

1994 Legislative Positions

Kenai Peninsula Caucus

KENAI PENINSULA CAUCUS
AN ORGANIZATION REPRESENTING
MUNICIPAL GOVERNMENTS AND CHAMBERS OF COMMERCE
OF THE KENAI PENINSULA BOROUGH
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STATEMENT OF LEGISLATIVE POSITIONS

The Kenai Peninsula Caucus is a nonprofit corporation organized under laws of the State of Alaska. The Caucus was organized in 1987 for the general purpose of promoting the physical, social and economic well being of the Kenai Peninsula Borough. Its specific purposes may include, but shall not be limited to: charitable; benevolent; educational; civic; patriotic; political; social; and cultural activities.

Voting members of the organization are representatives of Municipal Governments and Chambers of Commerce of the Kenai Peninsula Borough.

An objective of the Caucus is to secure legislation at the local, state and federal levels which will be beneficial to inhabitants of the Kenai Peninsula Borough and to oppose legislation injurious thereto; but to remain non-partisan in the conduct of its affairs. The Caucus does not endorse candidates for elected or appointed positions at any level of government.

Two weeks written notice must be given to each voting member of the Caucus before it may consider a legislative position or resolution. An act of the Board of Directors must be approved by at least 75% of the Directors present at a meeting. The intent of this bylaw requirement is to assure that any action taken by the Caucus will represent a substantial consensus of opinion within the Kenai Peninsula Borough.

This brochure provides a synopsis of the legislative positions developed by the Caucus through input from municipal officials and directors of the local Chamber of Commerce organizations. Each position represents legislative recommendations of the Caucus. These positions will be actively lobbied for by the Board of Directors on behalf of its membership to the Alaska Municipal League, the Alaska State Chamber of Commerce, the Local, State and Federal governments.

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**PART I
RESOURCE DEVELOPMENT**

A. OIL AND GAS DEVELOPMENT

1. Arctic National Wildlife Refuge. The Congress of the United States should open the Coastal Plain of the Arctic National Wildlife Refuge (ANWR) to environmentally responsible oil and gas exploration, development and production. The State Administration and Legislature are encouraged to continue an all out effort in promoting the opening of ANWR.

2. Promotion. The Caucus encourages the State of Alaska to promote oil and gas exploration and development through:

- a. A stable taxation policy;
- b. Change or elimination of unreasonable or unnecessary regulations;
- c. Easing of permitting regulations to make possible the development of marginal discoveries and sub-economic oil accumulations; and,
- d. Continue positive encouragement from the State administration.

3. Oil Spill Contingency Plans. The Caucus encourages the State of Alaska to insist upon oil spill contingency plans which will take into consideration the unique geographic circumstances of each area where oil is transported by marine vessels. In other words, plans developed for Cook Inlet must be tailored to the Cook Inlet area, rather than imposing a state-wide contingency plan modeled after plans implemented for Prince William Sound or for any other national/international area.

4. Support Natural Gas Ventures. The Kenai Caucus supports any meaningful endeavors which may remove road-blocks, aid in the search for U.S. and foreign markets, or develop practical, cost effective stipulations for construction of natural gas transportation and manufacturing projects within the Kenai Peninsula Borough and/or the State of Alaska.

5. Kenai Peninsula as a Pipeline Terminus. While the Caucus supports Valdez as a terminus for a pipeline from the North Slope, strong effort should be made to intertie the Kenai Peninsula, particularly the Nikiski area, with any natural gas pipeline which is extended from the North Slope.

6. Mandated Programs. State 470 allocations from oil taxes should be used to assist the Cook Inlet Regional Citizens Advisory Council in carrying out OPA-90 federally mandated actions.

B. TOURISM

1. Marketing Plans. The development of tourism marketing plans is necessary to make Alaska and the Kenai Peninsula Borough a year around destination, but particularly in the fall, winter and spring.

