advisory Council Strategic Plan.

Kenai Peninsula Borough School District 2011 State Legislative Priorities

The Kenai Peninsula Borough School District calls on the Alaska State Legislature to recognize that children are the first priority, by:

Extending the gas pipeline from Anchor Point to Homer. KPBSD recommends that the legislature allocate funds to extend the gas pipeline from Anchor Point to Homer. Using natural gas instead of oil to heat our Homer area schools will cause the district to realize significant savings.

Security Cameras to Prevent Vandalism. KPBSD requests support to purchase security cameras. The on-going cost of repairing vandalism damages is significant. Despite our best efforts and those of local police forces, many of KPBSD schools are regularly vandalized. The installation of security cameras would act as a deterrent to this crime and would likely lead to the arrest of those who take part in it.

Repairing KPBSD Running Tracks. KPBSD recommends support for repairing its running tracks. The running tracks at Homer High School, Homer Middle School, Kenai Central High School, and Soldotna High School are in disrepair and need immediate attention. Due to their deteriorating condition, the district is limited in where it can host competitive track meets. In addition, the tracks at Skyview High School and Seward High School are in poor condition and will soon be in the same state as the other listed schools.

Fully implementing ISER Area Cost Differential. KPBSD recommends the immediate implementation of the findings of the ISER area cost differential (ACD) study. Further, the district recommends that the ISER ACD be maintained for future education funding.

Providing sustained, reliable and adequate educational funding for Alaska's students. Education funding with increases necessary to sustain current programs and promising new programs should not be a year-to-year problem. By providing forward funding, with annual increases to the Base Student Allocation (BSA) each year, districts can better plan for meeting their student needs. KPBSD recommends that the legislature direct its education committees to advance a new three-year funding plan.

Raising the mandatory age of attendance. The KPBSD recommends raising the required age of attendance to 18. The District feels that the increased age of mandatory attendance will serve to lower the dropout rate and more importantly, let students know that the final two years of high school are critical to a their future well being.

Addressing huge energy costs to school districts through increased or supplemental funding. Individuals, communities and schools are facing higher fuel prices. Increases in energy costs directly impact available revenue for school programs. Conservation programs and maintenance efforts have been put in place to help with these costs but will not address the huge increases. Relief for high energy costs needs to be provided to school districts.

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 in 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.

Providing support for additional workforce development courses and career and technical needs. The implementation of vocational programs inevitably results in additional expenses that are beyond the standard revenue available to a school district. An educated and skilled workforce is a key to economic vitality. Further, the District is confident that a vibrant vocational program will help to reduce the number of dropouts. Funding for career and technical education and training, especially at the middle and high school levels, would begin to address the anticipated gap in workers for Alaska jobs.

Providing accountability for all school-age children of the state. Having a choice of an educational delivery system is important to Alaskans. However, all children have a right to be safe and receive an education. A registration and educational accountability system for school age children will help protect the rights of those least able to care for themselves.

Create New High School Exit Exam. The HSGQE and the Work Keys exam respectively serve to measure student readiness for graduation and preparedness for the world of work. KPBSD contends that one exam should serve both purposes. Such an exam could blend both the current HSGQE and soon to be required WorkKeys test.

Kenai Peninsula Borough 2011 Maintenance Projects for Schools and Facilities

COMMUNITY INFORMATION:

Agency:	Kenai Peninsula Borough	Category:	
Election	Senate District C, Q, R, & P	A.	Health and Life – Safety
	House District 6, 32, 33, 34, 35	B.	Unhoused Students
		C.	Protection of Structure
		D.	Building Code Deficiencies
		E.	Achieve Operating Cost
		F.	Improve Instructional Program

PROJECT INFORMATION: Capital Improvement Projects in Priority Order.

No.	Facility	Category	Project	Cost
1.	District Wide (Seward Audit./K-Beach Elem./DW Warehouse)	C	Reroofs	\$4,676,870
2.	Chapman, Paul Banks, Soldotna Elem.	C	Window Replacement (phase II)	\$1,797,282
3.	District Wide	C	Locker Replacement	\$1,000,000
4.	District Wide	A	Security System	\$1,977,134
5.	District Wide	C	Asphalt Repair	\$1,561,600
6.	District Wide / High School Track	C	Resurfacing, Repair, Replace	\$3,250,000
7.	District Wide / Middle School	C	Locker Replacements	\$250,000
8.	Tustumena, Sterling, Nikiski/N.Star	A	Arsenic Treatment System	\$500,000
9.	Moose Pass	D	Water Treatment	\$50,000
10.	Homer Middle	C	Drainage	\$125,000
11.	Seward & Soldotna High School	C	Elevator Upgrades	\$50,000
12.	Sterling Elementary (Primary Wing)	C	Heat System Upgrade	TBD
13.	Kenai Middle School	C	Office Remodel/Security Upgrade	\$1,000,000
14.	Seward High School	C	Auditorium Seat Replacement	\$100,000
15.	Homer Middle School	C	Field Rehabilitation	\$900,000
16.	Tustumena Elementary	C	Siding	\$40,000

No.	Facility	Category	Project	Cost
17.	Nanwalek	C	Propane Separation	\$55,000
18.	West Homer Elementary	C	Wall Seal	\$100,000
19.	Homer Flex	C	Parking Reconfiguration	\$100,000
20.	Ninilchik	C	Bus Turnaround	\$85,000
21.	District Wide	D	ADA Upgrades	\$1,000,000
22.	Seward High School	C	Parking Lot Lighting Upgrade	\$150,000
23.	District Wide	C	Playground Upgrades	\$150,000
24.	District Wide	C	Electrical Upgrades	\$200,000
25.	District Wide	C	Carpet/Flooring	\$1,000,000
26.	District Wide	A	Asbestos Abatement	\$1,000,000
27.	District Wide	C	Drainage Projects	\$75,000
28.	District Wide	B	Portables/Outbuildings	\$200,000
	TOTAL			\$21,392,886



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

ROAD PROJECTS

Funding Recipient: Kenai Peninsula Borough

Project Name: Kenai Peninsula Borough Road Projects

Detailed Project Description and Justification:

Road & Project	Location	Unit/Region	Estimated	Notes
Kenai Peninsula Borough RSA Gravel Road Upgrades	Borough-wide	N/A	\$ 6.5	Road
Kenai Peninsula Borough RSA Pavement/Paving Road Upgrades	Borough-wide	N/A	\$ 6.0	Road
Kenai Peninsula Bridge Access Road Pathway Pedestrian/Bike Path System	Kenai	West	\$ 4.3	Connect
Cooper Landing Walkable Community Project	Cooper Landing	East	N/A	Trail
Lowell Point Improvement and Paving	Seward	East	\$17.3	Safety
Sterling Highway Passing Lane MP 60 to MP 169	Sterling Hwy.	Central/South	N/A	Safety

Election District: Senate: C, Q, R, & P
House: 6, 32, 33, 34, & 35

CONTACT INFORMATION

Doug Schoessler, Road Director
144 N. Binkley Street
Soldotna, Alaska 99669

Phone: 907-262-4427
Fax: 907-262-6090
E-mail: dschoessler@borough.kenai.ak.us

**KENAI PENINSULA BOROUGH
PROJECTS ON THE 2010 - 2011 STIP LIST**

The Kenai Peninsula Borough continues to endorse and support the following projects currently part of the State Transportation Improvement Program (STIP) (not in priority order):

Road and Project	Location	ID#	Cost (Million)	Program Type
Homer Intermodal Deep Water Dock - Feasibility Study	Homer	25316	\$ 1.8	EMRK
Homer: Lake Street - Rehabilitation	Homer	23197	\$ 2.4	CTP
Various Road Improvements in the City of Kenai	Kenai	21454	\$ 1.1	N/A
Seward Road Improvements	Seward	18240	\$ 5.0	CTP
East End Rd. MP 3.7 to 12.2 - Rehabilitation	Homer	2344	\$ 10.3	CTP
Kenai Spur Highway Safety Improvements	Kenai	24453	\$ 0.7	CTP
Ninilchik Village Bridge - Replace	Ninilchik	2337	\$ 2.4	CTP
Sterling Highway. MP 60 - 79 Skilak Lake Road to Sterling - Rehabilitation and Passing Lanes	Soldotna	11921	\$ 28.1	NHS
Soldotna: Funny River Road Improvements	Soldotna	23120	\$ 0.57	NHS
Seward Highway MP 18 - 25.5 Reconstruction Snow River to Trail River	Seward	2617	\$ 36.4	NHS
Seward Highway MP 25 - 36 Reconstruction Moose Pass to Sterling Wye	Seward	2620	\$ 3.7	NHS
Sterling Highway MP 45 - 60 Rut Repair Quartz Creek Road to Skilak Lake Road	Sterling	24573	\$ 10.0	NHS
Sterling Highway MP 45 - 60 Construction Sunrise Inn to Skilak Lake Road	Sterling	2673	\$ 13.5	NHS
Sterling Highway MP 45 - 46 Realignment	Sterling	24838	\$ 16.0	NHS
Sterling Highway MP 82 - 90 Resurfacing	Sterling	24958	\$ 7.0	NHS
Sterling Highway MP 157 - 169 Rehabilitation Anchor Pont to Baycrest Hill	Anchor Point	2670	\$ 6.6	NHS

Homer: Pioneer Avenue Rehabilitation	Homer	23178	\$ 0.0679	NHS
Kenai: Beaver Loop Road Improvement and Pedestrian Pathway	Kenai	23207	\$ 1.5	NHS
Sterling Highway MP 83 - 94 Rehabilitation	Soldotna	18817	\$ 14.850	NHS
Sterling Highway MP 150 - 157 Erosion Response	Kenai	23935	\$ 1.7	NHS

The Kenai Peninsula Borough requests the State Department of Transportation and Public Facilities re-incorporate in the STIP (not in priority order):

Road and Project	Location	ID#	Cost (Million)	Program Type
Sterling Highway Ninilchik Intersection Improvement and Illumination	Ninilchik	11922	\$ 0.250	N/A
East Poppy Lane Rehabilitation	Soldotna	23095	N/A	N/A
Ninilchik Area Pathways Construction	Ninilchik	2526	\$ 0.150	N/A
Kenai River Bridge Access Road Pathway	Kenai	23097	\$ 4.3	N/A

The Kenai Peninsula Borough requests the State Department of Transportation and Public Facilities include in the STIP (not in priority order):

Road and Project	Location	ID#	Cost (Million)	Program Type
Cooper Landing Walkable Community Project	Cooper Landing	N/A	N/A	TRAAK
Kenai Peninsula Borough Gravel Road Upgrades	Borough-wide	N/A	\$ 6.5	N/A
Kenai Peninsula Borough Pavement/Paving Upgrades	Borough-wide	N/A	\$ 6.0	N/A
Lowell Point Road Improvements and Paving	Seward	N/A	\$ 17.3	N/A

**KENAI PENINSULA BOROUGH ROAD SERVICE AREA
RESOLUTION 2010-13**

**A RESOLUTION RECOMMENDING ROAD PROJECTS FOR THE STATE CAPITAL
FUNDING PRIORITIES FOR 2011**

WHEREAS, the Kenai Peninsula Borough Assembly requests the Road Service Area Board develop a list of road projects that qualify for state funding; and

WHEREAS, the Kenai Peninsula Borough Road Service Area has established a list of projects to recommend to the Assembly for the State Legislative Transportation Priorities for Fiscal Year 2011.

NOW THEREFORE, BE IT RESOLVED BY THE KENAI PENINSULA BOROUGH ROAD SERVICE AREA BOARD:

SECTION 1. That the Road Service Area Board recommends the following projects be included in the State Capital Transportation Project Priorities for Fiscal Year 2011:

A. Kenai Peninsula Borough Road Service Area supports the following projects currently part of the State Transportation Improvement Program (STIP):

Road and Project	Location	ID #	Cost (million)	Program Type
Homer Intermodal Deep Water Dock Feasibility Study	Homer	25316	\$1.8	EMRK
Homer: Lake Street Rehabilitation	Homer	23197	\$2.4	Community Transportation Program (CTP)
Various Road Improvements in the City of Kenai	Kenai	21454	\$1.1	N/A
Seward Road Improvements	Seward	18240	\$5.0	Community Transportation Program (CTP)
East End Rd. MP 3.7 to 12.2-Rehabilitation	Homer	2344	\$10.3	Community Transportation Program (CTP)
Kenai Spur Highway Safety Improvements	Kenai	24453	\$0.7	Community Transportation Program (CTP)

Ninilchik Village Bridge-Replace	Ninilchik	2337	\$2.4	Community Transportation Program (CTP)
Sterling Hwy. MP 60-79 Skilak Lake Road to Sterling Rehabilitation and Passing Lanes	Soldotna	11921	\$28.1	National Highway System (NHS)
Soldotna, Funny River Road Improvements	Soldotna	23120	\$0.57	National Highway System (NHS)
Seward Hwy. MP 18-25.5 Reconstruction Snow River to Trail River	Seward	2617	\$36.4	National Highway System (NHS)
Seward Hwy. MP 25-36 Reconstruction Moose Pass to Sterling Wye	Seward	2620	\$3.7	National Highway System (NHS)
Sterling Hwy. MP 45-60 Quartz Creek Road to Skilak Lake Rd. Rut Repair	Sterling	24573	\$10.0	National Highway System (NHS)
Sterling Hwy. MP 45-60 Sunrise Inn to Skilak Lake Rd. Construction	Sterling	2673	\$13.5	National Highway System (NHS)
Sterling Hwy. MP 45-46 Realignment	Sterling	24838	\$16.0	National Highway System (NHS)
Sterling Hwy. MP 82-90 Resurfacing	Sterling	24958	\$7.0	National Highway System (NHS)
Sterling Hwy. MP 157-169 Rehabilitation- Anchor Point to Baycrest Hill	Anchor Point	2670	\$6.6	National Highway System (NHS)
Homer: Pioneer Avenue Rehabilitation	Homer	23178	\$0.0679	National Highway System (NHS)
Kenai: Beaver Loop Road Improvement and Pedestrian Pathway	Kenai	23207	\$1.5	National Highway System (NHS)
Sterling Hwy. MP 83-94 Rehabilitation	Soldotna	18817	\$14.850	National Highway System (NHS)
Sterling Hwy. Erosion Response MP 150-157	Kenai	23935	\$1.7	National Highway System (NHS)

B. Projects the Road Service Area Requests the State Department of Transportation and Public Facilities re-incorporate in the STIP (not in priority order):

Road and Project	Location	ID #	Cost (million)	Program Type
Sterling Hwy. Ninilchik Intersection Improvements and Illumination	Ninilchik	11922	\$0.250	N/A
East Poppy Lane Rehabilitation	Soldotna	23095	N/A	N/A
Ninilchik Area Pathways Construction	Ninilchik	2526	\$0.150	N/A
Kenai River Bridge Access Road Pathway	Kenai	23097	\$4.3	N/A

C. Projects the Road Service Area Requests the State Department of Transportation and Public Facilities include in the STIP (not in priority order):

Road and Project	Location	ID #	Cost (million)	Program Type
Cooper Landing Walkable Community Project	Cooper Landing	N/A	N/A	TRAAK
Kenai Peninsula Borough Gravel Road Upgrades	Borough-wide	N/A	\$6.5	N/A
Kenai Peninsula Borough Pavement/Paving Upgrades	Borough-wide	N/A	\$6.0	N/A
Lowell Point Road Improvements and Paving	Seward	N/A	\$17.3	N/A

SECTION 2. The Road Service Area Board recommends the Kenai Peninsula Borough Assembly include the above listed roads in the Legislative Priority Booklet for the State Legislature for fiscal year 2011.

SECTION 3. The Road Service Area Board recommends the State Department of Transportation and Public Facilities pursue constructing passing lanes along the Sterling Highway between milepost 60 and 169.

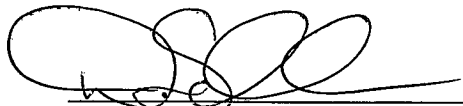
SECTION 4. A copy of this resolution shall be forwarded to the mayor and the assembly.

ADOPTED BY THE KENAI PENINSULA BOROUGH ROAD SERVICE AREA THIS 19TH DAY OF OCTOBER 2010.



Ron Wille, Road Service Area Board Chairman

ATTEST:



Doug Schoessler, Road Service Area Director



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

ANCHOR POINT FIRE SERVICE AREA

Funding Recipient: Kenai Peninsula Borough / Anchor Point Fire Service Area

Project Name: Underground Water Storage for Fire Suppression

Project Priority
Ranking: 1

Detailed Project Description and Justification:

Bury two - ten thousand gallon tanks for remote water supply for fire suppression. One to be located near the southern boundary and one about two-thirds of the distance to the northern boundary.

Anchor Point Fire Service Area has obtained two - 10,000 gallon tanks for water storage. One to be located at the south end and one on the north end of the fire service area. These storage tanks would provide the fire department with a year-round water source which would eliminate traveling back to Anchor Point when additional water is needed on structure or wildland fires in those areas. A timely, additional water source is often essential in the successful outcome of the fire fighting efforts. The funds are needed for acquiring the property, building access to the tanks from the main roadway, and partially burying and insulating the tank. A low volume well to keep the tank full is also included in the project cost.

Time line:

- Two 10,000 gallon tanks have been acquired and are being stored at the Anchor Point Fire Station.
- Souther Site: Old Sterling Highway / Dusty Lane Location
- July 2010, received permission from Kenai Peninsula Borough to construct project on Kenai Peninsula Borough land at this location.
- Fall 2010, formulated an RFP for the project.
- Spring / Summer 2011, complete Dusty Lane project.
- Summer 2011, locate a suitable piece of property on the Sterling Highway (Stariski Tower area) to use.
- Fall 2011, complete the project.

Funding Request:	\$	50,000	Election District:	Senate:	R
Total Project Cost:	\$	150,000		House:	35
Local Match (if any) and source:	\$	100,000	FY2011 & FY 2012 Capital Project Fund 444		

CONTACT INFORMATION

Robert Craig, Administrator
PO Box 350
Anchor Point, Alaska 99556

Phone: 907-235-6700
Fax: 907-235-2633
E-mail: fireems@alaska.net

How did the Service Area select this project as a funding priority?

This project was selected because of the huge benefit, with minimal cost. We have long sought water sources in the remote areas that could refill our tankers in a more timely manner without having to return to Anchor Point for water. This project was included in the advertised agenda for the service area board meeting so public input could be considered.

How has the community shown support for this project? (Volunteer, money, resolutions, etc.)

The community, and especially those in the areas where the tanks will be located, believe that these water sources are a good idea. Not only will it provide for better fire protection and possible insurance savings; but, it will also save time for volunteers and wear and tear on the fire apparatus having to travel less distance.

What steps have been taken to date to get this project going?

The tanks have been acquired, land use approval for southern location, and RFP has been developed.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

This project was selected at a regular Anchor Point Fire Service Area Board Meeting. The meeting and agenda for the meeting was posted in three public locations in Anchor Point. Members of the general public were in attendance.

Who owns the property and what is the status of the land for the project?

The Kenai Peninsula Borough owns the property to be used at the southern end of the service area. The property for the northern end of the service area has not yet been selected.

How will the project be constructed or accomplished?

The project will be bid and constructed following the procedures developed by the Kenai Peninsula Borough.

Who will own the project or facility?

Kenai Peninsula Borough / Anchor Point Fire Service Area

Entity responsible for ongoing operation and maintenance of this project:

Anchor Point Fire Service Area

How will operations and maintenance be funded after the project is complete?

Operations and maintenance will be provided for in the operating budget of the Anchor Point Fire Service Area.



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

ANCHOR POINT FIRE SERVICE AREA

Funding Recipient: Kenai Peninsula Borough / Anchor Point Fire Service Area

Project Name: Class 1 Engine Pumper

Project Priority
Ranking: 2

Detailed Project Description and Justification:

Purchase of a class 1 Engine Pumper. Engine will have 1000 gallon tank and a 1000 gpm pump. The 1977 Ford Fire Engine needs to be replaced. The present first response engine is 25 years old and although it is still serviceable, it is not as dependable as a first response vehicle should be. The first response engine would become the back up engine and the oldest engine will be phased out.

