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Introduced by: Borough Manager
Requested by: Borough Assembly
Drafted by: Special Projects Support
Introduced: 10/06/2016
Postponed: 10/06/2016
Postponed: 10/20/2016
Amended: 10/27/2016
Adopted: 10/27/2016

**KODIAK ISLAND BOROUGH
RESOLUTION NO. FY2017-13**

**A RESOLUTION OF THE ASSEMBLY OF THE KODIAK ISLAND
BOROUGH ADOPTING A STATE LEGISLATIVE CAPITAL
IMPROVEMENT PROJECTS PRIORITY LIST FOR THE 2017
LEGISLATIVE SESSION**

WHEREAS, the Kodiak Island Borough represents approximately 14,000 residents of the Kodiak Island Archipelago living in six incorporated cities and one community governed by a tribal council government; and

WHEREAS, a Borough-wide capital improvement program has been adopted by the Kodiak Island Borough Planning & Zoning Commission which identifies major needs of the island community for the next five years; and

WHEREAS, the Kodiak Island Borough Assembly has identified major projects to submit to the Alaska Governor and State Legislative Delegation for funding consideration;

NOW, THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE KODIAK ISLAND BOROUGH THAT:

Section 1: The Kodiak Island Borough’s State Legislative capital improvement project priorities for the 2017 legislative session are as follows:

- 1. M/V Tustumena Replacement Vessel Construction**
Estimated Project Cost \$238,000,000

The M/V Tustumena was built in 1964 and serves the communities of South Central, Kodiak Island and Southwest Alaska. It is one of two ocean class vessels in the Alaska Marine Highway System (AMHS) fleet. Because of its size and design, it is the only AMHS vessel that is capable of serving all 13 ports of call between Homer and Unalaska. Retiring and replacing the M/V Tustumena with a vessel that is equally, if not more, versatile and seaworthy will provide reliable marine transportation service well into the future for the communities, residents and businesses in South Central, Kodiak Island and Southwest Alaska (from the Alaska Marine Highway System website).

The M/V Tustumena is an essential service to the communities of Kodiak Island. As such, the Kodiak Island Borough is requesting that the legislature concur with the funding plan for the construction of the replacement vessel as described in the 2016-2019 STIP Amendment 1.

52 **2. Safe Pathways to Schools**

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54 **A. Safe Pedestrian Access to Kodiak Schools**

55 Estimated Project Cost \$1,300,000

56 State Funding Request \$1,300,000

57

58 Poor visibility of crosswalks in school zones is a safety hazard! Local weather and
59 traffic degrade the paint on crosswalks; and pedestrians waiting to cross are often
60 difficult to see due to the long season of dark days, inclement weather, and busy traffic
61 at popular intersections.

62

63 Rezanof Drive is a state owned roadway and is the main road through the City of
64 Kodiak. Pedestrians needing to cross this road to access schools that include Kodiak
65 Middle School, Main Elementary School, East Elementary School and Kodiak College
66 must wait for a break in traffic or for motorists to notice their intent to cross and stop to
67 allow the crossing. The Kodiak Island Borough is requesting funding for AKDOT to
68 purchase and install lighted automated crosswalks at intersections of Rezanof Drive
69 and Powell Street, and Rezanof Drive and Benny Benson Street to increase
70 pedestrian safety near schools located along Rezanof Drive.

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72

73 **B. Safe Pathways to North Star Elementary School**

74 Estimated Project Cost \$1,500,000

75 State Funding Request \$1,500,000

76

77 Northstar Elementary School is located on a hill amongst several residential
78 neighborhoods. Many roads connecting those neighborhoods around the school are
79 narrow, steep, and winding dirt roads without sidewalks or separated pathways to
80 keep pedestrians safe from vehicular traffic. The Kodiak Safe Routes to Schools Plan
81 (2013) describes a need for separated pathways or trails to connect the residential
82 neighborhoods to the school.

83

84 **C. East Elementary Traffic Flow Improvements**

85 Estimated Project Cost \$2,000,000

86 State Funding Request \$2,000,000

87

88 There is a safety issue in the East Elementary School parking lot. The school was
89 constructed in 1966 with a substantial addition in 1988. The facility now totals 39,842
90 square feet with twenty-five teaching stations. Since the expansion, increased traffic
91 flows have created dangerous vehicle/student hazards when students are entering
92 and leaving school. Reconfiguration of the parking area will reduce risks by providing
93 for a safer separation of pedestrians, small vehicle traffic and bus loading/unloading.
94 The project will require an increase in the total area of the parking lot to allow
95 adequate parking to support increased building usage and occupant load.