2. State Funding. The legislature should appropriate to the Alaska Division of Tourism a sufficient budget for the continuation of its very successful state-wide marketing programs, including matching grants for Tourist Attraction Development and Visitor Information Services. In addition, the legislature should appropriate sufficient funds to the Division of Parks & Outdoor Recreation to develop facilities within the Kenai Peninsula Borough which have a demonstrated visitor value.

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3. Borough Funding. The Borough Assembly should continue to appropriate a sufficient budget for the implementation of marketing plans to promote the Kenai Peninsula Borough as a visitor destination in joint venture with the Borough Economic Development District and its Tourism Marketing Council, local chambers of commerce and municipalities.

4. Cruise Ship Marketing. The Caucus encourages the Borough and State to encourage cross gulf cruise ship solicitations.

5. Alaska Sea Life Center. The Caucus supports funding of the Alaska Sea Life Center at Seward from funds received from the Exxon Valdez Oil Spill.

C. TIMBER

1. Land Use Plans. A strong commitment must be made to timber management as a prime use in state and national forests and on property owned by the Kenai Peninsula Borough. Viable State and Borough timber sale programs should be developed with firm five year sale schedules to encourage and facilitate commercial timber harvest.

2. Spruce Bark Beetle. The Spruce Bark Beetle disease is threatening timber and creating serious fire hazards throughout the Kenai Peninsula. Federal, State and Borough natural resource agencies are encouraged to schedule timber sale and management programs specifically designed to eradicate this disease.

D. FISH & GAME

1. Onshore Processors. The State of Alaska is encouraged to develop allocations, tax structures and regulations that would make onshore processors more profitable than those that operate at sea in order to create and retain employment opportunities for resident Alaskans.

2. Fish Traps. The Caucus opposes use of fish traps as a device for resolving conflicts between Kenai commercial and sport fishing interests.

3. Subsistence. The State Legislature is urged to resolve subsistence issues where they are conflicting with Federal law and the State constitution.

4. Export Limits. The Caucus will oppose proposals to establish limits on fish and game which a sport angler may export out of Alaska.

5. Board of Fisheries. The Caucus recognizes and respects the authority of the Alaska Board of Fisheries to manage the fishery resources of the State of Alaska. Allocation decisions by the Board should continue to be based upon scientific and biological evidence which results in the sustained yield of the resource. The Caucus opposes any municipal or legislative action which would interfere with the Board of Fisheries' allocation process.

E. COAL DEVELOPMENT

1. Tax Increment Financing. The State Legislature should amend tax increment financing statutes to enable Second Class Boroughs to sell revenue bonds for financing of public owned infrastructure necessary to coal development.

2. Strategic Plan. The State is encouraged to adopt a strategic plan which would make Alaska coal competitive with coal from other world markets.

F. REGIONAL ECONOMIC DEVELOPMENT ORGANIZATIONS

The Caucus encourages the State of Alaska to increase its economic development outreach through regional economic development organizations which have local representation.

**PART II
ALASKA HIRE****A. LEGISLATIVE REMEDIES**

The Caucus supports the concept of "ALASKA HIRE" by private and government employers. Local governments should encourage the State to take the lead at legislative remedies to determine whether a "ALASKA HIRE" law will prove constitutional, rather than adopting ordinances which would mandate "LOCAL HIRE" in contrast to "ALASKA HIRE".

B. RECOMMENDATIONS FOR EMPLOYERS

The State of Alaska and its local governments should encourage its employers to voluntarily hire Alaska residents by assuring a positive business climate and stable taxes to attract more private sector investment in plant and equipment and resident workers. Contracts should include preference to Alaska bidders, Alaska hire goals, and requirements for local advertising of employment opportunities.

Favorable publicity should be given to employers who succeed in meeting Alaska hire goals and to those who make employment opportunities known to local residents. Negative publicity should be given to those that fail.