Anchor Point Fire Service Area will include this project in the capital project budget for the next fiscal year.

Time line:

- This project will be included in the capital project budget for FY2012, the budget will be prepared and approved by May 2011.
- July 2011, specifications and bid invitations will be sent to vendors.
- July 2012, truck should be completed and put into service.

Funding Request:	\$	150,000	Election District:	Senate:	R
Total Project Cost:	\$	200,000		House:	35
Local Match (if any) and source:	\$	50,000	FY2012 Capital Project Fund 444		

CONTACT INFORMATION

Robert Craig, Administrator
PO Box 350
Anchor Point, Alaska 99556

Phone: 907-235-6700
Fax: 907-235-2633
E-mail: fireems@alaska.net

How did the Service Area select this project as a funding priority?

This project was selected as part of a ten-year plan to replace aging, less reliable equipment by the Service Area Board.

How has the community shown support for this project? (Volunteer, money, resolutions, etc.)

The community is in support of the Fire Service Area’s policy of being conservative in purchasing new, reliable equipment with the state of the art technology that makes fire suppression more efficient. They have expressed the desire to maintain or improve the ISO insurance rating.

What steps have been taken to date to get this project going?

It has been scheduled to be included in the capital project budget.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

This project was selected at a regular Anchor Point Fire Service Area Board Meeting. The meeting and agenda for the meeting was posted in three public locations in Anchor Point. There were members of the general public present during the meeting.

Who owns the property and what is the status of the land for the project?

N/A

How will the project be constructed or accomplished?

The Engine will be put out to bid following the procedures developed by the Kenai Peninsula Borough.

Who will own the project or facility?

Kenai Peninsula Borough / Anchor Point Fire Service Area

Entity responsible for ongoing operation and maintenance of this project:

Anchor Point Fire Service Area

How will operations and maintenance be funded after the project is complete?

Operations and maintenance will be provided for in the operating budget of the Anchor Point Fire Service Area.



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

BEAR CREEK FIRE SERVICE AREA

Funding Recipient: Kenai Peninsula Borough / Bear Creek Fire Service Area

Project Name: Bear Creek Community Multi-Use Facility

Project Priority
Ranking: 1

Detailed Project Description and Justification:

The Bear Creek Fire Service Area is requesting funding for the construction of the Bear Creek Community Multi-Use Facility at mile 5 of the Seward Highway to replace the rapidly deteriorating facility that is currently in use. The replacement facility will provide an area for growth of public education services in addition to providing a venue for the multitude of organizations in the area that request meeting space and activity centers.

Bear Creek Volunteer Fire Department (BCFD) provides services that include fire prevention education, fire suppression and fire protection. Vehicle extrication, basic life support, search and rescue, and swift water rescue. The Bear Creek Fire Service Area (BCFSA) is an unincorporated area that encompasses the outlying communities near Seward, Alaska which has a population of 2,175, and provides Mutual Aide Services to an additional 5,392 residents. The population doubles during the summer months. According to the State of Alaska Department of Transportation an additional 503,000 visitors travel through the service area. The visitors stay at guest facilities scattered throughout the service area.

The current facility is considered a major critical infrastructure component to the Eastern Peninsula for the Kenai Peninsula Borough (KPB). If a major event such as an earthquake and tsunami were to cut the Seward/Bear Creek area off from the rest of the KPB, the Bear Creek Volunteer Fire Department would be critical to emergency response efforts.

The current Bear Creek Fire Station has a multitude of deficiencies that are contributing to, but not limited to why the existing facility needs to be replaced:

- Does not meet seismic or life safety codes
- Does not meet the ADA Federal mandated standards
- Existing building is undersized with emergency response vehicles being stored outdoors and off-site.
- Rehabilitation of the current structure to meet standards and needs, has been determined to be financially unfeasible.

Meeting and training space is urgently needed for the volunteers as we grow to meet the demands of the community.

Funding Request:	\$	3,800,000	Election District:	Senate:	R
Total Project Cost:	\$	5,888,000		House:	35
Local Match (if any) and source:	\$	2,088,000	Service Area Funds, Denali Commission, Bonds, Grants		

CONTACT INFORMATION

Mark Beals, Fire Chief	Phone:	907-224-3345
PO Box 1565	Fax:	907-224-3344
Seward, Alaska 99664	E-mail:	bearcreek@sewrd.net

How did the Service Area select this project as a funding priority?

The Fire Service Area Board of Directors selected construction funding as our priority at our October 12, 2010 Service Area Board Meeting as well as having done the same for the past three years.

How has the community shown support for this project? (Volunteer, money, resolutions, etc.)

In October 2007 the Service Area Voters approved the new Multi-Use Facility and issuance of bonds, by a 76% margin. In addition, the Bear Creek Fire Station is used by a multitude of community clubs and organizations for various activities.

What steps have been taken to date to get this project going?

In 2007 the Bear Creek Fire Service Area voters significantly supported construction of a new facility by a 76% pledging funds by approving bonds for \$1,400,000. Construction documents have been completed. The project is "Shovel Ready" with all of the necessary documents needed to start, including documentation from the Department of Environmental Conservation, Army Corp of Engineers, and the State of Alaska.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

An open house for the Multi-Use Facility was hosted by the Bear Creek Fire Department on Saturday, July 28, 2007, at the Bear Creek Fire Department. It was attended by an overwhelming number of Service Area residents and local business owners showing their support for the project. Annually the Fire Service Area budget is discussed in a public forum and the project was determined to be a priority since 2005.

Who owns the property and what is the status of the land for the project?

The property is owned by the Kenai Peninsula Borough on behalf of the Bear Creek Fire Service Area.

How will the project be constructed or accomplished?

The project is ready to start as soon as the appropriate funding is acquired. Construction could begin in the spring of 2011 with completion in the spring of 2012.

Who will own the project or facility?

Kenai Peninsula Borough on behalf of the Bear Creek Fire Service Area.

Entity responsible for ongoing operation and maintenance of this project:

Bear Creek Fire Service Area

How will operations and maintenance be funded after the project is complete?

Through the Bear Creek Fire Service Area general operating budget.



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

BEAR CREEK FIRE SERVICE AREA

Funding Recipient: Kenai Peninsula Borough / Bear Creek Fire Service Area

Project Name: Wildland Interface Response Unit

Project Priority
Ranking: 2

Detailed Project Description and Justification:

Replacement of functionally and mechanically out of date 1980 Pierce Mini-Pumper that has been used as a first response unit for structural, wildland and medical response.

A small pumper is needed to get to the remote areas of the district for structural and brush fires. The proposed replacement unit will utilize a compressed-air-foam system to maximize the potential applications in the field. This project is currently a long term goal for the service area, it is listed in the FY2010 budget for the Kenai Peninsula Borough (KPB) on behalf of the Bear Creek Fire Service Area.

Additional efforts have been made to acquire this unit through applications to the Assistance to Firefighters Grant program with F.E.M.A. for the last three years. Those applications were unfunded.

Once the funds are appropriated KPB will send out specifications for bid on behalf of the Bear Creek Fire Service Area.

Funding Request:	\$	275,000	Election District:	Senate:	R
Total Project Cost:	\$	295,000		House:	35
Local Match (if any) and source:	\$	20,000	Kenai Peninsula Borough		

CONTACT INFORMATION

Mark Beals, Fire Chief
PO Box 1565
Seward, Alaska 99664

Phone: 907-224-3345
Fax: 907-224-3344
E-mail: bearcreej@seward.net

How did the Service Area select this project as a funding priority?

The Fire Service Area Board of Directors selected the funding of this unit as a second priority at the October 12, 2010 Service Area Board Meeting as well as having done the same for the past two years.

How has the community shown support for this project? (Volunteer, money, resolutions, etc.)

The need for a vehicle such as this is apparent with many service area residents in homes that are difficult to access with the larger apparatus. Additionally, much of the terrain in the service area is inaccessible with a regular two-wheel drive unit.

What steps have been taken to date to get this project going?

The project has been selected as a priority for 2010 and the past two years. Grant applications were submitted to F.E.M.A.; however, not funded.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

The project was included in the budget process during the Bear Creek Fire Service Area Board Meeting which takes place every second Tuesday of each month at the Bear Creek Fire Station located at mile 5 of the Seward Highway.

Who owns the property and what is the status of the land for the project?

N/A

How will the project be constructed or accomplished?

The project will be bid following the procedures developed by the Kenai Peninsula Borough.

Who will own the project or facility?

Kenai Peninsula Borough on behalf of the Bear Creek Fire Service Area.

Entity responsible for ongoing operation and maintenance of this project:

Kenai Peninsula Borough on behalf of the Bear Creek Fire Service Area.

How will operations and maintenance be funded after the project is complete?

Through the Bear Creek Fire Service Area general operating budget.



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

CENTRAL EMERGENCY SERVICE AREA

Funding Recipient: Kenai Peninsula Borough / Central Emergency Service Area

Project Name: Live Fire Training Facility

Project Priority
Ranking: 1

Detailed Project Description and Justification:

The Central Emergency Services (CES) Training Center will include a total of 3 pre-fabricated structures. A three-story burn chamber, four-story training tower and an ATCO style 24 x 40 classroom. These buildings would allow for CES to be a "Regional Training Facility" which would be all inclusive to one location.

The budget includes the ATCO classroom, purchase of the required number of conex shipping containers, metal stairways, hand railings and steel framework for the burn prop and concrete poured slab for the burn prop and training tower. The training tower and burn prop will be two separate structures, this will prove to be cost effective due to replacement issues. The burn conex needs replacement every three to five years depending on what degree of heat extremes it was exposed to. The burn prop design has a frame built to support the conex containers, which means replacement would be easily accomplished, without having to remove conex containers from the top of each other to replace. There is the safety aspect as well, by placing conex containers on top of each other and exposing them to heat makes it difficult to tell if there is any structural damage from the heat. This could create the risk of collapsing the containers on the second and third floors.

The ATCO classroom building is essential in order to become a "Regional Training Facility". Currently CES does not have a classroom of its own, and the location of the current classroom compared to the training tower and burn prop makes holding classes inconvenient. Many classes require approximately one to two hours of classroom session, which is followed by three to four hours of hands on skills. Having a classroom located in Soldotna and the training tower / burn building located outside of city limits is not practical. It is crucial to have a classroom as part of the training facility.

Time line:

- July - August 2010 Identify suitable property for development of a fire training facility.
- July - August 2011 Begin the process of purchasing property from the Kenai Peninsula Borough.
- October 2011 Preparation, delivery and placement of pre-fabricated structures on site.
- November 2011 Project completion, Begin utilizing site for fire training.

Funding Request:	\$	270,000	Election District:	Senate:	Q
Total Project Cost:	\$	320,000		House:	33
Local Match (if any) and source:	\$	50,000	Service Area Capital Project Budget		

CONTACT INFORMATION

Chris Mokracek, Fire Chief
231 S. Binkley Street
Soldotna, Alaska 99669

Phone: 907-262-4792
Fax: 907-262-5770
E-mail: cmokracek@borough.kenai.ak.us

How did the Service Area select this project as a funding priority?

Structural fire training had been limited by an outdated one level, one room fire training building located on Mackey Lake Road, just outside of Soldotna. While much effort has gone into maximizing this location over the years, its life and usefulness has simply come to an end. Live fire training and associated noise that goes with fire fighter training is negatively impacting the residents adjacent to the training facility.

What steps have been taken to date to get this project going?

The land has been identified.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

Meetings are advertised through the local print media. These meetings are held monthly on a rotating basis at CES fire station and the Kenai Peninsula Borough Emergency Response Center. Service Area Board Members, Mayor's staff, CES personnel and the general public attend the meetings.

Who owns the property and what is the status of the land for the project?

The proposed piece of land is Kenai Peninsula Borough parcel number 13109432. It is approximately 10 acres, located off of Arc Loop Road. This land selection would allow for the buildings to be set up in a less cramped manner, and would allow for future expansion. The site is located adjacent to a gravel pit, as well as the Borough landfill; therefore, there would be no negative impact on neighbors.

How will the project be constructed or accomplished?

The tower and burn chamber would be constructed of steel shipping containers. The construction of these towers, with the containers has become typical of facilities in the lower 48. This is a cost effective, National Fire Protection Association (NFPA) compliant alternative to conventional construction.

Who will own the project or facility?

Kenai Peninsula Borough on behalf of the Central Emergency Service Area.

Entity responsible for ongoing operation and maintenance of this project:

Central Emergency Service Area

How will operations and maintenance be funded after the project is complete?

Through the Central Emergency Service Area general operating budget.



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

CENTRAL EMERGENCY SERVICE AREA

Funding Recipient: Kenai Peninsula Borough / Central Emergency Service Area

Project Name: Wildland fire Engine

Project Priority
Ranking: 2

Detailed Project Description and Justification:

With the excessive beetle kill on the Peninsula, the Kenai Peninsula Borough continues to face the potential of a catastrophic wildland fire season. Central Emergency Services (CES) provides fire service to 1,000 square miles of the Central Peninsula. The service area contains countless roads and residential access that hinders the ability for structural engines to provide wildland fire protection. CES would like to purchase a four-wheel drive wildland fire engine that is specifically designed to access difficult ingress and egress situations in the event of a wildland fire threatening homes in the wildland urban interface. Through community participation in the Community Wildfire Protection Planning session it was determined that this type of fire apparatus was needed to adequately protect the homes in this service area.

Time line:

- July - August 2011 Formal acceptance of grant.
- September 2011 Vehicle will be purchased through a competitive bidding process in compliance with the Kenai Peninsula Borough’s purchasing ordinance.
- June 2012 Take delivery of the engine.

Funding Request:	\$	200,000	Election District:	Senate:	Q
Total Project Cost:	\$	275,000		House:	33
Local Match (if any) and source:	\$	75,000	Service Area Capital Project Budget		

CONTACT INFORMATION

Chris Mokracek, Fire Chief
231 S. Binkley Street
Soldotna, Alaska 99669

Phone: 907-262-4792
Fax: 907-262-5770
E-mail: cmokracek@borough.kenai.ak.us

How did the Service Area select this project as a funding priority?

The wildland fire engine was selected based on a comprehensive study of the service area needs and wildfire risk assessment.

What steps have been taken to date to get this project going?

It has been selected as a priority.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

Meetings are advertised through the local print media. These meetings are held monthly on a rotating basis at the CES fire stations and the Kenai Peninsula Borough Emergency Response Center. Service Area Board Members, Mayor's staff, CES personnel, Community Wildfire Protection Plan (CWPP) members and the general public attend these meetings.

Who owns the property and what is the status of the land for the project?

N/A

How will the project be constructed or accomplished?

The engine will be put out to bid in accordance with the procedures developed by the Kenai Peninsula Borough.

Who will own the project or facility?

Kenai Peninsula Borough on behalf of the Central Emergency Service Area.

Entity responsible for ongoing operation and maintenance of this project:

Central Emergency Service Area

How will operations and maintenance be funded after the project is complete?

Through the Central Emergency Service Area general operating budget.



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

KACHEMAK EMERGENCY SERVICE AREA

Funding Recipient: Kenai Peninsula Borough / Kachemak Emergency Service Area

Project Name: Diamond Ridge Fire Station

Project Priority
Ranking: 1

Detailed Project Description and Justification:

Kachemak Emergency Service Area (KESA) was founded in October of 2000 and provides emergency response to residents living in an area that is over 214 square miles around the City of Homer. Response times have decreased substantially since the service area took over operations for the entire service area, which was done when the KESA Board and Kenai Peninsula Borough discontinued a contract with the City of Homer and the Homer Volunteer Fire Department in 2009.

The service area is split geographically by the City of Homer and response time from the only existing fire station located on the east side of the Service Area is not acceptable. A building is currently leased on the west side; however, it is inadequate to house the complement of apparatus required for effective firefighting and Insurance Standards Office (ISO) ratings. The proposed Diamond Ridge Station site was selected to optimize the coverage desired by insurance companies for lower premiums and to improve response capability for fire suppression and emergency medical services. Nearby City and Borough residents atop Skyline Drive and Diamond Ridge and areas north of the Sterling Highway to Anchor Point will benefit by having faster and effective emergency response.

The building is planned to be 54,000 square-feet which will include three drive-through bay doors, office and storage space, and living quarters for the responders. Due to the remote location not having a public meeting place available, the design includes a community center. The station design was based on the Kasilof Station, is energy efficient and programmed as a federal stimulus shovel ready project. Call volumes continue to increase as the community grows. Volunteer recruitment and retention has been successful.

Time line: The project began in 2006 after the completion of the East Side McNeil Canyon Fire Station. The land for the station was purchased at that time and in 2007 the architectural design began and was 60 percent complete when the decision was made to change to a shovel ready project and instead alter the plans for the Kasilof Station. The shovel ready plans were completed in 2009, and right-of-way access was granted by the State of Alaska.

Funding Request:	\$	3,700,000	Election District:	Senate:	R
Total Project Cost:	\$	3,905,000		House:	35
Local Match (if any) and source:	\$	205,000	Kenai Peninsula Borough Tax Revenue		

CONTACT INFORMATION

Robert Cicciarella, Fire Chief	Phone:	907-235-9811
53048 Ashwood Avenue	Fax:	907-235-8034
Homer, Alaska 99603	E-mail:	bcicciarella@borough.kenai.ak.us

How did the Service Area select this project as a funding priority?

The service area covers 214 square miles and is geographically split which delays response to the west side. Currently a building is being leased but is inadequate to house and support the apparatus, equipment and manpower to effectively support this community.

What steps have been taken to date to get this project going?

The land has been purchased, architectural design completed, and right-of-way access granted from the State of Alaska.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

Community meetings were advertised on public radio and in local newspapers as well as fliers posted in several public facilities and local business bulletin boards throughout the community. The meetings were held at the McNeil Canyon Station and were attended by members of the public, Assembly Members, District State House Representatives, local fire department representative and Service Area Board Members.

Who owns the property and what is the status of the land for the project?

Kenai Peninsula Borough on behalf of Kachemak Emergency Service Area.

How will the project be constructed or accomplished?

After funding is secured for the construction a formal bid process will be solicited for the project. Ground work will begin immediately after the spring thaw and construction will immediately follow with completion within approximately 12 months.

Who will own the project or facility?

Kenai Peninsula Borough on behalf of the Kachemak Emergency Service Area.

Entity responsible for ongoing operation and maintenance of this project:

Kachemak Emergency Service Area

How will operations and maintenance be funded after the project is complete?

Through the Kachemak Emergency Service Area general operating budget.



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

KACHEMAK EMERGENCY SERVICE AREA

Funding Recipient: Kenai Peninsula Borough / Kachemak Emergency Service Area

Project Name: Quint Fire Apparatus

Project Priority
Ranking: 2

Detailed Project Description and Justification:

Purchase of a Quint Aerial Fire Apparatus for fire and rescue operations.

A quint, or quintuple combination pumper is a fire service apparatus that serves the dual purpose of an engine and a ladder truck. The name quint is derived from the Latin prefix quinque-, meaning five, and refers to the five functions that a quint provides: pump, water tank, fire hose, aerial device, and ground ladders. Kachemak Emergency Service Area (KESA) provides emergency response to approximately 4500 residents living in an area spanning over 214 square miles around the City of Homer.

KESA needs an aerial ladder to conduct rescues of people (victims and firefighters) trapped at fires, construction sites and other emergency scenes. Timing is critical to the effective rescue of a disaster victim and the nearest aerial apparatus on the Peninsula is located in Soldotna at the Central Emergency Service Station 1. It would enable firefighters to safely access roofs, chimneys and other elevated areas of all homes and businesses as well as enable rapid ventilation for search, rescue, fire extinguishment, access and exits from burning structures. Aerial ladders provide a safe working platform and reduces injuries.