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| 97 | 3. Drainage Improvements to the Chiniak Highway at Sargent Creek | |
| 98 | Estimated Project Cost | \$54,000 |
| 99 | State Funding Request | \$54,000 |

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101 Heavy rains along with high tides consistently cause Sargent Creek to flood and diverge
 102 from its channel. This causes flooding at the intersection of the Chiniak Highway and
 103 Sargent Creek Road. Recent heavy rain events have necessitated intermittent closure of
 104 the intersection due to water on the roadway deep enough to disable vehicle engines.
 105 This intersection is the only roadway in and out of Bells Flats subdivision. The flooding
 106 occurring here impedes safe travel and often leaves motorists stranded and unable to
 107 reach homes or critical services located in town.

108

109 This request is to provide the DOT in Kodiak funding to construct spot improvements for
 110 bank stabilization, armoring, and rechanneling as needed to keep the Sargent Creek in its
 111 channel and stop the flooding of the roadway.

112

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| 113 | 4. Anton Larsen Bay Road Extension to Ice Free Water | |
| 114 | Estimated Project Cost | \$8,450,000 |
| 115 | Funding Acquired | 450,000 |
| 116 | State Funding Request | \$8,000,000 |

117

118 An extension of the Anton Larsen Bay Road to ice free waters will provide year around
 119 access to communities located in the Kupreanof Strait as well as those who use the
 120 island's west side for commercial and recreational purposes. Many times during the year
 121 travel by vessel to and from Kodiak is treacherous. Extending the road to ice free waters
 122 makes traveling safer, and provides safer access to critical services located in the City of
 123 Kodiak including hospitals and businesses. This route was identified in the Kodiak
 124 Transportation Plan as an important upland facility.

125

126 The Ouzinkie Native Corporation subsidiary, Spruce Island Development Corporation
 127 (SIDCO) received a \$450,000 legislative grant for planning and design to construct two
 128 miles of gravel road extending the Anton Larsen Road and to construct a parking area and
 129 boat launch ramp at the road's termination, a beach near Crag Point.

130

131 Funding is requested to the Department of Transportation and Public Facilities for
 132 construction of this road as it is an extension of an existing state roadway. The land
 133 owner, Ouzinkie Native Corporation, has agreed to donate ownership of the road right-of-
 134 way to the State when construction funding is obtained.

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| 137 | 5. Monashka Bay Water and Sewer Project: Feasibility, Planning and Design | |
| 138 | Estimated Project Cost | \$500,000 |
| 139 | State Funding Request | \$500,000 |

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141 There are 256 residential parcels that lie outside the reach of the existing sanitary sewer
 142 and public water utilities in the Monashka Bay area. The soil and topography in this area
 143 are not ideal for septic systems and many are failing. The construction of a wastewater
 144 treatment facility at the Kodiak landfill provides an option for future expansion that could
 145 include sanitary sewer treatment for the residents of this area. Water in this neighborhood
 146 is provided by wells, cisterns and frequently by tank from a distant public source. Water
 147 quality and quantity are questionable in the Monashka Bay neighborhood. Extension of
 148 water service from the City of Kodiak will be needed. A feasibility study, planning and
 149 design is the first step in providing water and sewer services to the residents of the
 150 Monashka Bay area.

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6. Traffic Safety Lighting between Kodiak City Limits and Benny Benson State Airport


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|------------------------|-------------|
| Estimated Project Cost | \$5,500,000 |
| State funding request: | \$5,500,000 |

This request is to provide funding to the Department of Transportation for planning and design, and development of a plan of prioritized phased construction for the installation of street lighting along Rezanof Drive between the City of Kodiak and the Benny Benson State Airport. This section of roadway is approximately five miles of dark two lane road with an average speed limit of 45 miles per hour. It is a heavily travelled stretch of road used by those going to and from the state airport, working on the United States Coast Guard Base and commuting between outlying communities and the City of Kodiak.

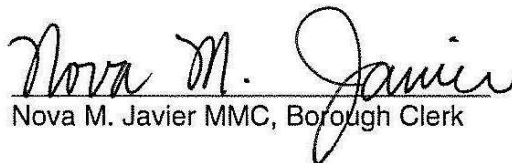
Section 2: The Kodiak Island Borough administration is hereby instructed to advise our State of Alaska Governor and Legislative Delegation of the Capital Improvement Projects Priority List adopted by the Kodiak Island Borough Assembly.

**ADOPTED BY THE ASSEMBLY OF THE KODIAK ISLAND BOROUGH
THIS TWENTY SEVENTH DAY OF OCTOBER, 2016**

KODIAK ISLAND BOROUGH


Daniel Rohrer, Borough Mayor

ATTEST:


Nova M. Javier MMC, Borough Clerk

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