**PART III
EDUCATION****A. OPERATING EXPENDITURES**

1. Constitutional Responsibilities. The Alaska State Constitution requires that the State shall establish and maintain a system of public education, open to all the children of the State. The Caucus supports the State's assumption of financial responsibility for "basic" education operating expenses.

2. Equal State Funding for Basic Education. The Legislature should establish a definition of "basic education" and establish an equitable funding formula that ensures this basic education is provided. Defining basic education is the key to development of a fair formula for state funding of education. The development of this formula should involve the municipalities or districts.

3. Local Autonomy. Full funding should not inhibit the rights of local government to supplement state or federal funding for education purposes beyond "basic needs" or to administer local schools.

4. Forward Funding. The Caucus supports the use of "forward funding" to provide for basic education so that local governments and school districts will know how much funding will be available from the State prior to April 1st of each year.

5. Funding Formula. The Caucus will oppose any funding formula proposal which mandates local sharing on a sliding scale based upon assessed valuation as a measure of "ability to pay". Rather, the formula should attempt to "equalize" expenditures per student.

6. Alaska 2000. Fiscal notes should be prepared to document costs of each new mandate contemplated by the Alaska 2000 Task Force for improving the state's schools. No mandates should be implemented without 100% funding from the State.

B. BONDED INDEBTEDNESS FOR SCHOOL CONSTRUCTION

1. Debt Reimbursement. The Caucus urges the State Legislature to establish a trust fund to fully fund the school debt reimbursement program at levels provided by statute under former programs of municipal school construction assistance in accordance with the State's responsibilities under the Alaska Constitution.

2. Oppose Offsets. The Caucus opposes any effort by the State to reduce school debt reimbursement through deduction of interest earned on school bond proceeds.

3. School General Obligation Bonds. If the State fails to defease school debt with a trust fund, the Caucus supports placing a proposition on the ballot for the next state-wide general election which would enable the State of Alaska to sell its general obligation bonds to refinance all existing municipal school debt.

C. SCHOOL CONSTRUCTION GRANT PROGRAM

1. Funding. The Caucus encourages the legislature to formulate a construction grant program for schools to be financed by the state's general obligation bonds.

2. Local Priorities. School construction grants should be provided for those priority school construction projects identified by the Kenai Peninsula Borough School District.

Priority	Project Description
1	Kenai Elementary School
2	West Homer Elementary School
3	Skyview Middle School

D. UNIVERSITY OF ALASKA PROGRAMS

1. Airline Firefighter School. The Caucus urges the University of Alaska to locate an Airline Firefighter School in Kenai.

2. Marine Research Facilities. The Caucus opposes use of existing funds of the University of Alaska for new marine research facilities at any location unless a comparable increase in appropriations is provided for existing facilities to preclude dilution of funding for the marine research facilities at Seward.

3. University Research Vessel Docking Facilities. The Caucus supports the use of state funds to construct a docking facility in Seward for a new arctic research vessel which is currently under design.

4. Cold Water Training & Recovery School. The Caucus supports actions of the City of Kenai and the University of Alaska in locating a Cold Water Helicopter Training and Recovery School at Kenai Airport.

**PART IV
TAXATION AND FINANCE**

A. STATE BUDGET

1. State Operating Budget. The legislature should reduce the State's operating budget, except appropriations for existing local school debt service reimbursement should be maintained at 100% of the reimbursement entitlement and appropriations for highway maintenance should be restored to levels prevailing in 1986.

a. Where shared revenues are provided to local governments and school districts, the assistance should be conditional upon some degree of local tax effort.

b. When reductions are made in municipal assistance, revenue sharing, school foundation assistance and other forms of local government assistance, equivalent reductions should be made in the total operating budget for state agencies.

2. State Capital Budget. The capital budget must never be less than the amount required to attract matching federal funds. The capital budget should give priority to projects which will minimize local government operating expenses and promote economic development.