KESA has experienced a 400 percent increase in runs since April of 2009 when the mutual aid agreement with the City of Homer and the Homer Volunteer Fire Department was cancelled. The KESA 10-year plan recognizes a need for an aerial truck in the southern Kenai Peninsula.

Time line: After funding is secured final specifications will be developed and a formal bid process will be followed. After identifying the manufacturer and awarding the project the projected build time is approximately 8 to 12 months before delivery and the apparatus is placed in service.

Funding Request:	\$	750,000	Election District:	Senate:	R
Total Project Cost:	\$	750,000		House:	35

CONTACT INFORMATION

Robert Cicciarella, Fire Chief
53048 Ashwood Avenue
Homer, Alaska 99603

Phone: 907-235-9811
Fax: 907-235-8034
E-mail: bcicciarella@borough.kenai.ak.us

How did the Service Area select this project as a funding priority?

Insurance Standards Office (ISO) visited the service area for an evaluation and identified the number of buildings of 35' within the service area and the amount of fire flow needed for the size of the buildings requiring the apparatus.

What steps have been taken to date to get this project going?

Identifying the need through an evaluation process.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

Community meetings are advertised on public radio, in local newspapers, and fliers are posted in local businesses throughout the community. They are attended by Board Members and the general public.

Who owns the property and what is the status of the land for the project?

Kenai Peninsula Borough on behalf of Kachemak Emergency Service Area.

How will the project be constructed or accomplished?

After funding is secured final specifications will be developed and a formal bid process will be followed.

Who will own the project or facility?

Kenai Peninsula Borough on behalf of the Kachemak Emergency Service Area.

Entity responsible for ongoing operation and maintenance of this project:

Kachemak Emergency Service Area

How will operations and maintenance be funded after the project is complete?

Through the Kachemak Emergency Service Area general operating budget.



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

LOWELL POINT EMERGENCY SERVICE AREA

Funding Recipient: Kenai Peninsula Borough / Lowell Point Emergency Service Area

Project Name: Street Lights

Project Priority
Ranking: 1

Detailed Project Description and Justification:

The Lowell Point Emergency Service Area is requesting legislative funding assistance to install street lights in the Lowell Point area. The inadequate lighting along Lowell Point streets creates a hazard for both pedestrian and vehicle operators.

School bus service does not exist in the area and school children regularly walk dark streets on their way to and from school. Emergency response crews are unable to clearly see street signs or address markers on unlit roads. The presence of street lights along roadways and intersections will increase safety for pedestrians and drivers, generally improving safety in the community and the usability of the area roadways.

Time line: Lowell Point Emergency Service Area hopes to have the street lights installed and running by the end of 2011.

Funding Request:	\$	26,840	Election District:	Senate:	R
Total Project Cost:	\$	26,840		House:	35

CONTACT INFORMATION

Jim McCracken

Phone: 907-362-3701

PO Box 709

Fax: 907-224-5540

Seward, Alaska 99664

E-mail: rvcampak@ptialaska.net

How did the Service Area select this project as a funding priority?

This project was selected as a funding priority at a Lowell Point Emergency Service Area Board Meeting on October 12, 2010.

How has the community shown support for this project? (Volunteer, money, resolution, etc.)

Support for this project was expressed at the Lowell Point Annual Community meeting and at Lowell Point Emergency Service Area Board meetings.

What steps have been taken to date to get this project going?

This was also a service area funding request for 2010, and a community funding request in 2009.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

Meetings took place at the Penny Hardy Community Center on June 12, 2010 and October 12, 2010. All Lowell Point Emergency Service Area meetings are advertised via community wide e-mails and on LPESA web site.

Who owns the property and what is the status of the land for the project?

The lights will be installed in the construction right-of-way on Lowell Point Roads.

Who will own the project or facility?

City of Seward Electric Department

Entity responsible for ongoing operation and maintenance of this project:

City of Seward Electric Department

How will operations and maintenance be funded after the project is complete?

Lowell Point Community Council will pay for the upkeep for this project.



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

LOWELL POINT EMERGENCY SERVICE AREA

Funding Recipient: Kenai Peninsula Borough / Lowell Point Emergency Service Area

Project Name: Emergency Access / Response Vehicle

Project Priority Ranking: 2

Detailed Project Description and Justification:

Lowell Point Emergency Service area is requesting funding to purchase a boat/emergency response vessel. Lowell Point has one access road into and out of the area. This road is minimally maintained and often access to the community is blocked due to mud slides, rock slides and avalanches. The community includes approximately 115 residential units. Business and public facilities include State Park facilities, privately owned campgrounds, boat launch facilities, bed and breakfasts, motels, inns, cabin rentals, kayak guide/rental services, and other recreational tourism services. The estimated year-round population of 76 people swells to more than 500 people per day in the summer.

This vessel remains a high priority from previous years. Historically, residents have attempted to plan around being stranded away from their homes or isolated when the road is closed. In addition to occasional, non-emergency road closures the potential for a large natural disaster is strong. Lowell Point would be cut off indefinitely from the Seward area in the event of a large disaster (avalanche, earthquake, flood). The presence of a vessel, prepared to ferry Lowell Point residents to the Seward area will mitigate an emergency situation, ensuring that residents can receive critical medical supplies (diabetic supplies, oxygen) and emergency supplies as well as access their homes in the event of the road being closed. The vessel will also be able to perform rescues in the event of another flood in the area.

Time line: Eight to ten weeks to have the boat manufactured and delivered.

Funding:	\$ 15,850.00	Boulton Powerboat 20' Skiff
	\$ 5,000.00	Honda 50 Outboard
	\$ 850.00	Honda Rigging Accessories
	\$ 542.00	Center Console Option
	\$ 825.00	Bench Seat Storage Box (18"x36") pair
	\$ 315.00	Center Console
	\$ 2,492.00	EX Loader Trailer B19-22/24

Funding Request:	\$	25,874	Election District:	Senate:	R
Total Project Cost:	\$	25,874		House:	35

CONTACT INFORMATION

Jim McCracken	Phone:	907-362-3701
PO Box 709	Fax:	907-224-5540
Seward, Alaska 99664	E-mail:	rvcampak@ptialaska.net

How did the Service Area select this project as a funding priority?

This project was selected as a funding priority at a Lowell Point Emergency Service Area Special Meeting. It was also discussed and recognized as a priority at the annual Lowell Point Community Council Meeting on June 16, 2009 and October 12, 2010.

How has the community shown support for this project? (Volunteer, money, resolution, etc.)

During flooding in October 2006 there was discussion in the community about the need for this type of vessel for our area. Several residents have volunteered to run the vessel whenever necessary.

What steps have been taken to date to get this project going?

Specification requirements have been decided and design is ready to proceed.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

The annual meeting and special meetings are advertised with flyers and on the websites of both the Lowell Point Community Council and Lowell Point Emergency Service Area. The meeting was held in Lowell Point on June 16, 2009 and October 12, 2010. Members from Lowell Point Emergency Service area and Lowell Point Community Council as well as members of the public were in attendance.

Who owns the property and what is the status of the land for the project?

N/A

How will the project be constructed or accomplished?

The vessel will be constructed according to specifications.

Who will own the project or facility?

Kenai Peninsula Borough on behalf of the Lowell Point Emergency Service Area.

Entity responsible for ongoing operation and maintenance of this project:

Lowell Point Emergency Service Area and the Lowell Point Volunteer Fire / Rescue Department.

How will operations and maintenance be funded after the project is complete?

Lowell Point Community Council will pay for the upkeep on the vessel.



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

NIKISKI FIRE SERVICE AREA

Funding Recipient: Kenai Peninsula Borough / Nikiski Fire Service Area

Project Name: Tanker / Pumper Replacements

Project Priority
Ranking: 1

Detailed Project Description and Justification:

This project would replace two aging 27 year old tanker / pumpers that were originally purchased in 1984. The tankers carry 4,000 gallons of water, and respond to every fire due to the fact that Nikiski is a very large rural area, and has only three hydrant locations.

The tanker / pumpers are used to protect critical industrial infrastructure for the State of Alaska and is important for the protection of life and property throughout the residential community of Nikiski. Nikiski is a rural community with limited water supply available, and tanker shuttles are a vital and important function of moving water during a fire event. The tankers will have a minimum tank capacity of 3,000 gallons, a 1,000 gallon per minute pump, and foam delivery capabilities. The normal safe operating life expectancy for these tankers would be 20-years as a first line emergency response vehicle based on the National Fire Protection Association Standards. The tankers would then be placed in reserve and used up to 25-years as a second line response vehicle. Nikiski Fire Department has managed to operate these tankers past the normal life expectancy for this type of apparatus, but now have started to see major repair issues due to the age and fatigue of the apparatus.

The Insurance Services Office (ISO) recommends that for the Nikiski Fire Service Area to maintain the ISO-7 rating the department must be able to deliver 250 gpm for two hours located at a distance of five-miles from the nearest fire station. These two tankers are what is needed to operate at this level and provide reduced insurance to the citizens of Nikiski.

Time line:

- Assembly approval July 2011.
- Competitive bid process through the Kenai Peninsula Borough purchasing office for replacement of the two tanker / pumpers.
- Attend pre-build for the apparatus with the manufacture during the month of January 2012.

Funding Request:	\$	800,000	Election District:	Senate:	Q
Total Project Cost:	\$	800,000		House:	34

CONTACT INFORMATION

James Baisden, Fire Chief

Phone: 907-776-6401

PO Box 8508

Fax: 907-283-8404

Nikiski, Alaska 99635

E-mail: jbaisden@borough.kenai.ak.us

How did the Service Area select this project as a funding priority?

The justification for replacing this ladder truck was based on a 2010 Nikiski Fire Department Vehicle Assessment conducted by the Apparatus Committee and Mechanic Staff.

How has the community shown support for this project? (Volunteer, money, resolutions, etc.)

This was voted on and approved at the October 14, 2010 Nikiski Fire Service Area Board Meeting as the department's number one funding priority.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

Nikiski Fire Service Area Board Meetings are advertised in the Peninsula Clarion and posted at Station #1's reader board a month in advance.

Who owns the property and what is the status of the land for the project?

N/A

How will the project be constructed or accomplished?

Through the Kenai Peninsula Borough competitive bid process.

Who will own the project or facility?

Kenai Peninsula Borough on behalf of the Nikiski Fire Service Area.

Entity responsible for ongoing operation and maintenance of this project:

Nikiski Fire Service Area

How will operations and maintenance be funded after the project is complete?

Operations and maintenance will be funded through the department's annual budget process as part of the Kenai Peninsula Borough.



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

NIKISKI FIRE SERVICE AREA

Funding Recipient: Kenai Peninsula Borough / Nikiski Fire Service Area

Project Name: Ladder / Pumper Truck Replacement

Project Priority
Ranking: 2

Detailed Project Description and Justification:

The purpose of this project is the replacement of an aging 28-year old ladder truck for the Nikiski Fire Service Area which was purchased in 1983. The ladder truck is the main piece of apparatus that is used to protect the critical industrial infrastructure that includes an oil refinery, LNG plant, and industrial docs. The ladder truck is also used for fire and rescue operations at commercial structures throughout Nikiski and Kenai.

The main use of the ladder / pumper truck is to provide fire protection to major industrial infrastructure within the Nikiski Fire Service Area and the State of Alaska, it would also provide automatic aid to the City of Kenai for major fire emergencies, particularly in large occupancies. The ladder truck has a 65-foot ladder with a capacity to flow 2,000 gallons per minute and also carries 1,000 gallons of water and 300 gallons of Class B foam. The Insurance Services Office (ISO) recommends that an aerial ladder truck be used in response areas that have more than five buildings that are 35-feet in height or five buildings that require a fire flow of 3,500 gallons per minute or combination of both. The Nikiski Fire Service Area has both scenarios within its boundaries.

The normal safe operating life expectancy for a ladder truck would be 20-years as a first line emergency response vehicle. This is based on the National Fire Protection Association Standards. The unit would be placed in reserve and used for up to 25-years as a second line response vehicle. Nikiski Fire Department has pushed the normal life expectancy for this type of apparatus through proper maintenance and conservatively operating the unit during responses. Major repairs have been a concern of staff due to the age and fatigue of the apparatus. The department mechanic has been forced to research all throughout the United States to find replacement parts because of this age factor and is concerned the parts may no longer be available in the near future.

Time line:

- July 2011 Kenai Peninsula Borough Approval
- Competitive bid process
- January 2012 Pre-build meeting for the apparatus with the manufacturer
- May 2012 Take delivery and provide training for department personnel

Funding Request:	\$	750,000	Election District:	Senate:	Q
Total Project Cost:	\$	750,000		House:	34

CONTACT INFORMATION

James Baisden, Fire Chief

Phone: 907-776-6401

PO Box 8508

Fax: 907-283-8404

Nikiski, Alaska 99635

E-mail: jbaisden@borough.kenai.ak.us

How did the Service Area select this project as a funding priority?

The justification for replacing this ladder truck was based on a 2010 Nikiski Fire Department Vehicle Assessment conducted by the Apparatus Committee and Mechanic staff.

How has the community shown support for this project? (Volunteer, money, resolutions, etc.)

This was voted on and approved at the October 13, 2010 Nikiski Fire Service Area Board meeting as the department's number two funding priority.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

Nikiski Fire Service Area Board meetings are advertised in the Peninsula Clarion and posted at Station #1's reader board a month in advance.

Who owns the property and what is the status of the land for the project?

N/A

How will the project be constructed or accomplished?

Through the Kenai Peninsula Borough competitive bid process.

Who will own the project or facility?

Kenai Peninsula Borough on behalf of the Nikiski Fire Service Area.

Entity responsible for ongoing operation and maintenance of this project:

Nikiski Fire Service Area

How will operations and maintenance be funded after the project is complete?

Operations and maintenance will be funded through the department's annual budget process as part of the Kenai Peninsula Borough.



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

NIKISKI SENIOR SERVICE AREA

Funding Recipient: Kenai Peninsula Borough / Nikiski Senior Service Area

Project Name: Nikiski Senior Center Multi-Use Facility

Project Priority
Ranking: 1

Detailed Project Description and Justification:

The Nikiski Senior Citizens are operating out of a 36' x 90' stick frame building that has outlived its usefulness to the seniors. The kitchen is too small and the equipment is beginning to show its age. There is no fire protection in the building, i.e. sprinkler system or other major safety equipment. There are reoccurring problems with the sewer system and building maintenance has created a financial burden. Limited space has restricted some of the services provided; however, meals and some social activities can still be accommodated in a confined setting.

There are no less than eight programs ran from the senior center; they include congregate and home delivery meals, transportation, senior housing, OWS/MASST, care coordination, chores and homemaker services. It also serves as a local pick up for the senior commodity food box program, farmer's market voucher program, and a durable medical supply and equipment loan closet. It has been necessary to rent space for the OWS/MASST and Senior In-Home Service Departments, which is located roughly 1.5-miles away from the Senior Center.

The garage not only has to house the Center's transportation and food delivery vans, but also must be used for general storage. The Executive Director and Bookkeeper share a 10' x 12' room, and the 13' x 23' craft room had to be converted into office space for the Housing Manager and Activities Director. This same space also serves for overflow storage and a holding area. Board meetings are held in the dinning room which creates a noisy environment while kitchen staff is cleaning up after lunch, scheduling the meetings earlier in the day does not accommodate the needs of our seniors use of the facility. There is no space available for business regarding private matters, that should not be discussed openly. Two 40-foot conexes are used for the equipment lending closet, storage of durable medical supplies and larger equipment and tools.

A new building would provide the much needed office space for staff and board members. It would allow all of the programs offered to be in one central location, leading to a more comprehensive operation, as well as prepare for the future need of the service area members.

Funding Request:	\$	5,000,000	Election District:	Senate:	Q
Total Project Cost:	\$	6,500,000		House:	34
Local Match (if any) and source:	\$	1,500,000	Nikiski Senior Center Funds, Grants, Land Donation		

CONTACT INFORMATION

Leigh Hagstrom-Sanger, Executive Director

Phone: 907-776-7654 Ext. 1

PO Box 6973

Fax: 907-776-7362

Nikiski, Alaska 99635

E-mail: leigh@nikiskisenior center.org

How did the Service Area select this project as a funding priority?

The Nikiski Senior Service Area goals tie in closely with the Board of Directors from the Nikiski Senior Citizens, Inc. They are aware of the service provided by the non-profit and the lack of space. The shared vision is to provide support, programs and services to the Nikiski community in one facility.

How has the community shown support for this project? (Volunteer, money, resolutions, etc.)

The land was donated to the Nikiski Senior Citizens, Inc., and the Nikiski Seniors have dedicated 85 percent of their gaming revenue towards the cost of building this project.

What steps have been taken to date to get this project going?

The conceptual design for the facility is complete. Roads and natural gas has been extended to the property. Soil investigation and topographic maps are complete. Preliminary cost estimates have been prepared and the seniors are using this to identify funding needs and sources.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

The Nikiski Senior Service Area holds a meeting once a month, and the Nikiski Seniors hold a board meeting once a month with an annual membership meeting yearly. The meetings are advertised in the newsletter and flyers posted in the post office.

Who owns the property and what is the status of the land for the project?

The Nikiski Senior Citizens, Inc., own the property slated for this project.

How will the project be constructed or accomplished?

The conceptual design is complete and a third party cost estimate has been completed. When necessary additional grant requests will be prepared and submitted to make up the remainder of the proposed costs. This process will ensure compliance with all Federal and State funding requirements.

Who will own the project or facility?

The Nikiski Senior Citizens, Inc. will own the facility.

Entity responsible for ongoing operation and maintenance of this project:

The Nikiski Senior Citizens, Inc. will operate and maintain the facility, they have operated the existing facility since its inception and is staffed to handle the administrative as well as general maintenance operations.

How will operations and maintenance be funded after the project is complete?

Nikiski Senior Citizens, Inc. will use the funds and staff that are now used for operations and maintenance.



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

NORTH PENINSULA RECREATIONAL SERVICE AREA

Funding Recipient: Kenai Peninsula Borough / North Peninsula Recreational Service Area

Project Name: Wind Turbine for the Nikiski Pool

Project Priority
Ranking: 1

Detailed Project Description and Justification:

The purpose of this project is to reduce the energy costs associated with the operating and heating of the Nikiski Pool facility. By installing a Wind Turbine (Direct Heating System) the North Peninsula Recreation Service Area (NPRSA) would be reducing both natural gas and electricity consumption, and ultimately saving the taxpayers money.

The North Peninsula Recreation Service Area Board of Directors has been exploring renewable energy options for the Nikiski Pool. The board is looking for ways to reduce energy consumption as much as possible, and one wind turbine could reduce costs approximately 22 percent, with a payoff schedule of less than 10-years.

A commercial wind site assessment survey conducted during the summer of 2010 was prepared for the North Peninsula Board of Directors. Based on data from Firstlook, which is comprised of data from NOAA, local airports, the US Navy and more, the Nikiski Pool is an ideal location for prevailing winds and wind turbine production.

Time line: The North Peninsula Recreation Service Area Board of Directors will work with engineers to develop specifications and design. Once the specifications are complete, the project will be bid per the bidding and purchasing requirements of the Kenai Peninsula Borough.

- * Project completion - one to two years post award.
- * Completion may be weather driven considering Alaska's short building season.

Funding:	\$ 40,000	Consultant/Engineer
	\$ 70,000	Project Management/Contingency
	\$ 270,000	Wind Turbine
	\$ 60,000	Permit/Construction
	\$ 110,000	Equipment/Tower/Installation/Freight

Funding Request:	\$ 550,000	Election District:	Senate:	Q
Total Project Cost:	\$ 550,000		House:	34

CONTACT INFORMATION

Rachel M. Parra, Recreation Director
PO Box 7116
Nikiski, Alaska 99635

Phone: 907-776-8800
Fax: 907-776-5122
E-mail: rparra@borough.kenai.ak.us

How did the Service Area select this project as a funding priority?

This project was selected through board meetings and at the recommendation of the North Peninsula Recreation Service Area Board of Directors. A Nikiski Pool Wind Generation Site Assessment Survey was conducted during the summer of 2010.

How has the community shown support for this project? (Volunteer, money, resolutions, etc.)

The NPRSA Board of Directors unanimously voted this as a funding priority during the September 2010 monthly board meeting.

What steps have been taken to date to get this project going?

A commercial wind site assessment survey was conducted.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

NPRSA Board of Director meetings are held on the fourth Monday of each month at the Nikiski Pool administration building. The meetings are advertised through printed advertisement in the local newspaper, public service announcements on local radio, facility bulletin board postings, and the community center reader board. Attendance included the NPRSA Board of Directors, NPRSA Recreation Director and the general public.

Who owns the property and what is the status of the land for the project?

Kenai Peninsula Borough on behalf of the North Peninsula Recreation Service Area.

How will the project be constructed or accomplished?

The specifications will be developed and the project will be bid per the bidding and purchasing requirements of the Kenai Peninsula Borough.

Who will own the project or facility?

Kenai Peninsula Borough on behalf of the North Peninsula Recreation Service Area.

Entity responsible for ongoing operation and maintenance of this project:

North Peninsula Recreation Service Area.

How will operations and maintenance be funded after the project is complete?

Operations and maintenance will be funded through the North Peninsula Recreation Area's annual operating budget.



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

NORTH PENINSULA RECREATION SERVICE AREA

Funding Recipient: Kenai Peninsula Borough / North Peninsula Recreation Service Area

Project Name: Community Playground

Project Priority
Ranking: 2

Detailed Project Description and Justification:

A community playground for the North Peninsula Recreation Service Area residents and surrounding communities. In 2004 the Kenai Peninsula School District vacated the former Nikiski Elementary School building. Shortly after, the North Peninsula Recreation Service Area (NPRSA) took initiative to revitalize the abandoned school and acquired it to create the Nikiski Community Recreation Center (NCRC).

The NCRC now serves as a recreational/educational facility providing a home for a teen center; youth, adult, and family programs; sports leagues; gymnasium; golf simulator; camps; kitchen; and meeting place for community meetings and banquets. The NPRSA has taken a Borough liability and transformed it into a community asset. The one lacking component is an outdoor community playground.

When the school was vacated, much of the playground equipment was antiquated and considered unsafe; therefore, a majority of the equipment was removed. Very few pieces of the playground equipment remain now. The location of the playground provides a direct link between the NCRC and the community pool (Nikiski Pool). It is situated in a centralized location within the community providing great accessibility for residents.

Community playgrounds and parks create a sense of community and common ground. They offer an opportunity for families to connect and give children a chance to learn life lessons, experience success early and to dream big. Playgrounds offer free opportunities to get out and play, which promotes physical activity and is the key to maintaining healthy lifestyles and good health.

The NPRSA Board of Directors and community value this project. There is a definite need for a community playground as there are no other community playgrounds located in Nikiski. The funding for a community playground will plant the seed for creating a healthy, safe place for children and families to play.

Funding Request:	\$	225,000	Election District:	Senate:	Q
Total Project Cost:	\$	225,000		House:	34

CONTACT INFORMATION

Rachel M. Parra, Recreation Director

Phone: 907-776-8800

PO Box 7116

Fax: 907-776-5122

Nikiski, Alaska 99635

E-mail: rparra@borough.kenai.ak.us

Funding:

Requested grant funds will be used to complete the entire project. NPRSA will purchase playground equipment and complete site preparation and construction for an outdoor playground, which the community is currently lacking.

\$ 110,000	Equipment/Signage/Surface
\$ 60,000	Site Preparation
\$ 30,000	Construction
\$ 25,000	Design/Project Management/Contingency

How did the Service Area select this project as a funding priority?

The NPRSA Board of Directors unanimously voted this as a funding priority during its September 2010 monthly board meeting. The board has selected this as a priority because of the continued community need.

How has the community shown support for this project? (Volunteer, money, resolutions, etc.)

Increased community involvement at the community recreation center through program participation and demand for more programs as well as desirable attractions, including a playground, for the NPRSA.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

NPRSA Board of Directors meetings are held on the fourth Monday of each month at the Nikiski Pool administration building. The meetings are advertised through printed advertisement in the local newspaper, public service announcements on the local radio, facility bulletin board postings for public viewing, and the community center reader board. Attendance included NPRSA Board of Directors, NPRSA Recreation Director and the general public.

Who owns the property and what is the status of the land for the project?

The Kenai Peninsula Borough on behalf of the NPRSA. The NCRC and Nikiski Pool operates six days a week. The community playground will be open and free at all times.

How will the project be constructed or accomplished?

The NPRSA Board of Directors, a playground committee and an architectural firm will develop the specifications and design. Once the specifications are complete, the project will be bid per the bidding and purchasing requirements of the Kenai Peninsula Borough.

- * Project completion, one year post award
- * Completion may be weather driven considering Alaska’s short building season

Who will own the project or facility?

Kenai Peninsula Borough on behalf of the North Peninsula Recreation Service Area.

Entity responsible for ongoing operation and maintenance of this project:

North Peninsula Recreation Service Area

How will operations and maintenance be funded after the project is complete?

Operations and maintenance will be funded through the NPRSA annual operating budget.



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

SEWARD-BEAR CREEK FLOOD SERVICE AREA

Funding Recipient: Kenai Peninsula Borough / Seward-Bear Creek Flood Service Area

Project Name: Salmon and Japanese Creek Watershed Bed Load Removal

Project Priority
Ranking: 1

Detailed Project Description and Justification:

Bed load removal from Salmon Creek below confluence with Clear Creek and from Japanese Creek behind North Forest Acres Levee.

The constant and considerable addition of bed load in the Salmon Creek and Japanese Creek drainages by deposition of glacial gravel and silt constitutes a major flood danger in our community. Bed load is an unrelenting problem in these drainages with the addition of thousands of cubic yards of debris deposited during the October 2006 flood event alone. The Seward Bear Creek Flood Service Area (SBCFSA), Kenai Peninsula Borough (KPB) Office of Emergency Management, and Alaska Homeland Security all believe that a major flood disaster in the area is imminent. As cited in the hazard mitigation plans of the KPB, City of Seward, and SBCFSA, bed load removal would give the public infrastructure and private properties threatened by flooding, several years of substantially reduced risk. Reducing the stream bed load is no longer a matter of maintenance, it has now become the most urgent flood mitigation need of the community.

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. It was 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. The requested funds would cover removal of 40,000 cubic yards of material from Japanese Creek and 60,000 cubic yards from Salmon Creek. Cost on Salmon Creek is likely to be higher due to the State Department of Natural Resources gravel fee.

Time line: As soon as funding is available the project would be accomplished during the "Fish Window", May 15, to July 15 on Salmon Creek to protect salmon habitat and would require the entire two months. On Japanese Creek, which is not anadromous, work would be completed after snow melt through October and would require one and a half months.

Funding Request:	\$	1,000,000	Election District:	Senate:	R
Total Project Cost:	\$	1,230,000		House:	35
Local Match (if any) and source:	\$	230,000	Service Area Funds		

CONTACT INFORMATION

Bill Williamson, Chairman

Phone: 907-224-3340

PO Box 1554

Fax: 907-224-5197

Seward, Alaska 99664

E-mail: sbcfsa@arctic.net

Funding:

SBCFSA is holding \$200,000 in its fund balance to provide matching funds. No other funding is available. It is planned to add this amount to \$1,000,000 obtained from the State Legislation. The service area will contribute in kind match of \$30,000 in the form of Project Manager and Hydrologist Dan Mahalak's time.

How did the Service Area select this project as a funding priority?

This project was chosen to meet the goals of the Flood Hazard Mitigation Plan, reduce flood risk to infrastructures and homes. Grant funding is not available.

What steps have been taken to date to get this project going?

Funds are reserved for the project. Allow mitigation procedures are conducted regularly.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

Meetings are advertised in the newspaper, online news service, and signage. The meetings are held twice a month in Seward, and attended by the general public, KPB staff, City of Seward staff. Larger meetings are attended by FEMA Region X, Alaska Homeland Security, KPB Assembly members, US Army Corps of Engineers representatives, Alaska DNR staff, Alaska DCCED, Borough Mayor, and Seward City Manager.

Who owns the property and what is the status of the land for the project?

Salmon Creek and Japanese Creek drainages are made up of public and private lands. The SBCFSA and KPB Legal Department have developed a "Temporary Use Permit" to allow access to stream beds for flood mitigation on private property. No property owner has yet refused access for this purpose.

How will the project be constructed or accomplished?

Work will be completed which allowed for salmon habitat and seasons.

Who will own the project or facility?

N/A

Entity responsible for ongoing operation and maintenance of this project:

N/A

How will operations and maintenance be funded after the project is complete?

Maintenance will be funded by the Kenai Peninsula Borough, Seward-Bear Creek Flood Service area, and the City of Seward.



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

SEWARD-BEAR CREEK FLOOD SERVICE AREA

Funding Recipient: Kenai Peninsula Borough / Seward-Bear Creek Flood Service Area

Project Name: Kwechak Creek Water Diversion Structure Repair

Project Priority Ranking: 2

Detailed Project Description and Justification:

Repair of 1,000-feet of existing diversion structure with river run material. Armoring of the Structure with engineered rip rap, geo-textiles, or gabion baskets depending on current cost and availability.

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. A river run water diversion structure has been constructed to divert flood waters from developed areas. High water events erode the levee and cause damage to roads and subdivisions as well as threatening lives. This is an imminent and ongoing threat. An armored water diversion structure at the mouth of the canyon is the least expensive and most cost effective flood mitigation project for this location. Approximately 1,000-feet of diversion structure will be repaired with river run material and armored with engineered rip rap, geo-textile materials or gabion baskets depending on which option is most cost effective and available at the time of the project.

Time line: This project will require permitting and public process once funded. Actual structural work will follow as soon as snow has melted. The entire process will take approximately 1.5-years with the public process, permitting and engineering taking place over a year and the actual construction requiring six months.

Funding: The Seward-Bear Creek Fire Service Area (SBCFSA) is holding \$200,000 in its fund balance to provide matching funds. No other funding is available. It is planned to add this amount to \$1,000,000 obtained from the State Legislature. The service area will contribute an in-kind match of \$40,000 in the form of Project Management and Hydrologist Dan Mahalak's time. The service area is working with the Corps of Engineers to develop engineering for this structure; however, the Corps of Engineers has no funds currently available for this type of project.

Funding Request:	\$	1,000,000	Election District:	Senate:	R
Total Project Cost:	\$	1,230,000		House:	35
Local Match (if any) and source:	\$	30,000	Service Area Funds		

CONTACT INFORMATION

Bill Williamson, Chairman

Phone: 907-224-3340

PO Box 1554

Fax: 907-224-5197

Seward, Alaska 99664

E-mail: sbcfsa@arctic.net

How did the Service Area select this project as a funding priority?

This project was chosen to meet the goals of the Flood Hazard Mitigation Plan, reduce flood risk to lives, homes, businesses, and infrastructure. The service area, the borough, and the Corps of Engineers have identified this as a critical mitigation need.

What steps have been taken to date to get this project going?

The service area and borough are continuously involved in projects to control flood hazards in the area.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

Meetings are advertised in the online newspaper, and through signage. The October 8, 2010 meeting was attended by the general public, members of the SBCFSA, the SBCFSA board, Kenai Peninsula Borough staff, and City of Seward staff. Larger meetings are attended by FEMA Region X, Alaska Homeland Security, KPB Assembly Members, Seward City Council Members, US Army Corps of Engineers representatives, Alaska DNR staff, Alaska DCCED , KPB Mayor and Seward City Manager.

Who owns the property and what is the status of the land for the project?

Kenai Peninsula Borough owns the land that the Kwechak Creek diversion structure is on.

How will the project be constructed or accomplished?

Permitting and engineering process, to actual construction.

Who will own the project or facility?

Kenai Peninsula Borough on behalf of the Seward-Bear Creek Flood Service Area.

Entity responsible for ongoing operation and maintenance of this project:

Kenai Peninsula Borough on behalf of the Seward-Bear Creek Flood Service Area.

How will operations and maintenance be funded after the project is complete?

Maintenance will be funded by the Kenai Peninsula Borough and the SBCFSA.



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

SOUTH KENAI PENINSULA HOSPITAL SERVICE AREA

Funding Recipient: Kenai Peninsula Borough / South Kenai Peninsula Hospital Service Area

Project Name: Fire Suppression System Booster Pump

Project Priority
Ranking: 1

Detailed Project Description and Justification:

South Peninsula Hospital (SPH) is at completion of the second phase of construction of a new patient wing which includes a rooftop helistop for medical emergency transport. Although the type of craft landing there is permitted to use a cart mounted fire suppression system, all entities involved (City Fire Chief, KPB project manager, and SPH support service director) agree an automated AFFF Foam Fire Suppression System is the preferred system for safety to hospital personnel, patients and local firefighters. City water pressure at this location is insufficient to run this type of system; therefore, a booster pump is necessary to generate the level of pressure required. Without this system in place the hospital must utilize hand-carts (mobile suppressant units) which are difficult and expensive to acquire, and do not meet the preferred level of response.

Funding Request:	\$	96,000	Election District:	Senate:	R
Total Project Cost:	\$	104,000		House:	35
Local Match (if any) and source:	\$	8,000	Service Area Funds		

CONTACT INFORMATION

Derotha Ferraro, Grant Writer
4300 Bartlett Street
Homer, Alaska 99603

Phone: 907-235-0397
Fax: 907-235-0253
E-mail: dbf@sphop.com

How did the Service Area select this project as a funding priority?

The Kenai Peninsula Borough project manager brought the opportunity for booster pumps to the attention of hospital staff, contractor, and local fire chief. The hospital operating board and service area board selected it as a priority in 2010, and it was again this year considered and adopted unanimously as a priority.

How has the community shown support for this project? (Volunteer, money, resolutions, etc.)

Taxpayers approved bonding for the overall expansion project in 2003 and again in 2007 for two different phases.

What steps have been taken to date to get this project going?

Fire suppression options were considered by the affected parties. The AFFF system was agreed upon as the preferred system. The components and infrastructure for a AFFF Foam Fire Suppression System were installed during the construction of the helistop.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

The meeting was held on October 14, 2010 at the South Peninsula Hospital and was advertised in the local newspaper, radio, and posted at the local grocery store bulletin board, and the hospital bulletin board. The meeting was attended by service area board members, operating board members, hospital management, and Assembly Member Bill Smith.

Who owns the property and what is the status of the land for the project?

The property is owned by the City of Homer and leased to the Kenai Peninsula Borough. The building is owned by the Kenai Peninsula Borough. The facility is subleased to South Peninsula Hospital, Inc., to operate as a hospital.

How will the project be constructed or accomplished?

South Peninsula Hospital maintenance staff will coordinate the acquisition and installation of the pump.

Who will own the project or facility?

Kenai Peninsula Borough

Entity responsible for ongoing operation and maintenance of this project:

South Peninsula Hospital, Inc.

How will operations and maintenance be funded after the project is complete?

Funding for limited operations and maintenance of the project will be incorporated into the operations budget of South Peninsula Hospital, Inc.



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

SOUTH KENAI PENINSULA HOSPITAL SERVICE AREA

Funding Recipient: Kenai Peninsula Borough / South Kenai Peninsula Hospital Service Area

Project Name: RFID Asset Tracking and Security System

Project Priority
Ranking: 2

Detailed Project Description and Justification:

Radio-Frequency Identification (RFID) is the use of an object applied to or incorporated into a product, animal, or person for the purpose of identification and tracking using radio waves (typically referred to as an RFID tag). Some tags can be read from several meters away and beyond the line of sight of the reader. It is used around the world in private and public settings for asset tracking and security. Implementation of a real-time asset location system for our equipment will enable our organization to significantly improve hospital staff efficiency and reduce over-provisioning by providing real time, accurate inventory and immediate location of expensive equipment. Active RFID will significantly decrease waste and reduce costs by providing an ongoing, accurate inventory. With room-level asset tracking capability life saving equipment can be found quickly. High cost equipment and mission critical devices can be more effectively shared. Frequently used gear including gurneys, wheelchairs, infusion pumps and cardiac monitors can be located promptly. Loss of high dollar items will be significantly reduced by alarm capabilities inherent in RFID tracking systems. Personnel and asset locations and interactions can also be monitored.

Funding Request:	\$	200,000	Election District:	Senate:	R
Total Project Cost:	\$	200,000		House:	35

CONTACT INFORMATION

Derotha Ferraro, Grant Writer
4300 Bartlett Street
Homer, Alaska 99603

Phone: 907-235-0397
Fax: 907-235-0253
E-mail: dbf@sphosp.com

How did the Service Area select this project as a funding priority?

The South Peninsula Hospital (SPH) Board of Directors designated this as a priority for 2010, and it was selected for the City of Homer’s Capital Improvement plan for 2010.

What steps have been taken to date to get this project going?

Initial concept and scope for the RFID project have been defined. Budgetary cost numbers have been established. The preferred system has been selected.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

The RFID asset tracking priority was set at the October 14, 2010 service area board meeting. The meeting was advertised in local newspapers, on the radio, and posted at the local grocery store bulletin board and the hospital bulletin board. The meeting was attended by service area board members, Bob Letson, the operating board, and Assembly Member Bill Smith.

Who owns the property and what is the status of the land for the project?

The property is owned by the City of Homer and leased to the Kenai Peninsula Borough. The building is owned by the Kenai Peninsula Borough. The facility is subleased to South Peninsula Hospital, Inc. to operate as a hospital.

How will the project be constructed or accomplished?

South Peninsula hospital maintenance staff will coordinate the purchase and installation of the system. Staff would be trained on utilization.

Who will own the project or facility?

Kenai Peninsula Borough on behalf of the South Kenai Peninsula Hospital Service Area Board.

Entity responsible for ongoing operation and maintenance of this project:

South Peninsula Hospital staff.

How will operations and maintenance be funded after the project is complete?

Funding for limited operations and maintenance of the project will be incorporated into the operations budget of South Peninsula Hospital, Inc.



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

COMMUNITY: ANCHOR POINT

Funding Recipient: Anchor Point Senior Citizens, Inc. (APSCI)

Project Name: Senior Center Improvements, Parking Lot Paving & Lighting

Project Priority
Ranking: 1

Detailed Project Description and Justification:

The APSCI primary access driveway needs to be realigned and widened, this would include relocating underground utilities, culverts and ditch modifications. Perimeter lighting would also be added and include purchase of light poles and lighting, and electrical wiring from the primary power source. The parking lot surface would include cap paving with four-inches of crushed one-and-one-half-inch compacted stone, and final grading to engineer drainage plan. Asphalt paving and painted stripes, two-inch D1 and two-inch asphalt.

Time line: June 2011 Realignment and widening.
July 2011 Perimeter Lighting.
August 2011 Parking lot surface preparation.
September 2011 Asphalt paving and painted stripes.

Funding: \$ 15,000 Realignment and Widening
\$ 10,000 Perimeter Lighting
\$ 37,200 Parking Lot Surface Preparation
\$202,000 Asphalt Paving

Funding Request:	\$	244,000	Election District:	Senate:	R
Total Project Cost:	\$	329,000		House:	35
Local Match (if any) and source:	\$	85,000	APSCI \$20,000, State of Alaska Grant \$65,000		

CONTACT INFORMATION

Debbie Carpenter	Phone:	907-235-7786
PO Box 438	Fax:	907-235-7118
Anchor Point, Alaska 99556	E-mail:	apsci@acsalaska.net

How did the Community select this project as a funding priority?

The community selected this as its number one priority during the October 16, 2010 community meeting.

How has the community shown support for this project? (Volunteer, money, resolution, etc.)

This project has been selected as a community priority for multiple years.

What steps have been taken to date to get this project going?

Planning and design has been addressed.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

The community meeting was advertised in local newspapers, monthly newsletters, and bulletin board posters throughout the community.