3. Distribution of Fish Tax Revenue Sharing. The legislature is urged to change its budgeting and appropriation procedures so that raw fish tax revenues will be fully distributed in a timely manner to all eligible municipalities as provided in AS 43.75.130. Distributions to municipalities should not be limited by erroneous estimates appropriated in the State budget.

4. Alaska Permanent Fund. The State legislature is encouraged to place a constitutional amendment on the ballot for the next general election which would: dedicate all of the State of Alaska's future natural resource revenues to the Permanent Fund; transfer assets of the various state reserve funds to the Permanent Fund; and, specify a percentage of the market value of the Permanent Fund to be withdrawn and appropriated by the legislature for financing state government.

5. State Mandated Local Tax Exemptions. If reimbursements to local governments for state-mandated local tax exemptions (such as the mandated property tax exemption for Senior Citizens and Disabled Veterans) are not fully funded, the exemptions should be repealed or prorated.

B. BOROUGH BUDGET

1. Multi-Year Financial Plans. The Kenai Peninsula Borough Assembly, the School District and the Borough Service Areas are encouraged to continue to adopt multi-year financial plans. These financial plans should identify service objectives and three (3) year projections of revenue and expenditures. The plans should be updated each year at the conclusion of a public hearing.

2. Budget Policy Statements. The Borough Assembly should continue to assume an aggressive role in guiding the annual budgetary process by adopting annual budget policy statements in January of each year to reflect principles and priorities to be used by the Mayor, the School Board and Service Area Boards in preparing budget requests for the subsequent fiscal year.

3. Local Tax Effort. As a part of the Borough's long term financial plans and annual budget policy statements, the Borough Assembly should consider and adopt guides concerning the level of local taxation. Property tax rate limitations should be encouraged on spending for schools, service areas and other general purposes.

C. TAXATION, ACCOUNTING AND REPORTING REQUIREMENTS

1. Taxpayer Notification of State Assistance. The Department of Community and Regional Affairs is urged to amend its regulations so that taxpayer notification for excess municipal assistance may utilize the same notification procedures required for State Revenue Sharing, State Aid for School Construction, and State Foundation payments under AS 29.45.020. The intent is to provide all such notifications by publishing a statement in local papers. The current requirement to provide notice of excess municipal assistance with each tax statement places undue hardships on local governments.

2. Accounting for Cigarette Tax Revenues. The Department of Education is urged to change 4 AAC 36.10 to permit the use of the Central Treasury concept in accounting for cigarette tax revenues for schools.

3. Motor Vehicle Taxes. The legislature is urged to amend AS 28.10.431 so that the schedule of fees for taxes on licensed vehicles collected for local governments would be approximately equivalent to the revenues that would be collected from ad valorem personal property taxes on motor vehicles.

4. Interest on Construction Contract Retainage. The legislature is urged to exempt municipalities from the requirement to pay 10.5% interest on construction contract retainage as provided in AS 36.90.001. This interest rate has proven to be higher than investment market rates. Failure to withhold retainage provides no monetary recourse for inadequate construction.

5. Dedicated Funds for Transportation. The Caucus supports placing a proposition on the ballot for the next state-wide general election which would enable the State of Alaska to dedicate transportation user fees including fuel taxes for maintenance of the State's transportation system.

**PART V
TRANSPORTATION AND PUBLIC FACILITIES**

A. CORRECTIONAL FACILITIES

1. Spring Creek. The Caucus encourages the State of Alaska to build a minimum security unit at the Spring Creek Correctional Center at Seward as soon as possible.

2. Wildwood. The Caucus urges the State to expedite the renovation, expansion, up-sizing and re-opening of the Wildwood Correctional Center at Kenai as soon as possible.

B. ROADS AND HIGHWAYS

Priority should be given to highway improvements and maintenance on roads that connect population centers, serve as school bus routes, provide access to seaports, visitor attractions and economically viable resource areas. State appropriations for highway maintenance should be restored to levels prevailing in 1986 by increasing the motor fuel tax.

1. Transportation Study Committee. The Caucus urges the Borough to continue to use a Transportation Study Committee (with representation from cities and chambers of commerce) to formulate and update a Borough Wide Transportation Plan and nominate projects for funding from the Intermodal Transportation Efficiency Act of 1991 (ISTEA). A share of the State of Alaska's ISTEA funding should be shared with the local governments of the Kenai Peninsula Borough to improve the Borough's collector routes and address other transportation needs, including safety projects, bicycle/pedestrian facilities and other projects which qualify as "transportation enhancements".

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2. Major Highways and Urban Roads. The Seward Highway, Sterling Highway, Kenai Spur Road (from Sterling Highway to Captain Cook State Park), Kallfomsky Beach Road and the Bridge Access Road should comprise the system of major highways and urban roads on the Kenai Peninsula for which improvements should be designed and constructed by the State of Alaska.

3. Major Highway and Urban Road Improvements. Priorities for the improvement of major highways and urban roads on the Kenai Peninsula are as follows:

Priority	Project Description
1	Kenai Spur Road Reconstruction (Soldotna to Kenai)
2	Seward Highway Reconstruction (MP 50 to MP 65)
3	Sterling Highway Reconstruction (Anchor Point to Homer)
4	Kenai River Bridge Widening at Soldotna
5	Seward Highway Reconstruction (MP 0 to MP 36)
6	Kallfomsky Beach Road Widening (Soldotna to Bridge Access Road)
7	Sterling Highway Reconstruction (MP 30 to MP 60)

4. Borough Collector Route Priorities. Priorities for reconstruction, improvement or extension of the Kenai Peninsula's collector routes are:

First Priority Collector Route Projects

1	Kenai River Bridge Crossing at Funny River (Sterling Area)
2	Exit Glacier Road (MP 0 to 4 - Seward Area)
3	East End Road (MP 15 to 23 - Homer Area)
4	Funny River Road (MP 2.7 to 17 - Soldotna Area)
5	Skyline Drive/Diamond Ridge (8 miles - Homer Area)
6	Old Sterling Highway (8.3 miles - Anchor Point Area)
7	Big Eddy Road (1.4 miles - Soldotna Area)

Second Priority Collector Route Projects

1	Lake Street (0.5 miles - Homer)
2	Ciechanski Road, Phase II (0.9 miles - Soldotna Area)
3	Fifth Avenue (0.8 miles - Seward)
4	East Redoubt Avenue (1.7 miles - Soldotna)
5	Forest Drive (1.1 miles - Kenai)
6	Port Avenue (0.5 miles - Seward)
7	West Hill Road (0.5 miles - Homer)
8	Kachemak Drive (1.0 mile - Homer)
9	South Coho Loop (3.5 miles - Soldotna Area)
10	Resurrection Creek Road (1.2 miles - Hope Area)
11	Nanwalek to Port Graham Trail (3.5 miles - Nanwalek and Port Graham Area)
12	Salmon Creek Road (1.0 mile - Seward)
13	Jackaloff Bay Road (Seldovia Area)

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5. Priorities for Transportation Enhancement Projects are:

First Priority Transportation Enhancement Projects

- 1 Beluga Lake Bike Trail (Homer)
- 2 Historic Mission Street Improvements (Kenai)
- 3 Historic Preservation (Seward)
- 4 Marydale Avenue Kenai River Storm Drainage Treatment System (Soldotna)

Second Priority Transportation Enhancement Projects

- 1 Lake Street Pedestrian Trail (Homer)
- 2 Seward High School to Nash Road Pedestrian/Bike Trail (Seward)
- 3 Rest rooms and RV Dump Station (MP 1.5 Seward Highway - Seward)
- 4 Slough Bridge to Airport Pedestrian Trail (Seldovia)
- 5 Kobuk Street Kenai River Storm Drainage Treatment System (Soldotna)
- 6 Waterfront Boardwalk (Seldovia)
- 7 Ferry Terminal Restoration (Seward)
- 8 Kenai River Pedestrian Walkway (Soldotna)
- 9 Woodland Creek Erosion Control and Embankment Repairs (Homer)