Who owns the property and what is the status of the land for the project?

Anchor Point Senior Citizens, Inc.

How will the project be constructed or accomplished?

In accordance with the time line stated.

Who will own the project or facility?

Anchor Point Senior Citizens, Inc.

Entity responsible for ongoing operation and maintenance of this project:

Anchor Point Senior Citizens, Inc.

How will operations and maintenance be funded after the project is complete?

With volunteer hours and the Anchor Point Senior Center's operational funds.



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

COMMUNITY: ANCHOR POINT

Funding Recipient: Anchor Point Public Library

Project Name: New Library Building

Project Priority
Ranking: 2

Detailed Project Description and Justification:

Anchor Point Public Library is housed in borrowed quarters in the VFW building. The 15-year use agreement has long since expired. The library needs about twice the space that it now occupies and the VFW would like to use the space that the library is currently using.

Anchor Point Public Library is in need of a new larger building. Currently the Library is housed in the eastern third of the VFW building. We have had a use agreement that was to last for 15-years or for the life of the building, which ever came first. The 15-years have long since past. The VFW would like to expand and the easiest way to expand is to move in the section currently housing the library. The present Library section is 1600-square feet. This amount of space was adequate 20 years ago; however, with the increased number of books and increased in circulation, and number patrons on a weekly basis, the library has become very cramped. There is not enough room for books, videos, computers, and patrons. The needs of the community could be better met with a building of at least 3200-square feet and at a location closer to the elementary school.

Time line: Raise money and secure grants or funding by the end of 2011. Construct new library by the end of 2012.

Funding Request:	\$	375,000	Election District:	Senate:	R
Total Project Cost:	\$	400,000		House:	35
Local Match (if any) and source:	\$	25,000	Fund Raising Donations		

CONTACT INFORMATION

Robert Craig	Phone:	907-235-6700
PO Box 129	Fax:	907-235-2633
Anchor Point, Alaska 99556	E-mail:	fireems@alaska.net

How did the Community select this project as a funding priority?

A community meeting sponsored by the Kenai Peninsula Borough asked for community input as to projects they would like support for. The new library was selected during both the 2009 and 2010 community meetings.

How has the community shown support for this project? (Volunteer, money, resolution, etc.)

The community has shown support by fund raising efforts and volunteer hours. The project was presented at the local Chamber of Commerce luncheon a couple of years ago and was warmly received. They donated all the proceeds from the auction last year. Several local construction business have indicated a desire to contribute.

What steps have been taken to date to get this project going?

Fund raising events, donations, and volunteers.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

The community meeting advertized in the newspaper, and flyers were posted throughout the community.

Who owns the property and what is the status of the land for the project?

The Library owns approximately two acres of property. The property is cleared and has a good gravel base but will need some fill before construction.

How will the project be constructed or accomplished?

The project will be constructed using bid process, and volunteers.

Who will own the project or facility?

The Anchor Point Public Library, Inc.

Entity responsible for ongoing operation and maintenance of this project:

The Anchor Point Public Library, Inc.

How will operations and maintenance be funded after the project is complete?

The facility will be operated by the Anchor Point Public Library using some State Library operating grant funds, as well as funds coming from the community support groups and individuals and fund raisers.



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

COMMUNITY: COOPER LANDING

Funding Recipient: State of Alaska, Department of Transportation

Project Name: Cooper Landing Walkable Community Project

Project Priority
Ranking: 1

Detailed Project Description and Justification:

The community of Cooper Landing, Alaska identified pressing needs that may be met in part or whole by the Walkable Community Project:

Safely and efficiently moving all travelers and traffic through town, protecting both the ecological and economic values of the Kenai River watershed, and promoting a healthy lifestyle. Protect the lake and rivers throughout the community. The project would improve safety, and help motorists comply to posted speed limits. The project addresses the communities desire for a healthier, safer, more active, economically viable, walkable/bikable community. This will be accomplished via evidence-based methods of road design, signage and pathway development that will decrease congestion on the Sterling Highway, while making it safer for vehicles, pedestrians, and bicyclists.

It will open up access to existing trails, support intrinsic qualities for recreational, cultural , and tourism related activities, and provide stable access to an area of historical significance in the heart of the Kenai Peninsula.

The United Sates (US) Forest Service, US Fish and Wildlife Service, Kenai National Wildlife Refuge, Environmental Protection Agency, Alaska Department of Transportation have participated in meetings and pledged their support. The project has also been included in the Kenai Peninsula Borough Comprehensive Plan. The project would be beneficial to the entire Kenai Peninsula Borough, and the potential one-million visitors and residents. The plan is a safety necessity, and would reduce danger posed to any one walking in the area. The pedestrian bridge crossing is out of compliance with safety requirements and needs to be upgraded. According to the Alaska Department of Transportation, there has been no significant improvements to this section of the Sterling Highway in 50-plus years it has existed.

Funding Request:	\$	1,200,000	Election District:	Senate:	R
Total Project Cost:	\$	4,592,032		House:	35
Local Match (if any) and source:	\$	3,392,032			

CONTACT INFORMATION

Deborah Carlson	Phone:	907-595-1455
PO Box 702	Fax:	
Cooper Landing, Alaska 99572	E-mail:	carlson@arctic.net

How did the Community select this project as a funding priority?

The project was selected as the Community #1 priority during the Cooper Landing Community Meeting.

How has the community shown support for this project? (Volunteer, money, resolution, etc.)

Donations have been received from individuals and organizations, the Community has voted to use the Community Revenue Sharing funds for this project.

What steps have been taken to date to get this project going?

Funds have been designated for a consultant.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

The Community Meeting was held at the Cooper Landing School on October 2, 2010, it was advertised in the news paper, Cooper Landing Online News, and posted throughout the Community.

Who owns the property and what is the status of the land for the project?

State of Alaska Department of Transportation

How will the project be constructed or accomplished?

1) 2010-2012 Repave/rehab project by DOT will include portions of the CLWCPP #2 project, including: (Item #4 in CLWCP) Define entry and exits to businesses. (Item #6 in CLWCP) The trail on the bridge should be constructed to a standard that meets safety criteria. 2) 2011-2012 US Forest Highways Award for Snug Harbor Road, in part, addresses (Item # 17 in the CLWCP Plan) : Paths along Neighborhood Roads: The project is to construct 1.8 mi. paved bike/walk path from Post Office to Senior Residential complex along Snug Harbor Road. Pave .7 mi of gravel road and resolve drainage, safety, ADA and ABA needs, interpretive exhibits and ROW issues.

Who will own the project or facility?

State of Alaska Department of Transportation

Entity responsible for ongoing operation and maintenance of this project:

State of Alaska Department of Transportation

How will operations and maintenance be funded after the project is complete?

Through the State of Alaska Department of Transportation.



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

COMMUNITY: COOPER LANDING

Funding Recipient: Cooper Landing Health Center, Inc. & Peninsula Community Health Services

Project Name: Cooper Landing Community Health Clinic

Project Priority
Ranking: 2

Detailed Project Description and Justification:

Establish immediate health care facility for Eastern Kenai Peninsula under Federal 330 program, providing health care for all in need without regard to patient ability to pay for services; thereby serving the residents of Cooper Landing, Hope, Moose Pass, as well as the thousands of visitors to the Cooper Landing area each year. Currently all must travel of 50 miles to the nearest health care service for any and all health care needs, including minor immediate needs and maintenance health care.

A facility of approximately 2000 square-feet, designed to provide immediate health care to all individuals without regard to race, religion, creed, national origin or financial ability to pay for needed health care; this facility and operational policy will conform to Federal Public Service Act 330 thereby qualifying for Federal operational funding. It will operate with administrative assistance of Central Peninsula community Health Services of Alaska, Soldotna.

Time line: Feasibility study completed September 2010, establishing need to qualify for Federal 330 operational funding. Federal grant deadline November 2010. Grant funding will be available to Cooper Landing August 2011. A temporary facility must be opened 180 days, and will be located in existing commercial building a the Alpine Inn. The permanent facility will be located on Cooper Landing Emergency Services lands on long term lease with the Kenai Peninsula Borough. Proof of State funding match must be forwarded to Rasmuson Foundation to complete request for capital construction match. Sublease of lands, out to competitive bids for site development and facility construction will commence upon receipt of Rasmuson capital funding match commitment. Completion of construction and opening of permanent clinic target date of October 2012.

Funding: Peninsula Community Health Services \$20,000; Community Fund Raising Events \$20,000; Revenue Sharing \$5,000; Revenue Sharing \$4,000; Rasmuson Foundation \$450,000.

Funding Request:	\$	350,000	Election District:	Senate:	R
Total Project Cost:	\$	849,000		House:	35
Local Match (if any) and source:	\$	499,000	See funding listed above		

CONTACT INFORMATION

Carrie L. Williams, President

Phone: 907-598-1633

PO Box 614

Fax: 907-595-1633

Cooper Landing, Alaska 99572

E-mail: williams@arctic.net

How did the Community select this project as a funding priority?

No health care facility closer than 50 miles. Economic Development Plan 2005 highest priority. KPB Capital project priority. Support letters all local organization. Public petitions and letters of support.

How has the community shown support for this project? (Volunteer, money, resolution, etc.)

Over 400 letters of support were gathered.

What steps have been taken to date to get this project going?

Feasibility study was completed.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

All meetings of Cooper Landing Health Center & Cooper Landing Community Club posted on community calendar with mass mailing to all post office boxes in Cooper Landing, Moose Pass and Hope. Noticed in local flyers, news letters, newspapers, and posted within the community.

Who owns the property and what is the status of the land for the project?

An immediate health care facility will be constructed on lands currently under long term lease from the Kenai Peninsula Borough to Cooper Landing Emergency Services. The land is centrally located, 2.71-acre parcel of land adequate for all public facilities. The lands are Public Safety Lands (KPB has expressed support of land use for clinic)

How will the project be constructed or accomplished?

Feasibility Study completed in January 2010, physical project will begin immediately based on needs assessment and temporary facility opened within 180 days of approval of federal 330 operational funding temporary facility operation limit of two years under 330, providing adequate time for capital funding distribution.

Who will own the project or facility?

Cooper Landing Health Center, Inc. (Under Cooper Landing Community Club)

Entity responsible for ongoing operation and maintenance of this project:

Peninsula Community Health Services & Cooper Landing Health Center, Inc.

How will operations and maintenance be funded after the project is complete?

HRSA Federal 330 grant funding for operation and overhead expenses. Fee for services, through billing of all insurances federal, state, (Medicare, Medicaid, Denali Kid etc.) private and patient billing based on income and ability to pay for services.



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

COMMUNITY: FOX RIVER

Funding Recipient: Voznesenka Community Council, Inc.

Project Name: Fox River Area Community Center

Project Priority
Ranking: 1

Detailed Project Description and Justification:

The project has as its goal the construction of a moderately sized community center for use by the residents of the Fox River census area, including the villages of Razdolna, Kachemak Selo, and Voznesenka, as well as the residents of the area who live outside the confines of these communities. (A population of 1,500 people.) The building will consist of a central open area. Along the length of one side will be a kitchen, a cafeteria, and two meeting or activity rooms. The central area will be used for large community gatherings and activities. The building will be located on a 5-acre lot with room for parking and eventually other outside activity areas, such as a skating rink, tennis court, basketball court and others. We have divided the project into two phases: (1) site acquisition and preparation, and (2) actual construction of the facility. We have determined that phase 1 will require approximately \$234,000, which includes purchase of a five-acre lot in a fairly central location, surveying, geotechnical services, utilities planning and installation, leveling and grading of the site, access improvement, and landscaping. Phase 2 will cost approximately 1,516,000 and will include designing, engineering, excavation, and construction and finishing of the facility.

The only public buildings in the Fox Creek area are the village schools, which consist of community-built classrooms and portable classrooms provided by the Kenai Peninsula School District. There are no facilities other than the classrooms, no assembly areas, no activity areas, no gymnasiums, etc. Community gatherings, such as graduation ceremonies, are held outside under a canvas cover, when weather permits, or in a boat barn; there is often not enough space to accommodate even the immediate family members of all graduates. The young people of the area have no facilities that can be used for evening and weekend activities such as celebrations and sports. For example, in order to conduct a wrestling program at Voznesenka, one of the portable classrooms is daily converted into a gym; all the tables and chairs are pushed to the sides and a wrestling mat is rolled out onto the floor. During the day, the rolled-up mat takes up one wall of the classroom. On holidays and weekends the youth are left to their own devices in finding activities to occupy their time and get together with friends. A community center would provide space for supervised activities that would be positive and productive for the children and young people of the area. It would also provide a space where all members of the three villages and outlying areas could come together and strengthen their community ties through shared meetings and activities.

Funding Request:	\$	1,750,000	Election District:	Senate:	R
Total Project Cost:	\$	1,750,000		House:	35

CONTACT INFORMATION

Stan White, Secretary/Treasurer

Phone: 907-235-6689

PO Box 3034

Fax: 907-235-6086

Homer, Alaska 99603

E-mail: stanpwhite@gmail.com

How did the Community select this project as a funding priority?

This project was agreed upon three years ago by a community meeting and survey of area residents.

How has the community shown support for this project? (Volunteer, money, resolution, etc.)

Having a community center has long been a desire among all the communities in this area.

What steps have been taken to date to get this project going?

The project has been under discussion at various meetings for the past several years.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

A community meeting was held on October 15, 2010, it was advertized in the local newspapers and flyers were posted throughout the community. Members of the Voznesenka Community Council, the community councils from the villages of Razdolna and Kachemak Selo, residents of the villages and the eastern end of East End Road area, interested service providers in the area including school teachers, health service personnel and others.

Who owns the property and what is the status of the land for the project?

The property will be purchased by the Area Council.

How will the project be constructed or accomplished?

The community center will be constructed using contracted local labor as much as possible in addition to volunteer efforts by community members, depending on their skills and resources.

Who will own the project or facility?

The facility will be owned by Voznesenka Community Council, Inc.

Entity responsible for ongoing operation and maintenance of this project:

Voznesenka Community Council, Inc.

How will operations and maintenance be funded after the project is complete?

The facility will be operated and maintained by the Voznesenka Village Council, Inc.



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

COMMUNITY: FOX RIVER

Funding Recipient: Village of Kachemak Selo Water Co., Inc.

Project Name: Switchback Trail Improvements

Project Priority
Ranking: 2

Detailed Project Description and Justification:

Gravel and build retaining walls to make the trail safer.

The trail is used by many people and needs to be upgraded for safety reasons, currently the only upgrades and maintenance done to the road is done by the Village of Kachemak Selo, yet it is used by many others. The improvements needed include more retaining walls, culvert pipe for drainage, and more gravel.

Time line: If the funds were received by June of 2011, the project could be completed by October 2011.

Funding:	Pipes (for walls)	\$16,500
	Sheet Metal (4x8x1/16)	\$12,000
	Gravel	\$13,250
	Dump Trucks (2 yarders)	\$16,880
	Loader & Dozer	\$10,240
	Post Pounder (rental)	\$ 2,750
	Culverts	\$ 3,077
	Welding (material/labor)	\$ 5,000

713 Feet of wall from 4-feet to 8-feet high, pipe will be driven into ground with an excavator with post pounder attachment. Metal Sheets will be welded onto pipe to make wall.

Funding Request:	\$	79,697	Election District:	Senate:	R
Total Project Cost:	\$	79,697		House:	35

CONTACT INFORMATION

Dionici Reutov (Dennis)	Phone:	907-235-4208
PO Box 4251	Fax:	907-235-4201
Homer, Alaska 99603	E-mail:	

How did the Community select this project as a funding priority?

This project was selected by the Community during the 2010 community meeting.

How has the community shown support for this project? (Volunteer, money, resolution, etc.)

The community has been taking care of the maintenance on the trail.

What steps have been taken to date to get this project going?

It is an ongoing project.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

The community meeting was advertised in the news paper and flyers were posted in the community.

Who owns the property and what is the status of the land for the project?

State of Alaska Department of Transportation

How will the project be constructed or accomplished?

The project will be completed through the project time line and funding plan, with the cooperation of the community members.

Who will own the project or facility?

State of Alaska Department of Transportation

Entity responsible for ongoing operation and maintenance of this project:

State of Alaska Department of Transportation

How will operations and maintenance be funded after the project is complete?

Donations from the Village of Kachemak Selo and Volunteers.



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

COMMUNITY: FRITZ CREEK

Funding Recipient: State of Alaska Department of Transportation

Project Name: Greer Road Upgrade

Project Priority
Ranking: 1

Detailed Project Description and Justification:

Upgrade Greer Road from East Road to Benjamin Avenue.

The project would entail environmental and storm water assessments. Drainage correction and several dig outs to bring the road surface to specification for paving. The project would upgrade approximately .706 miles of this road. All cross culverts would be replaced with culverts large enough to handle the spring run off. Paving would eliminate the need for grading during the summer months. It would also keep the road surface passable during break up.

Currently Greer Road during spring break up is almost impassable for a 4 wheel drive between mile .472 and mile 0. Emergency vehicles are unable to getup it at this time of the year.

State of Alaska road maintenance crews have put a large amount of their time and road repair funds into this for the last two-years. They have had to stage a bulldozer on the lower part to level it and fill holes on a daily basis during break up.

Upon completion of this project it could be handed over to the Kenai Peninsula Borough as they take care of the road from mile .894 to the end. The Kenai Peninsula Borough also maintains all the side roads on Greer. As their crews have to pass over this section to access their end they should be taking care of the complete road. It would lower costs to both entities.

Time line: When this is approved Capital Improvement Project in fiscal year 2011 and funding is received by the state, the project should be started in the summer of 2012 and completed in no more than 1 month.

Funding: Planned funding from the State of Alaska. Project estimate is \$4,000,000, this estimate was provided by the Alaska State Road Planning. The State of Alaska will save money by bringing this road up to standard by not having to repair during break up each year.

Funding Request:	\$	4,000,000	Election District:	Senate:	R
Total Project Cost:	\$	4,000,000		House:	35

CONTACT INFORMATION

Gregory L. Collins

Phone: 907-299-2625

PO Box 144

Fax:

Homer, Alaska 99603

E-mail: greg_allseasons@hotmail.com

How did the Community select this project as a funding priority?

It was voted on during the community meeting held at McNeil Canyon School in October 2010.

How has the community shown support for this project? (Volunteer, money, resolution, etc.)

By selecting it during the community meeting.

What steps have been taken to date to get this project going?

Selection as a community priority.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

The community meeting was advertized in local news paper, and flyers were posted throughout the community. Members of the general public and legislative representation was present.

Who owns the property and what is the status of the land for the project?

State of Alaska

How will the project be constructed or accomplished?

Through the Department of Transportation Road Program.

Who will own the project or facility?

State of Alaska - with a recommendation to transfer to the Kenai Peninsula Borough.

Entity responsible for ongoing operation and maintenance of this project:

State of Alaska Department of Transportation.

How will operations and maintenance be funded after the project is complete?

Kenai Peninsula Borough Road Service Area Tax.



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

COMMUNITY: FRITZ CREEK

Funding Recipient: Kenai Peninsula Borough / Kachemak Emergency Service Area

Project Name: Quint Fire Apparatus

Project Priority
Ranking: 2

Detailed Project Description and Justification:

Purchase of a Quint Aerial Fire Apparatus for fire and rescue operations.

A quint, or quintuple combination pumper is a fire service apparatus that serves the dual purpose of an engine and a ladder truck. The name quint is derived from the Latin prefix quinque-, meaning five, and refers to the five functions that a quint provides: pump, water tank, fire hose, aerial device, and ground ladders. Kachemak Emergency Service Area (KESA) provides emergency response to approximately 4500 residents living in an area spanning over 214 square miles around the City of Homer.

KESA needs an aerial ladder to conduct rescues of people (victims and firefighters) trapped at fires, construction sites and other emergency scenes. Timing is critical to the effective rescue of a disaster victim and the nearest aerial apparatus on the Peninsula is located in Soldotna at the Central Emergency Service Station 1. It would enable firefighters to safely access roofs, chimneys and other elevated areas of all homes and businesses as well as enable rapid ventilation for search, rescue, fire extinguishment, access and exits from burning structures. Aerial ladders provide a safe working platform and reduces injuries.