6. Projects nominated by the Caucus which should be evaluated and ranked by the Borough Transportation Study Committee are

Collector Route Road Reconstruction or Extension Projects

- Tote Road Reconstruction (MP 0 to 1.3)
- East End Road Reconstruction (MP 0 to 7 - Homer)
- Redoubt Avenue Reconstruction (Kenai)
- Skyline Drive Reconstruction (Soldotna Area)
- Kenai Spur Road Extension (Captain Cook Park to Point Possession)

Safety Projects

- Kalifornsky Beach / Bridge Access Road Intersection Signalization (Kenai)
- Kenai Spur Road / Marydale Avenue Intersection Signalization (Soldotna)
- Panoramic/Marriot Safety Improvements (Soldotna Area)
- Russian Village Road (0.5 miles - Nikolaevsk)
- Lake Street / Pioneer Avenue Intersection Signalization (Homer)
- Lowell Point Erosion Control

Transportation Enhancement Projects

- Kenai Spur Road Bicycle Path (Kenai to Soldotna)
- Kalifornsky Beach Road Bicycle Path (Sports Center to Bridge Access Road)
- Bridge Access Road Bicycle Path (Kenai)
- Seward Highway / Nash Road Iditarod National Trail Bicycle Path (Seward)
- Anchor River Bridge Pedestrian Walkway (Anchor Point)
- Sterling Highway Pedestrian Way - Ninilchik Bridge to Deep Creek (Ninilchik)
- Sterling Highway Pedestrian Way - Sterling to Soldotna
- Relocation of the State Highway Maintenance Station (Soldotna)
- Relocation of the State Highway Maintenance Station (Seward)

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7. The Caucus supports placing a proposition on the ballot for the next state-wide general election which would enable the State of Alaska to sell its General Obligation Bonds to accelerate financing for high priority transportation improvements. Debt service on these bonds should be financed from future federal highway aid appropriations and an increase in the State motor fuel tax.

C. AVIATION

The Department of Transportation and Public Facilities should update its Aviation System Plan to improve aviation safety at airports within the Kenai Peninsula Borough. Priority should be given to the release of Federal Aviation Trust Funds for installation of improved weather reporting, navigation and airport approach systems. The Airport Capital Improvement Priorities of the Caucus are as follows:

Priority	Project Description
1	Homer Runway and Taxiway Resurfacing
2	Soldotna Runway Resurfacing
3	Seldovia Runway Lighting and Paving
4	Seward Runway Extension
5	Seldovia Runway Extension
6	Anchor Point Airport Land Acquisition
7	Kenai Airliner Fire Training Facility

D. SOLID WASTE DISPOSAL

1. Waste Disposal Plans. The Caucus supports endeavors by the Borough Assembly to develop long range plans and to formulate Borough codes and regulations pertaining to both domestic and hazardous waste disposal.

2. Waste Disposal Facilities. The Caucus supports a legislative grant to the Kenai Peninsula Borough for the continued improvement of solid waste disposal facilities as they become identified and approved in the Borough's area-wide long range waste disposal plans.

3. Disposal of Abandoned Vehicles. The Caucus supports an increase in the motor vehicle registration tax to provide financing for disposal of abandoned vehicles.

E. STATE HIGHWAY MAINTENANCE FACILITIES

The Caucus urges the Department of Transportation to relocate its Seward and Soldotna Highway Maintenance Facilities out of their existing downtown locations.

F. SENIOR CITIZEN FACILITIES

The Caucus encourages the Legislature to make appropriations under the provisions of AS 37.05.16 to the Homer Senior Citizens, Nikiski Senior Citizens and Anchor Point Senior Citizens, Alaska non-profit corporations, to provide financing for Senior Centers.