KESA has experienced a 400 percent increase in runs since April of 2009 when the mutual aid agreement with the City of Homer and the Homer Volunteer Fire Department was cancelled. The KESA 10-year plan recognizes a need for an aerial truck in the southern Kenai Peninsula.

Time line: After funding is secured final specifications will be developed and a formal bid process will be followed. After identifying the manufacturer and awarding the project the projected build time is approximately 8 to 12 months before delivery and the apparatus is placed in service.

Funding Request:	\$	750,000	Election District:	Senate:	R
Total Project Cost:	\$	750,000		House:	35

CONTACT INFORMATION

Robert Cicciarella, Fire Chief
53048 Ashwood Avenue
Homer, Alaska 99603

Phone: 907-235-9811
Fax: 907-235-8034
E-mail: bcicciarella@borough.kenai.ak.us

How did the Community select this project as a funding priority?

Insurance Standards Office (ISO) visited the service area for an evaluation and identified the number of buildings of 35' within the service area and the amount of fire flow needed for the size of the buildings requiring the apparatus. Due to the size of the Kachemak Emergency Fire Service Area the community feels additional apparatus are needed in order to effectively respond on both ends of the service area.

What steps have been taken to date to get this project going?

Identifying the need through an evaluation process.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

Community meetings are advertised on public radio, in local newspapers, and fliers are posted in local businesses throughout the community. They are attended by Board Members and the general public.

Who owns the property and what is the status of the land for the project?

Kenai Peninsula Borough on behalf of Kachemak Emergency Service Area.

How will the project be constructed or accomplished?

After funding is secured final specifications will be developed and a formal bid process will be followed.

Who will own the project or facility?

Kenai Peninsula Borough on behalf of the Kachemak Emergency Service Area.

Entity responsible for ongoing operation and maintenance of this project:

Kachemak Emergency Service Area

How will operations and maintenance be funded after the project is complete?

Through the Kachemak Emergency Service Area general operating budget.



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

COMMUNITY: FUNNY RIVER

Funding Recipient: Funny River Chamber of Commerce & Community Association

Project Name: Funny River Community & Emergency Center Expansion

Project Priority Ranking: 1

Detailed Project Description and Justification:

The addition of a new 40-foot meeting room with two additional rest rooms and showers to the East end of the main building along with a new septic system. The addition of a new 18' x 24' storage room on the North side of the building. Complete renovation of the existing building to include:

- A. Install a suspended ceiling under the high ceiling portion in the existing multi-purpose room.
- B. Convert the existing kitchen into a commercial kitchen to include a Ansul Fire Suppression system and a propane fired Air Make-Up System.
- C. Replace all Cabinets, Counter Tops, Sinks and Dishwasher.
- D. Total replacement of all Floor Covering.
- E. Miscellaneous Fees.

Time line:

Project will be completed within two years of receiving funding.

Funding Plan:

The requested amount of \$615,000 would completely fund the planned project, and make the Community Center a self contained Emergency Center for residents of the Funny River Community.

Funding Request:	\$	615,000	Election District:	Senate:	Q
Total Project Cost:	\$	615,000		House:	34

CONTACT INFORMATION

Raymond Price

Phone: 907-262-6161

35630 Kokanee Avenue

E-mail: rayprice@alaska.net

Soldotna, Alaska 99669

How did the Community select this project as a funding priority?

The Chamber of Commerce Community Association has formed a building committee and also hired an architectural firm to document existing conditions and do programming, concept drawings and make recommendations.

How has the community shown support for this project? (Volunteer, money, resolution, etc.)

All Activities and functions at the Community Center are ran by volunteers and members of the Funny River Chamber of Commerce Community Center.

What steps have been taken to date to get this project going?

The Chamber of Commerce Community Association has formed a building committee and also hired an architectural firm to document existing conditions and do programming, concept drawings and make recommendations.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

The Community Meeting was held on September 28, 2010, 7:00 p.m. in the Funny River Community Center. It was advertised in the local newspaper, community newsletter, community bulletin board, and posted at local businesses. It was attended by the Kenai Peninsula Borough Mayor, staff members, and members from the general public.

Who owns the property and what is the status of the land for the project?

The land is owned by the Chamber of Commerce and Community Center.

How will the project be constructed or accomplished?

It is anticipated the volunteer work will be used when possible to supplement contract work.

Who will own the project or facility?

Chamber of Commerce Community Association.

Entity responsible for ongoing operation and maintenance of this project:

Chamber of Commerce Community Association.

How will operations and maintenance be funded after the project is complete?

Through the normal operating procedures of the Chamber of Commerce Community Association.



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

COMMUNITY: HOPE

Funding Recipient: Kenai Peninsula Borough

Project Name: Resurrection Creek Road Improvements

Project Priority
Ranking: 1

Detailed Project Description and Justification:

This would be one-mile of road improvements starting at the Borough gravel pit and ending at Forest Service gate. The road requires new surface material, grading and ditching.

Funding Request:	\$	200,000	Election District:	Senate:	P
Total Project Cost:	\$	200,000		House:	32

CONTACT INFORMATION

Jim Skogstad	Phone:	907-782-3521
PO Box 8	Fax:	907-782-3505
Hope, Alaska 99605	E-mail:	akskogstad@aol.com

How did the Community select this project as a funding priority?

This has been the #1 priority for Hope for the past 15 years.

How has the community shown support for this project? (Volunteer, money, resolution, etc.)

Ongoing requests for upgrades.

What steps have been taken to date to get this project going?

Continued support as the #1 priority, and requests to the Kenai Peninsula Borough.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

The community meeting was advertised in the news paper and posted on flyers throughout the community.

Who owns the property and what is the status of the land for the project?

Kenai Peninsula Borough

How will the project be constructed or accomplished?

Through the Kenai Peninsula Borough Roads Department

Who will own the project or facility?

Kenai Peninsula Borough

Entity responsible for ongoing operation and maintenance of this project:

Kenai Peninsula Borough

How will operations and maintenance be funded after the project is complete?

Through the Kenai Peninsula Borough Road Service Area.



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

COMMUNITY: HOPE

Funding Recipient: Hope, Inc.

Project Name: Hope Social Hall Foundation

Project Priority
Ranking: 2

Detailed Project Description and Justification:

Hope, Inc. is in the final stages of purchasing the property from the UAA land trust. Funds are needed to replace the foundation in the summer of 2011. Previous grants were received for purchase and restoration; however, the cost of purchasing the property was more than anticipated and additional funds are needed to complete the project.

Funding Request:	\$	25,000	Election District:	Senate:	P
Total Project Cost:	\$	25,000		House:	32

CONTACT INFORMATION

Jim Skogstad

Phone: 907-782-3521

PO Box 8

Fax: 907-782-3505

Hope, Alaska 99605

E-mail: akstogstad@aol.com

How did the Community select this project as a funding priority?

This project was selected during a meeting held at the Social Hall.

How has the community shown support for this project? (Volunteer, money, resolution, etc.)

Ongoing volunteer maintenance. A new metal roof added in 2008.

What steps have been taken to date to get this project going?

The land was purchased so further investments could be made to the project.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

Hope, Inc. held a meeting on October 21, 2010 and there were 33 people in attendance.

Who owns the property and what is the status of the land for the project?

Hope, Inc.

How will the project be constructed or accomplished?

Through volunteers and contractors where necessary.

Who will own the project or facility?

Hope, Inc.

Entity responsible for ongoing operation and maintenance of this project:

Hope, Inc.

How will operations and maintenance be funded after the project is complete?

Donations and rental fees.



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

COMMUNITY: KASILOF

Funding Recipient: Kasilof Regional Historical Association

Project Name: Kasilof Dune Fencing

Project Priority
Ranking: 1

Detailed Project Description and Justification:

Installing fencing and signage to direct vehicle traffic around sensitive habitat areas on the north side of the Kasilof River mouth.

Funding Request:	\$	50,000	Election District:	Senate:	Q
Total Project Cost:	\$	50,000		House:	34

CONTACT INFORMATION

Erik Huebsch

Phone: 907-262-96189

PO Box 599

E-mail: cark1@att.net

Kasilof, Alaska 99610

How did the Community select this project as a funding priority?

The project was originally discussed in 2008 during a community meeting, in 2009 it was again discussed and voted as a priority by the community during a community meeting.

How has the community shown support for this project? (Volunteer, money, resolution, etc.)

Members of the community were actively involved with the first phase of the dune protection project, which involved the south side of the river mouth.

What steps have been taken to date to get this project going?

The south side of the river mouth protection project is in process.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

A community meeting was held on October 22, 2010, it was advertized in the local newspaper and flyers were posted throughout the community. Members of the public were in attendance.

How will the project be constructed or accomplished?

A joint effort of Alaska Department of Fish and Game, Alaska Department of Natural Resources and Cohoe-Kasilof volunteers.

Entity responsible for ongoing operation and maintenance of this project:

Initial construction is costly; however, the project is expected to require low maintenance. The community can take responsibility for maintenance.



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

COMMUNITY: KASILOF

Funding Recipient: Kasilof - Cohoe Cemetery Association

Project Name: Spruce Grove Memorial Park Columbarium

Project Priority
Ranking: 2

Detailed Project Description and Justification:

Ground work, foundation purchase and installation of a Columbarium at Spruce Grove Memorial Park.

Spruce Grove Memorial Park accommodates departed loved ones from the Central Peninsula area plus veterans from Anchorage and numerous interments from out of state. Space has been utilized much faster than anticipated. Cremation has become more popular in recent years as well as the placing of ashes in a particular place as opposed to scattering. There are no facilities available on the Kenai Peninsula to accommodate these remains. The need for a columbarium is important to the community.

Time line: Ground work and foundation: 6 weeks
Install / complete columbarium: 6 weeks

Funding: Future funding would be from sales of spaces in the columbarium. Maintenance and additional columbarium needs and expansion of the cemetery will occur through funds from the sale of grave sites and spaces in the columbarium.

Funding Request:	\$	80,000	Election District:	Senate:	Q
Total Project Cost:	\$	80,000		House:	34

CONTACT INFORMATION

Joan Lahndt	Phone:	907-262-4970
PO Box 145	Fax:	
Kasilof, Alaska 99610	E-mail:	

How did the Community select this project as a funding priority?

The project was selected as the number two project for the community of Kasilof during the community meeting.

How has the community shown support for this project? (Volunteer, money, resolution, etc.)

The community has volunteered time, material and labor to maintain the cemetery. Individuals and businesses in Kasilof as well as Kenai and Soldotna have also contributed time, money, and labor.

What steps have been taken to date to get this project going?

The community regularly volunteers time, material, and money to projects within the cemetery.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

The community meeting was held on October 22, 2010 at Tustumena Elementary School, it was advertized in news papers and flyers were posted throughout the community. Members of the general public were in attendance.

Who owns the property and what is the status of the land for the project?

Kasilof - Cohoe Cemetery Association

How will the project be constructed or accomplished?

Ground work would begin after the spring thaw and road restrictions were lifted.

Who will own the project or facility?

Kasilof - Cohoe Cemetery Association

Entity responsible for ongoing operation and maintenance of this project:

Kasilof - Cohoe Cemetery Association

How will operations and maintenance be funded after the project is complete?

Through sales of columbarium space, and grave sites.



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

COMMUNITY: LOWELL POINT

Funding Recipient: Lowell Point Community Council

Project Name: Lowell Point Community Water System

Project Priority
Ranking: 1

Detailed Project Description and Justification:

The Lowell Point Community Council (LPCC) plans to construct a new community water system in Lowell Point, Alaska. In 2005 the community obtained \$2,856,000 from the Environmental Protection Agency (EPA) and the Alaska Department of Environmental Conservation (ADEC), which is being used to plan, design and construct a portion of the system. The Village Safe Water (VSW) program is providing project oversight. Approximately \$1,772,639 in additional funding is needed to complete the entire community water system.

Water quality is a concern, most of the wells draw water from a shallow unconfined aquifer that is susceptible to contamination from salt water intrusion, individual waste water disposal systems, flooding, and other sources. The potential for brackish water and flooding is highest in the Beach Drive area and the southern end of Shady Lane. After a liner failure at the Lowell Point wastewater treatment lagoon in 1991, the City of Seward identified fecal coliform bacteria in seven Lowell Point drinking water wells. A new water utility will be formed to operate and maintain the Lowell Point Community Water System. Technical assistance may be available from the City of Seward, which operates similar water systems in Seward and pipes sewage to a wastewater treatment plant in Lowell Point.

A Lowell Point Water and Sewer Feasibility Study completed in 2000 recommended the construction of a full municipal water system that included a well water source with filtration and disinfection, a 400,000-gallon high-level gravity water storage tank, and piped distribution system with fire hydrants, it also recommended the construction of a conventional gravity sewer system that would tie into the City of Seward wastewater treatment and disposal facility in Lowell Point.

Time line: If the funding were received the project would be complete by the end of 2011.

Funding Request:	\$ 1,772,639	Election District:	Senate:	R
Total Project Cost:	\$ 4,227,960		House:	35
Local Match (if any) and source:	\$ 2,455,321	Remaining funds from previous grants.		

CONTACT INFORMATION

Jim McCracken	Phone:	907-362-3701
PO Box 709	Fax:	907-224-5540
Seward, Alaska 99664	E-mail:	rvcampak@ptialaska.net

How did the Community select this project as a funding priority?

This project has been an ongoing issue for Lowell Point residents for an excess of the years. Support for the project was expressed at the June 16, 2009 and June 12, 2010 annual community meeting. This project was also discussed at the September 23, 2010 town meeting with Village Safe Water engineer and Michael L. Foster and Assoc.

How has the community shown support for this project? (Volunteer, money, resolution, etc.)

In the previous ten years Lowell Point Community Council has worked diligently to acquire a Village Safe Water grant for this project. Considerable volunteer hours in meetings and conferences with VSW and the engineering firm on feasibility and design.

What steps have been taken to date to get this project going?

Grant funding has been sought and received.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

All Lowell Point Community Council meetings are advertised via community wide emails and on Lowell Point Community Councils' website. Meetings have taken place at the Penny Hardy Community Center. The most current dates for the meeting were on June 16, 2009, September 15, 2009, June 12, 2010, September 23, 2010 and October 12, 2010. Several residence, general public, and LPCC board members have attended the Lowell Point Annual Community meetings, LPCC board meetings and town meetings; along with Holly Morris, Michael Foster from Michael L. Foster and Associates, and Debra Addie with Village Safe Water.

Who owns the property and what is the status of the land for the project?

Lowell Point residence and Lowell Point Community.

How will the project be constructed or accomplished?

The funds will be used to construct the a portion of the water system, since the funds which have been obtained were not enough to complete the water system.

Who will own the project or facility?

Lowell Point residence and Lowell Point Community

Entity responsible for ongoing operation and maintenance of this project:

LPCC will pay for the upkeep of the project.

How will operations and maintenance be funded after the project is complete?

Monthly milling of users.



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

COMMUNITY: LOWELL POINT

Funding Recipient: Lowell Point Community Council

Project Name: Spruce Creek Flooding and Beach Erosion Study

Project Priority Ranking: 2

Detailed Project Description and Justification:

The Lowell Point Community Council (LPCC) needs to address preliminary engineering and design work for the revetment to mitigate the ongoing threat of flooding and increased erosion in the Lowell Point area.

Lowell Point homes and businesses are located on the Spruce Creek alluvial fan-delta deposit on the western shore of Resurrection Bay. Spruce Creek is a seasonal, non-anadromous, non-navigable stream that drains a 9.26 square mile watershed. The stream flows nearly five-miles from steep glacier-fed headwaters in the Kenai Mountains through narrow canyons to Resurrection Bay. Historically landslides and avalanches in the Spruce Creek canyons have contributed to surge release type flooding.

The revetment protected areas and unprotected areas of Spruce Creek are still subject to bed load accumulation and stream braiding and erosion. Conditions that promote braided channel formation are an abundant supply of sediment, a high stream gradient, rapid and frequent variations in water discharge, and erodible banks. As streambed builds up, the channel moves to find a path of least resistance. Bed load build-up, with associated changes in stream channels, is an ongoing concern. Flood damage related to bed load accumulation and stream braiding during 1995, 2002, and 2006 flood events was generally limited to properties below the revetment.

Revetment would prevent the formation of a new flow path and/or the relocation of the existing stream channel and block overland flow to the developed properties south of the creek.

Funding Request:	\$	362,224	Election District:	Senate:	R
Total Project Cost:	\$	372,224		House:	35
Local Match (if any) and source:	\$	10,000	Lowell Point Community Council		

CONTACT INFORMATION

Jim McCracken	Phone:	907-362-3701
PO Box 709	Fax:	907-224-5540
Seward, Alaska 99664	E-mail:	rvcampak@ptialaska.net

How did the Community select this project as a funding priority?

This project has been an ongoing issue for Lowell Point residents for several years. Support for the project was expressed at the June 16, 2009 and June 12, 2010 annual community meeting by present .

How has the community shown support for this project? (Volunteer, money, resolution, etc.)

Support for this project has been wide spread for years. At Lowell Point Community Councils Annual meeting on June 16, 2009, members of the community voted to begin this process, forming a Beach Erosion and Flood Committee to develop a scope of work, evaluate and explore grant opportunities, to protect property from beach erosion and flooding. The expenditure of \$10,000 was approved unanimously to begin the study.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

All Lowell Point Community Council meetings are advertised via community wide emails and on Lowell Point Community Councils' website. Meetings took place at the Penny Hardy Community Center on June 16, 2009, September 15, 2009, June 12, 2010, and October 12, 2010. Twenty-six members of the general public attended Lowell Points Annual Community meeting, along with Holly Morris with Michael L. Foster and Associates. Regular and special meetings of the Lowell Point Community Council were attended by the board members and general public.

Who owns the property and what is the status of the land for the project?

Spruce Creek runs through the Lowell Point area.

How will the project be constructed or accomplished?

Design, permitting, survey, and administration.

Who will own the project or facility?

N/A

Entity responsible for ongoing operation and maintenance of this project:

Lowell Point Community Council will pay for the upkeep.

How will operations and maintenance be funded after the project is complete?

Lowell Point Community Council will pay for maintenance if needed.



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

COMMUNITY: MOOSE PASS

Funding Recipient: Moose Pass Sportsman’s Club

Project Name: Moose Pass Community Development

Project Priority Ranking: 1

Detailed Project Description and Justification:

The community of Moose Pass is developing a long term comprehensive community land use plan in anticipation of acquiring community land from the Department of natural resources.

The community of Moose Pass through the Moose Pass Sportsman’s Club has operated the community hall located in the center of Moose Pass. The community hall houses the community library, volunteer fire department, hosts the annual solstice festival and serves as the meeting hall for the community.

For many years the community has been struggling with fitting the community uses into a small space and has desired to acquire additional land. In 2006 the Department of Transportation (DOT) vacated the highway maintenance yard and in 2010 the Kenai Peninsula Borough moved the solid waste transfer site south of Moose Pass, which opened up a public portion of land ideal for community development. In June of 2010 the Moose Pass Sportsman’s Club contracted with Salix, a local firm to assist with acquiring the land. Subsequent meetings with the DNR, DOT, and DOA have settled a confusion over land ownership and management.

With the encouragement of DNR, Moose Pass has submitted applications for the transfer of the land. Meanwhile the community and contractor continues with due diligence related to water and septic system, soil viability and survey of boundaries.

Time line: If funding was available July 1, 2011, completed transfer or be in a position to reasonably assume the land has been transferred. Moose Pass APC will have completed its draft update of the Comprehensive Plan. July 2011, secure building, organize community clean up, identify costs for improvements and used by Moose Pass Volunteer Fire Department. September 2011 contract firm for organizing projects, organize community groups and plans, community surveys and meetings, develop plan, identify possible funding mechanisms for uses. June 2012 complete plan with community approval.

Funding Request:	\$	50,000	Election District:	Senate:	R
Total Project Cost:	\$	50,000		House:	35
Local Match (if any) and source:	\$	5,000	Community Funds		

CONTACT INFORMATION

Jeff Hetrich	Phone:	907-288-3667
PO Box 7	Cell:	907-362-2378
Moose Pass, Alaska 99631	E-mail:	jjh@seward.net

How did the Community select this project as a funding priority?

The community of Moos Pass is developing a long term comprehensive community land use plan.

How has the community shown support for this project? (Volunteer, money, resolution, etc.)

Contribution of funds for a private firm to assist in acquiring the land.

What steps have been taken to date to get this project going?

Private donated funds were used to hire private firm to assist in acquiring the land.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

The community meeting was held on October 2, 2010 at the Moose Pass Community Center, it was advertized in the news paper, and flyers were posted throughout the community.

Who owns the property and what is the status of the land for the project?

State of Alaska Department of Natural Resources

How will the project be constructed or accomplished?

Continue with the land acquisition, site stabilization, hire a private firm to develop priorities for use, scope of work, interview the major users.

Who will own the project or facility?

Moose Pass Sportsman's Club

Entity responsible for ongoing operation and maintenance of this project:

The community of Moose Pass



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

COMMUNITY: MOOSE PASS

Funding Recipient: Moose Pass Fire Co.

Project Name: Water Tanker

Project Priority
Ranking: 2

Detailed Project Description and Justification:

Due to the lack of a conventional water supply system in the community an apparatus is needed that would be capable of sustaining an adequate water supply for 30 to 45 minutes, until the next in company can arrive. The truck will need a minimum of 3000 gallon capacity, the community has approximately 270 permanent residents and the number grows to approximately 300 in the summer months. The response area is from mile 15 of the Seward Highway to mile 74 of the Seward Highway, in addition mutual aid is provided to the communities of Cooper Landing, Hope, and Bear Creek. The current tanker only holds 1500 gallons which is in-adequate and under powered for the response area, due to the age of the tanker it is now obsolete.

Time line: The project should take seven months once the funding is received, due to the manufacturing of the truck.

Funding: Freightliner 6x6, 3000 gallon tank, Darley 1000 gallon a minute PTO pump \$210,000
ALMR Radio System \$15,000
Two SCBA's \$5,000
Hose, fittings, and miscellaneous equipment \$13,000
Travel to retrieve the from Wisconsin \$7,000

Funding Request:	\$	250,000	Election District:	Senate:	R
Total Project Cost:	\$	250,000		House:	35

CONTACT INFORMATION

Brian Morris

Phone: 907-491-5776

PO Box 104

Fax:

Moose Pass, Alaska 99631

E-mail: moosepassfireems@yahoo.com

How did the Community select this project as a funding priority?

This project was selected due to the age and condition of the current equipment and lack of a hydrant system.

How has the community shown support for this project? (Volunteer, money, resolution, etc.)

The Moose Pass Sportsman Club and other non-profit organizations in the past have donated money to help upgrade the equipment and the entire fire fighting force is volunteer.

What steps have been taken to date to get this project going?

The tanker and additional equipment has been selected.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

The meeting was held at the Moose Pass Community Hall and was advertised in the news paper and flyers were posted throughout the community.

Who owns the property and what is the status of the land for the project?

Moose Pass Fire Co. Owns a heated three bay facility at mile 36 and the tanker would be housed there.

How will the project be constructed or accomplished?

Through the Moose Pass Fire Co.

Who will own the project or facility?

Moose Pass Fire Co.

Entity responsible for ongoing operation and maintenance of this project:

Moose Pass Fire Co.

How will operations and maintenance be funded after the project is complete?

The Moose Pass Fire Co. operational budget.



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

COMMUNITY: NIKOLAEVSK

Funding Recipient: Nikolaevsk, Inc.

Project Name: Community Multi-Use Facility

Project Priority
Ranking: 1

Detailed Project Description and Justification:

This project will establish a preliminary design and engineering cost estimate, to include site soil testing for a Multi-Use Facility in Nikolaevsk.

The community has been working to establish a building from which services for the community can be provided. These services include but are not limited to senior and teen services and activities, community meetings, health care, which may include assisted and or independent living services, community kitchen, washeteria, and watering point, truck hal services. Property on which the facility would be located is owned by Nikolaevsk, Inc., (purchased in 2001) utilities have been extended to the property, water in 2009 and electricity in 2010.

Time line: The time line will determined once design and cost estimates are completed.

Funding: Additional funding will be determined by the design and engineering cost estimate that this funding would provide for.

Funding Request:	\$	50,000	Election District:	Senate:	Q
Total Project Cost:	\$	81,604		House:	34
Local Match (if any) and source:	\$	31,604	Revenue Sharing Funds		

CONTACT INFORMATION

Karson D. (Dan) Dorvall

Phone: 907-235-2731

PO Box 5062

Fax: 907-235-2941

Nikolaevsk, Alaska 99556

E-mail: ncws@alaska.net

How did the Community select this project as a funding priority?

It was selected during council meetings and public input.

How has the community shown support for this project? (Volunteer, money, resolution, etc.)

Public attendance at community meetings, one on one conversations with individuals and council members.

What steps have been taken to date to get this project going?

Utilities have been ran to the proposed site.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

Flyers were posted at the local post office, and mail outs to community members through the water billings.

Who owns the property and what is the status of the land for the project?

Nikolaevsk, Inc.

How will the project be constructed or accomplished?

Through proper construction process, and volunteers.

Who will own the project or facility?

Nikolaevsk, Inc.

Entity responsible for ongoing operation and maintenance of this project:

Nikolaevsk, Inc.

How will operations and maintenance be funded after the project is complete?

User fees and portions of program grants.



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

COMMUNITY: NINILCHIK

Funding Recipient: Kenai Peninsula Fair

Project Name: Ninilchik Fairground Improvements

Project Priority Ranking: 1

Detailed Project Description and Justification:

Residents of the southern Kenai Peninsula and the community of Ninilchik support needed improvements, and identify the Fairgrounds as the greatest public use facility. A comprehensive upgrade to its two primary buildings and additions to outdoor facilities will improve the energy efficiency and utility of these facilities. Critical to effective management and expanded use by the greater community. The fairgrounds are used year round form many interim events, such as a community center, community fund raisers, funerals and other functions.

The spring fed water system is being converted to a well. DEC has insisted that this conversion take place. Initially the community was granted \$51,000; however, additional funding is needed to complete the project. The fairgrounds provide water during the fair, and is also the primary water source for Ninilchik Emergency Services. Failure to comply with the conversion could result in the water source being shut down by DEC, and the community would suffer greatly.

Carol Bock Hall improvements would include new flooring, remodeling the rest rooms for ADA accessibility. Chinook Bay improvements would include remodeling the kitchen to meet DEC standards. Upgrades to electrical and lighting, painting and weatherization. The current wires are to old and ballasts cant be replaced when they have gone bad, and several outlets no longer work and cannot be traced back to the breaker.

Out door seating to include bleachers. For the last 15-years converted indoor gym bleachers have been used for spectator seating. The current bleachers are falling apart and no longer safe. Portable aluminum bleachers are needed so they can be used for both rodeo and concert events.

Each year over 6,500 people attend the fair, the current dirt pathways are not ADA compliant. Paved pathways would lower the amount of dust and meet ADA requirements.

Funding Plan: Water System Completion, \$43,000; Hall improvements, \$76,384; Outdoor Seating, \$104,000; Paved walkways, \$105,000.

Funding Request:	\$	328,384	Election District:	Senate:	Q
Total Project Cost:	\$	346,384		House:	34
Local Match (if any) and source:	\$	18,000	State of Alaska - remaining water project funds		

CONTACT INFORMATION

Lara E. McGinnis	Phone:	907-567-3670
PO Box 39210	Fax:	907-567-3653
Ninilchik, Alaska 99639	E-mail:	kpsfair@acsalaska.net

How did the Community select this project as a funding priority?

Maintenance and improvements to the Kenai Peninsula Fair were written into the community action plan in 2004 as a priority. The community has continued to support requests for funding for improvements. On October 14, 2010 the Ninilchik Community Forum (NCF) met and agreed that this project was the number one priority. A public meeting was held on October 19, 2010 and the community agreed with the NCF.

How has the community shown support for this project? (Volunteer, money, resolution, etc.)

Support for the fair was written into the community action plan in 2004 and has remained a priority. The community of Ninilchik supports the fairgrounds through donations and volunteer hours.

What steps have been taken to date to get this project going?

Maintenance and improvements at the fairgrounds are ongoing, using community revenue sharing funds, donations and volunteers.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

Two meetings were held at the Ninilchik Senior Center. They were advertised by flyers posted throughout the community, the meeting held by the Kenai Peninsula Borough was advertised in the newspaper. The meetings were attended by local members of the community, State of Alaska Legislative representation, and Kenai Peninsula Borough Assembly Member and staff.

Who owns the property and what is the status of the land for the project?

The Ninilchik Fair Association - AKA the Kenai Peninsula Fair it is owned.

How will the project be constructed or accomplished?

This is a four stage project. The first stage is for completion of the water project, additional funding is needed to hook up the well and replace the existing water system, this would include dirt work, plumbing and electrical work. The second stage is for renovations to Chinook Bay and Carol Bock Hall, this would include flooring and paint. The third stage is for spectator seating, and the final stage would be paving the walkways to make them ADA accessible.

Who will own the project or facility?

The Kenai Peninsula Fair

Entity responsible for ongoing operation and maintenance of this project:

The Kenai Peninsula Fair

How will operations and maintenance be funded after the project is complete?

These projects are designed in such a way as to have minimal maintenance costs. All costs for upkeep will become factored into the operating budget for the Kenai Peninsula Fair.



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

COMMUNITY: NINILCHIK

Funding Recipient: Ninilchik Community Library

Project Name: Ninilchik Community Library Upgrades

Project Priority
Ranking: 2

Detailed Project Description and Justification:

Paving the parking lot to include both driveways and parking area, light poles (dusk to dawn lighting) beside the building, handicap ADA accessible handicap ramp, and potential overrun for paving are included in the funding request.

Residents of the community of Ninilchik support the needed improvements, and identify that the Ninilchik Community Library plays an integral role in the community and is a public use facility. The community library's goals are to serve the members of the community with a collection of books and other materials which will promote education, provide recreation and enrich the lives of those served. The library has provided these services for more than 50 years. A comprehensive upgrade to the parking lot to include paving and exterior lighting will improve the community use of this facility and provide a safer environment for patrons.

Time line: Estimates have already been received based on verbal description of the project from an engineer and contractor. The projects will be sent out for bid immediately after notice of grant reward with a scope of work and then reviewed and selected based on the quotes. Estimates do not include any engineering if needed, as the projects are very straightforward. Work will be accomplished during the summer of 2011. Paving work will be coordinated with other paving in the community.

Funding:	Parking Lot Paving	\$ 78,000
	Exterior Lighting	\$ 13,000
	ADA Accessible Ramp	\$ 12,000
	Potential Overrun	\$ 5,150

Funding Request:	\$	108,150	Election District:	Senate:	Q
Total Project Cost:	\$	108,150		House:	34

CONTACT INFORMATION

Ruby Denison, President	Phone:	907-567-3333
PO Box 39165	Fax:	907-567-3333
Ninilchik, Alaska 99639	E-mail:	nincomlib@alaska.net

How did the Community select this project as a funding priority?

The project was selected during a community meeting, by the majority in attendance.

How has the community shown support for this project? (Volunteer, money, resolution, etc.)

The community members of Ninilchik are actively involved with their library.

What steps have been taken to date to get this project going?

Estimates have been received.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

A community meeting was held on October 19, 2010, it was advertized in the local newspaper and notices were posted throughout the community. Representatives from the Ninilchik Traditional Council, Ninilchik Community Library, Ninilchik Emergency Services, Ninilchik Senior Center, Kenai Peninsula State Fair, Domestic Engineers, Ninilchik Teen Center, and community residents were in attendance.

Who owns the property and what is the status of the land for the project?

Ninilchik Community Library

How will the project be constructed or accomplished?

Estimates have been received, the projects will be sent out to bid, and the project will be completed during the summer of 2011.

Who will own the project or facility?

Ninilchik Community Library

Entity responsible for ongoing operation and maintenance of this project:

Ninilchik Community Library

How will operations and maintenance be funded after the project is complete?

Ninilchik Community Library will accept responsibility for the cost of electricity for the light pole. Other than normal snow plowing there will not be maintenance costs for many years for the parking lot, driveways and handicap ramp.



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

COMMUNITY: STERLING

Funding Recipient: Sterling Community Club, Inc.

Project Name: Health/Safety & Community Multi-Use Facility Project

Project Priority
Ranking: 1

Detailed Project Description and Justification:

The Sterling communities' number one priority is to build a Multi-Use Facility on the Sterling community property. The plan is to build a facility that is 104 ft. x 90 ft. It will have office space, bathrooms, and a large gym/meeting space. (60 ft x 84 ft.) There will be space for a kitchen (30x30) but our projected cost at this time does not include equipment for the kitchen. The estimated cost is \$573,000.00 with volunteer help, or \$880,300.00 with no volunteer help.

Our plan is to build a 9,360 square foot building that includes an entry way, bathrooms, mechanical room, storage room, space for a small library, space for a kitchen, and a large multi-purpose room. The multi-purpose room will be used for large or small functions such as community meetings, artistic and musical functions, public health fairs, athletic activities, dinners, weddings, bazaars, garage sales etc. It could also be used as an emergency shelter for catastrophes such as floods or forest fires.

The old log cabin will be moved to its new foundation and we will use that for a museum. We are also in the process of locating the old Sterling Post Office on our community property. Our engineer is designing the plans for the foundation, well, sewer and getting the fire marshal permit. We are preparing the foundation site for the new building and will build in the spring of 2011.

Sterling's population outside of Soldotna is about 12,000 people and our area has never had a facility, capable of providing a large open meeting place, for our community. At times, the community has used the Sterling Senior Center but it is becoming more and more difficult to schedule use because of senior activities. The Sterling Community has an "Action Plan" in which one of the goals is to build a community building. We need a place for the public health nurse to come to give immunizations, blood pressure tests, flu shots and administer other programs. We have no place to keep or display our historical mementos from the early homestead days and no local public library.

Funding Request:	\$	400,000	Election District:	Senate:	Q
Total Project Cost:	\$	744,250		House:	34
Local Match (if any) and source:	\$	344,250	Previous Grants, and Sterling Community Club, Inc.		

CONTACT INFORMATION

Robert Oakes	Phone:	907-262-7368
PO Box 15	Fax:	907-262-5409
Sterling, Alaska 99672	E-mail:	oakes@alaska.net

How did the Community select this project as a funding priority?

In recent years, a number of community meetings and a survey was taken that showed support for a community building. Each year, a community meeting is held to determine the community legislative request priorities. For the last 5 years, one of the two priorities has been a facility for our community of Sterling. This year it is the only priority our community selected.

How has the community shown support for this project? (Volunteer, money, resolution, etc.)

A survey taken to develop the "Community Action Plan" showed a large majority of the area residents supported improvements to the community property and building a multi-use facility for education, health, safety and recreation purposes. The Borough Assembly has passed Resolutions in 2007, 2008, 2009, &2010 in support of this project.

What steps have been taken to date to get this project going?

To date, over 3,000 man-hours and \$175,000 of in-kind equipment, supplies & materials have been donated to projects on the community club property by local businesses and volunteers.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

A public meeting was held in September, 2010, at the Sterling Senior Center and the attendees voted unanimously for a community facility as the number one priority for the Sterling community. The Kenai Peninsula Borough was the sponsor of this meeting. The meeting was advertised at Assembly meeting as well as in the Peninsula Clarion.

Who owns the property and what is the status of the land for the project?

Sterling Community Club, Inc. owns the property and has title to it. It was sold to the Community Club by the Bureau of Land Management.

How will the project be constructed or accomplished?

For this next phase of our plan we have commitments from business community volunteers for the installation of the plumbing, part of the engineering plans, electrical, and the dirt work for the new building.

Who will own the project or facility?

The Sterling Community Club, Inc. All citizens of the Sterling area are eligible to be members of the Sterling Community Club, Inc.

Entity responsible for ongoing operation and maintenance of this project:

The Sterling Community Club, Inc.

How will operations and maintenance be funded after the project is complete?

Funds for operations will be collected from hockey rink and baseball field business advertisement signs, Community Club memberships, rental income from organizations, private community functions, use fees, and businesses using the building. The Sterling Community Club Inc., also has annual fund-raisers. We are also in the process of getting a gaming permit.



KENAI PENINSULA BOROUGH

Year 2011 State Capital Improvement Projects

COMMUNITY: STERLING

Funding Recipient: Sterling Area Senior Citizens, Inc.

Project Name: Sterling Senior Center Storage Building

Project Priority Ranking: 2

Detailed Project Description and Justification:

The Sterling Senior Center has been in need of additional storage, and a workshop for a very long time. The facility would be used by the Sterling Senior Center and the Moose River Manor tenants. The primary use will storage for the Sterling Area Senior Citizens, major item for storage be a back stock of food for the homebound and congregate meals, there currently is not enough room for the food and the cook is making two to three trips per week to the store to purchase groceries. Additionally the Senior Center is an Emergency Center for the area and would should have enough space to keep emergency supplies on-hand at all times; like food, water, blankets, batteries, etc. The second use for the new building would be to have the maintenance person make repairs on items and do work that cannot bed done in the main building. Currently repairs and maintenance are being done outside, which is impossible to do when the temperature drops below freezing. The facility will also be used by the Seniors that are living in the housing for storage space.

Time line: Construction on the heated storage building would begin in the summer directly after funds were received, the interior would be finished during the winter months. The cold storage building construction would begin in the following summer.

Funding Request:	\$	200,000	Election District:	Senate:	Q
Total Project Cost:	\$	216,000		House:	34
Local Match (if any) and source:	\$	16,000	In-kind donations		

CONTACT INFORMATION

Heather Dunbar	Phone:	907-262-6808
34453 Sterling Highway	Fax:	907-262-3883
Sterling, Alaska 99672	E-mail:	sterlingseniorcenter@alaska.net

How did the Community select this project as a funding priority?

This project has been selected as a community priority in previous years.

How has the community shown support for this project? (Volunteer, money, resolution, etc.)

With promised in-kind donations, if funding is received to get the project started.

If a Community Meeting was conducted, how was it advertised? When and where was it held? Who attended?

The community meeting was held on September 27, 2010 at the Sterling Senior Center. It was advertized in the news paper, the Senior Center news letter, and on posters throughout the community. It was attended by members of the general public.

Who owns the property and what is the status of the land for the project?

Sterling Area Senior Citizens, Inc.

How will the project be constructed or accomplished?

The project will begin the summer after funds are received, and will be completed within two years.

Who will own the project or facility?

Sterling Area Senior Citizens, Inc.

Entity responsible for ongoing operation and maintenance of this project:

Sterling Area Senior Citizens, Inc.

How will operations and maintenance be funded after the project is complete?

Through donations, fund raisers, membership dues, and grants.



City of Homer

City Manager
491 East Pioneer Avenue
Homer, Alaska 99603
907-435-3102

Fax: (907) 235-3148 E-mail: wwrede@ci.homer.ak.us Web Site: www.ci.homer.ak.us

November 5, 2010

Shellie Saner, Deputy Borough Clerk
Kenai Peninsula Borough
144 North Binkley Street
Soldotna, AK 99669

Dear Ms. Saner:

Please include the following list in your compilation of state and federal legislative priorities for the Kenai Peninsula Borough. This list of capital improvement project legislative priorities was adopted through Resolution 10-78(A) by the Homer City Council on October 11, 2010.

1. Sewer Treatment Plant Bio-solids Treatment Improvements
2. Skyline Fire Station
3. Harbor Float Replacement / Ramp 3 Gangway and Approach
4. Port & Harbor Building
5. Fire Engine 4 Refurbishment
6. Natural Gas Pipeline, Anchor Point to Homer
7. Alternative Water Source
8. Deep Water Dock Expansion, Phase 1
9. Karen Hornaday Park Improvements, Phase 1
10. Homer Intersection Improvements
11. Deep Water Dock Upland Improvements
12. Mariner Park Improvements, Phase 1
13. Fishing Lagoon Improvements
14. Upgrade System 5: Vessel Shore Power and Water
15. Kachemak Bay Tidal Power Feasibility and Conceptual Design

Further questions should be directed to me. Thank you for your assistance.

Sincerely,

CITY OF HOMER


Walt Wrede
City Manager

CITY OF KACHEMAK
KACHEMAK, ALASKA
RESOLUTION 2010-07

A RESOLUTION OF THE CITY OF KACHEMAK, ALASKA NAMING LEGISLATIVE
PRIORITIES FOR THE FISCAL YEAR 2012.

WHEREAS, A public council meeting was held on October 12, 2010 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 COUNCIL OF THE CITY OF KACHEMAK:

Section 1. That the Kachemak City Council's legislative priorities for fiscal year 2012 are as follows:

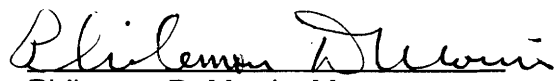
KACHEMAK CITY PRIORITIES:

1. Natural Gas Trunk Line from Anchor Point to Mile 5 East End Road.
2. \$60,000 for major repairs of roads in Kachemak City including, but not limited to, the replacement of inadequate culverts, ditch clearing, adding gravel and bringing the roads up to adequate standards.
3. Support Willard Road Improvements.


Section 2. That a copy of this resolution be sent to the Governor, the Kenai Peninsula Borough and Assembly Members, and all Kenai Peninsula Borough Legislators.

PASSED and APPROVED by a duly constituted quorum of the City of Kachemak this 10th day of November, 2010.

CITY OF KACHEMAK


Philemon D. Morris, Mayor

ATTEST:


Helyn F. Schoepke, City Clerk



Suggested by: Administration

CITY OF KENAI

RESOLUTION NO. 2010-57

A RESOLUTION OF THE COUNCIL OF THE CITY OF KENAI, ALASKA, ADOPTING THE CITY OF KENAI CAPITAL IMPROVEMENTS PLAN PRIORITY LIST FOR STATE AND FEDERAL FUNDING REQUESTS FOR THE FISCAL YEAR 2012.

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 Kenai City Council held a public hearing on the Capital Improvements Program adoption on October 6, 2010.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF KENAI, ALASKA, the City of Kenai Capital Improvements Plan Priority List for State and Federal Funding Requests for the Fiscal Year 2012, as provided in the attached Exhibit A, is adopted.

PASSED BY THE COUNCIL OF THE CITY OF KENAI, ALASKA, this sixth day of October, 2010.


PAT PORTER, MAYOR

ATTEST:


Carol L. Freas, City Clerk

**CITY OF KENAI
CAPITAL IMPROVEMENTS PROGRAM (CIP) PRIORITIES
FOR STATE & FEDERAL FUNDING REQUESTS FOR
FY 2012**

PRIORITY NUMBER	PROJECT TITLE	DESCRIPTION	REQUIRED FUNDING	NOTES/COMMENTS
1	Kenai River Bluff Erosion/Stabilization	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 & 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.	Additional \$ 2,000,000 from the State of Alaska, and \$ 17,000,000 from the Federal Government through the US Corps of Engineers	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.
2	New Water Transmission mains (Phase III)	1. Replace approximately 3,200 lf of asbestos cement (AC) water main which is presently the sole connection from the City's water production facilities and the distribution grid. Any failure of the AC piping would constitute a catastrophic failure of the City of Kenai's municipal water supply utility. 2. Construction of 2,500 lf of new water main along Swires Road between the Kenai Spur Highway & Lawton Drive. This will provide a cross-connection between an existing water transmission main and the new water transmission main being constructed on Lawton Drive. These improvements will increase system reliance, and increase both operating pressures and flow volumes.	\$ 1,557,000.00	A grant application for this project has been submitted under the State of Alaska, Department of Environmental Conservation (ADEC) Municipal matching Grant Program (MMG). We have received the scoring and this project has scored well enough to probably be included in the Governor's FY 2012 capital budget. The City Council passed Resolution No. 2012-46 identifying this project as the number one ADEC MMG priority.
3	Paving & Improvements to City Streets	The City of Kenai maintains approximately 20 miles of gravel surfaced roadways within it's municipal boundaries. The cost of maintenance of gravel roadways is high, dust from gravel roadways is a health issue for the elderly & young.	\$ 1,000,000.00	Administration recommends that a project of this type be perpetually included in capital project requests to the State of Alaska.

**CITY OF KENAI
CAPITAL IMPROVEMENTS PROGRAM (CIP) PRIORITIES
FOR STATE & FEDERAL FUNDING REQUESTS FOR
FY 2012**

PRIORITY NUMBER	PROJECT TITLE	DESCRIPTION	REQUIRED FUNDING	NOTES/COMMENTS
4	Construct New City Light/Heavy Equipment Maintenance Shop	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.	\$ 3,500,000.00	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.
5	Vehicle Storage Facility for Kenai Senior Center Vehicles	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.	\$ 400,000.00	
6	City Hall HVAC & Energy Conservation Improvements	The current system does not provide uniform heat in the winter and does not include air conditioning (cooling) in the summer. The present system also does not provide an adequate number of air changes to meet current code requirements. The copy room which contains the computer servers is consistently at a significantly elevated temperature. Improvements would include the removal/replacement of the exterior building panels, replacement/addition of insulation in the walls and roof, removal and replacement of the roof mounted air-handling system with a ground-level HVAC/air handling system, and replacement of the existing roof.	\$ 400,000.00	This project could also be a candidate for the DOE competitive grant program.
7	Capital Improvements to Support State Personal Use Fishery	This project would construct three Fish Cleaning/Waste Transfer & Enforcement/Data Collection Stations. The three stations would be located at the North Beach, South Beach, and City Boat Launch.	\$ 300,000.00	In a recent candidates forum Governor Parnell stated that his administration is willing to invest State resources to mitigate the impact of the personal use fishery on the City of Kenai and the Kenai Peninsula.

**CITY OF KENAI
CAPITAL IMPROVEMENTS PROGRAM (CIP) PRIORITIES
FOR STATE & FEDERAL FUNDING REQUESTS FOR
FY 2012**

PRIORITY NUMBER	PROJECT TITLE	DESCRIPTION	REQUIRED FUNDING	NOTES/COMMENTS
8	City of Kenai Recreation Center - Energy Upgrades/Improvements	This project would replace the major components of the heating ventilation system, replace wall coverings, replace/increase insulation in exterior walls and ceiling, replace the existing roof, and construct a new entrance.	\$ 500,000.00	
9	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.	\$ 1,800,000.00	This is the first phase of a three phase project to construct improvements to the WWTP ans identified in the WWTP Master Plan prepared by CH2MHill in 2003.
10	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 sear'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 STATE & FEDERAL FUNDING REQUESTS FOR

FY 2012

PRIORITY NUMBER	PROJECT TITLE	DESCRIPTION	REQUIRED FUNDING	NOTES/COMMENTS
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OTHER PROJECTS WHICH WERE CONSIDERED

	Garages (5) for Vintage Pointe Congregate Housing	This project would construct a building five garages for rent to residents of Vintage Pointe. Each garage would be 15'x20', heated, with an electrically actuated O/H garage door and a 3'0" personnel door.	\$ 125,000.00	Demand for garages at Vintage Pointe is questionable. The Council on Aging discussed this issue at several meetings and the Administration met with them and presented the results of a resident poll. Following Administration's meeting with the Council on Aging the Administration met with the residents of Vintage Pointe and it appeared support for paying \$200 a month for a garage was even less than the previous poll results.
	Mommson Subdivision, First Street Reconstruction	This project would re-construct First Street from California Avenue to Florida Avenue. This roadway exhibits differential movement of the curb & gutter and asphalt. Further the asphalt has and is failing.	\$ 360,000.00	Administration believes thios project would best be funded from a State/Federal appropriation(s) such as priority #3, above.
	Central Heights Roadways, Street Lighting System Reconstruction/Replacement & Construction of a Storm water System	1. Replace the existing street lighting system 2. Replace the existing asphalt surfaced roadways and install new base material as needed 3. Install curb & gutter and a piped storm water collection system 4. Construct sidewalks	\$ 1,360,000.00	The cost estimate for specific components of this project is included in the attached information. The most practical project is probably to replace the lighting and asphalt (est. cost \$332,000). A storm water system is challenging as the subdivision was not originally designed taking into account surface/piped drainage. Curb & gutter is very expensive and it's installation would mandate the construction of a storm water drainage system.
	New Fire Engine	This new fire engine would replace an existing 26 year old fire engine. Our 1982 fire engine is the oldest equipment presently in use at the Fire Department, and was one of the last years in which "open jump seat" fire engines were allowed by code. The old engine has reached the end of it's useful life and should be replaced.	\$ 500,000.00	

CITY OF KENAI CAPITAL IMPROVEMENTS PROGRAM (CIP) PRIORITIES FOR STATE & FEDERAL FUNDING REQUESTS FOR FY 2012

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.
	City of Kenai Campground for Tent/Vehicle	Project would construct a tent/vehicle campground located at the Kenai Sports Complex(?) located at Section 36	\$ 250,000.00	
	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.
	New Soccer Fields Irrigation	Project would design and install irrigation system for four soccer fields	\$ 250,000.00	

**City of Seldovia
Resolution 11-05**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SELDOVIA,
ALASKA ADOPTING AN AMENDED 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 fifteen 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:

- | | | |
|----|---|--------------------|
| 1. | WATER FILTRATION PLANT AS
REQUIRED BY ADEC (match \$) | \$1,750,000 |
| 2. | BUSINESS CENTER – CITY INDUSTRIAL LOTS | \$1,500,000 |
| 3. | CONTINUATION OF BOAT HARBOR REPAIRS | \$1,000,000 |
| 4. | * REHABILITATION OF EXISTING BOARDWALK
FOR PEDESTRIAN SAFETY, ADA ACCOMODATION
AND MAINTENANCE OF SELDOVIA’S HISTORY | \$250,000 |
| 5. | SURVEY OF THE SELDOVIA CEMETERY | \$20,000 |
| 6. | * CONTINUED DEVELOPMENT OF PARKS AND
RECREATION AREAS | \$98,000 |
| 7. | * SMOLT STOCKING FOR SELDOVIA SLOUGH | \$50,000 |
| 8. | ROAD SAFETY UPGRADES, PHASE 1 FOR
KACHEMAK STREET AND SHORELINE DRIVE | \$50,000 |

- 9. **PAVE CITY STREETS** **\$1,250,000**
- 10. **SELDOVIA BAY IMPROVEMENTS - CITY FERRY DOCK REHABILITATION, SHEET PILE DOCK, 100 TON TRAVEL LIFT** **\$15,000,000**
- 11. **ALTERNATIVE POWER FEASIBILITY** **\$1,300,000**
- 12. **DUSTING OF JAKOLOF BAY AND ROCKY ROAD WITH CALCIUM CHLORIDE, OR SUITABLE ALTERNATIVE** **\$45,000**
- 13. *** SPORT FISHING ACCESS STAIRWAY TO THE SELDOVIA SLOUGH** **\$80,000**
- 14. *** REPAIR AND MAJOR RENOVATION OF SUSAN LAKE BOARDWALK** **\$15,000**
- 15. **HEAVY EQUIPMENT FOR SNOW REMOVAL** **\$95,000**

* EMERGING PORT FUND (CRUISE SHIP BENEFIT)

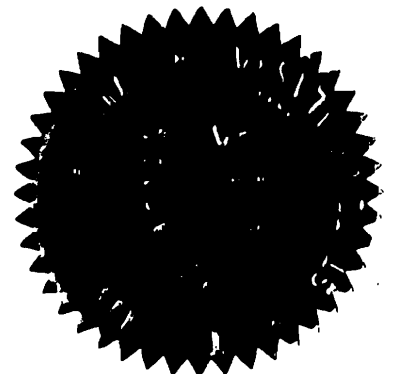
PASSED AND APPROVED by a duly constituted quorum of the City Council of the City of Seldovia, on this 27th day of October, 2010.

ATTEST:


CITY CLERK, Mary K. Klinger

APPROVED:


MAYOR, Keith Gain



**CITY OF SEWARD, ALASKA
RESOLUTION 2010-103**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SEWARD,
ALASKA, APPROVING THE CITY OF SEWARD'S CALENDAR YEAR
2011 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 Alaska Congressional Delegation, the Kenai Peninsula Borough, and the City of Seward 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 for the City of Seward for calendar year 2011:

APPROPRIATIONS AND GRANTS

1. \$2 million appropriation to the Army Corps of Engineers for reconnaissance and initiation of a feasibility study for flood risk reduction at Lowell Creek in Seward
2. \$16 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
3. \$3 million appropriation for bank stabilization and erosion control projects (from a Section 103 study by the U. S. Army Corps of Engineers) for the City owned Alaska SeaLife Center Building and the Lowell Point Road
4. \$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
5. \$2.25 million appropriation for Seward Community Roads for repaving road surfaces, reconstructing sidewalks, and improving roadway drainage systems
6. \$175 thousand grant to complete an ADA accessible boardwalk in the Small Boat Harbor
7. \$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
8. \$1 million appropriation to the Army Corps of Engineers for O&M Dredging in the Seward Small Boat Harbor
 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. \$15 million in the Highway Transportation Bill for extending and improving the Alaska Railroad Freight Dock in Seward
 11. \$250 thousand for operating the Alaska strandings network and responding to marine mammal and seabird strandings and mortalities throughout Alaska
 12. \$190 thousand for establishing an Alaska Climate Change Knowledge Network (ACCKN) to foster coordination among the various entities with responsibilities for collecting, interpreting, and using climate change data

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 alterative 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 Energy Committee Public Lands Bill allowing the Secretary of Interior to enter into an Agreement with the City of Seward to use and operate the Kenai Fjords Parks Service Buildings (known locally as the Legends Building and Old Solly Building) as a conference center for the mutual benefit of local government agencies and the community of Seward.
4. 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


CITY OF SEWARD, ALASKA
RESOLUTION 2010-103
Page 3 of 3

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.

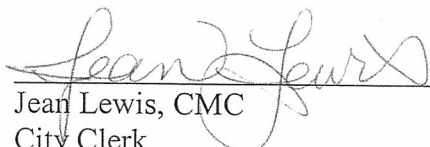
PASSED AND APPROVED by the City Council of the City of Seward, Alaska, this 25th day of October, 2010.

THE CITY OF SEWARD, ALASKA


Willard E. Dunham, Mayor

AYES: Valdatta, Bardarson, Smith, Shafer, Keil, Casagranda, Dunham
NOES: None
ABSENT: None
ABSTAIN: None

ATTEST:


Jean Lewis, CMC
City Clerk
(City Seal)

Introduced By: City Manager
Date: November 10, 2010
Action: Amended, Adopted
Vote: 6 Yes, 0 No

CITY OF SOLDOTNA
RESOLUTION 2010-060

A RESOLUTION ADOPTING THE CITY OF SOLDOTNA'S CAPITAL IMPROVEMENT PROGRAM FUNDING REQUESTS FOR FISCAL YEAR 2012

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 prioritizes the projects and estimates the cost of the projects; and

WHEREAS, the administration recommends adoption of this list; and

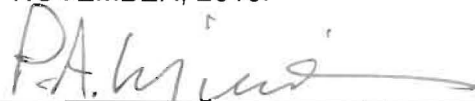
WHEREAS, the list will be provided to the congressional delegation, the legislative delegation, and the Kenai Peninsula Borough.

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

Section 1. That the attached City of Soldotna Capital Improvement Program Funding Requests for Fiscal Year 2012 are adopted.

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

ADOPTED BY THE CITY COUNCIL THIS 10TH DAY OF NOVEMBER, 2010.



Peter A. Micciche, Mayor

ATTEST:



Teresa Fahning, City Clerk

Priority	Title	Funding Request
1	Well House B Water System Improvement	\$695,000
<p><i>Install SCADA system upgrades, VFD well pump, and an onsite chlorine generator at Well House B. This Project was submitted to ADEC under the Municipal Matching Grant & Loan program; based on the scoring results it is expected to be funded. The top priority capital project for the City of Soldotna would then be the Birch Street Traffic Signal noted below.</i></p>		
2	Birch Street Traffic Signal	\$1,500,000
<p><i>Construct traffic signal at the intersection of Birch Street and the Sterling Highway for both vehicle and pedestrian safety. The intersection improvement is recommended by DOT based on existing crashes and traffic volume information. Additionally, a growing community park and its increased use supports the installation of new pedestrian facilities. The City has already appropriated design funds and is working with DOT to begin the design effort. The project has extensive community support and is identified as a top priority goal in Soldotna's draft comprehensive plan, "Envision Soldotna".</i></p>		
3	Soldotna Library Expansion	\$3,400,000
<p><i>Expand the Community Library to improve conditions and accommodate heavy use. Design efforts are underway utilizing a \$2.5M bond that passed with a 71.8% margin. Construction funding will successfully complete this community project.</i></p>		
4	Centennial Park Water and Sewer Improvements	\$810,000
<p><i>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.</i></p>		
5	Soldotna Airport Apron Improvements- Phase II	\$2,700,000
<p><i>Design and construct the remainder of designated new apron and lease lot areas and partially recondition a portion of the existing apron.</i></p>		
6	Water and Sewer Master Plan Update	\$102,600
<p><i>Update the water and sewer master plans to aid in planning the future of the City water and sewer infrastructure.</i></p>		
7	Soldotna Avenue water & Sewer project	\$725,760
<p><i>Install water and sewer mainlines and street improvements from Birch Street to the East Beluga Avenue / Soldotna Avenue Intersection.</i></p>		
8	Redoubt Avenue Street Improvement Project	\$2,079,000
<p><i>Recondition and re-pave East Redoubt Avenue from Robin Street through the Soldotna Avenue / Smith Way intersection.</i></p>		
9	Soldotna Sports Center HVAC Energy Upgrade	\$513,000
<p><i>HVAC/Refrigeration system and control upgrade. The City of Soldotna Sports Center is a heavily used community facility that was built in 1983 and is in need of considerable efficiency upgrades.</i></p>		
10	Centennial Park East trail development	\$400,000
<p><i>Provide bank stabilization and erosion control along the Kenai River at Centennial Park. This project mitigates the heavy use and environmental damage by creating an established trail along the river bank.</i></p>		
11	Soldotna Sports Center Roof	\$750,000
<p><i>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.</i></p>		

Priority	Title
1	Birch Street Traffic Signal
	<i>Construct traffic signal at the intersection of Birch Street and the Sterling Highway for both vehicle and pedestrian safety. The intersection improvement is recommended by DOT based on existing crashes and traffic volume information. Additionally, community park use continues to increase without a safe highway crossing nearby. The City has already appropriated design funds and is working with DOT to begin the design effort. The project has extensive community support and is identified as a top priority goal in Soldotna's draft comprehensive plan, "Envision Soldotna".</i>
2	Expand Sterling Highway to four lanes
	<i>Planning, engineering, and construction of an expansion of the current two road highway to a four lane highway from Devin Drive (Fred Meyers) to Boundary Road (City limits).</i>
3	Funny River Road Improvements
	<i>Recondition and repave Funny River Road from the Sterling Highway to the City of Soldotna Municipal Airport.</i>
4	Expand Kenai Spur Highway- five lane configuration
	<i>Planning, engineering, and construction of an expansion of the current two road highway to a five lane highway between Soldotna and Kenai.</i>
5	Road safety between Sunrise and Cooper Landing
	<i>Provide significant road safety improvements between Sunrise and the Russian River Campgrounds in Cooper Landing.</i>