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G. MARINE TRANSPORTATION SYSTEMS

The Marine Capital Improvement Priorities of the Caucus are:

1. Federal Aid Projects:

Priority	Project Description
1	Seward Ferry Terminal and Dock Replacement
2	Homer Ferry Dock, Staging Area and Parking Improvements

2. State Aid Projects:

Priority	Project Description
1	Anchor Point Salt Water Access and Small Boat Harbor
2	Seward Marine Industrial Center North Dock Addition
3	Homer Small Boat Harbor Float Reconstruction
4	Ninilchik Harbor Improvements
5	Seward Small Boat Harbor Replacement and Expansion
6	Seldovia Boat Haul-Out Facility
7	Williamsport to Pile Bay Road Connection

3. Harbor Special Service Area. The Borough is urged to establish a special service area to serve as a "local sponsor" to operate and maintain boat harbors in the Anchor Point and Ninilchik areas in order to receive federal and state grants for the design and construction of small boat harbors in these areas.

H. HEALTH FACILITIES

1. Nursing Care for Pioneers. The Caucus urges the State to use existing nursing care facilities (i. e. Soldotna's Heritage Place, Seward's Wesleyan Nursing Care Facility and Homer's South Peninsula Hospital) before building any new Pioneer Homes in Alaska.

2. Seward Hospital. The Caucus urges the State to appropriate funds to the City of Seward equipment and facilities at Seward General Hospital.

**PART VI
LAND USE****A. AREAS MERITING SPECIAL ATTENTION**

Any plan for an area designated for special attention in the Kenai Peninsula Borough's Coastal Zone Management Plan should clearly provide for resource extraction, commercial and industrial land uses. It is acknowledged that these uses may destroy some habitat, but some development must be allowed in these areas for the economic well being of the Borough's inhabitants.

B. DESIGNATION OF WILDERNESS AREAS

The Caucus opposes any further designation of "wilderness lands" within the Kenai Fjords National Park.

C. WETLANDS LEGISLATION

The Caucus opposes "no net loss" wetlands policies which would establish an absolute prohibition of any further use of wetlands in Alaska. Wetlands policies in Alaska should be governed by local zoning or coastal zone management programs. The Caucus supports rules proposed by EPA that would provide an exception in Alaska from wetlands mitigation regulations that apply elsewhere in the United States.

**PART VII
INTERGOVERNMENTAL RELATIONS****A. BOROUGH SPECIAL SERVICE AREAS**

The Borough Assembly is encouraged to continue to provide the mechanism for areas of the Borough to organize as Special Service Areas when residents desire increased public services, which are not desired Borough wide. The Caucus supports local control by the Service Area Boards in the development, management and implementation of service area plans, services and projects. Service Area Boards are encouraged to establish service area property tax rate limitations, not to be exceeded unless approved by a majority of the service area's voters.

B. MILITARY FACILITIES

The Caucus endorses proposals made to port U.S. Navy vessels in the City of Seward. The Caucus, likewise, urges the U.S. Defense Department to consider communities and airports within the Kenai Peninsula Borough for future land based activities or defense installations.

C. FOREIGN TRADE ZONE

The Caucus urges the Borough Economic Development District to ready applications to establish a Foreign Trade Zone within the Kenai Peninsula Borough and hold such applications pending market demands for the facility.

D. KENAI PENINSULA BOROUGH HEALTH CARE

The Caucus urges the Borough Economic Development District to assume a lead role in attempting to influence state and federal legislation which may affect the quality of health care services within the Kenai Peninsula Borough.

**PART VIII
TORT REFORM**

The Caucus supports legislation which would enact these tort reforms:

1. Limiting Attorneys' Contingency Fees;
2. Changing the "Collateral Source Rule" so that a plaintiff could not recover twice for the same damages; and,
3. Establishing a cap of \$250,000 on non-economic awards, such as those for punitive damages and "pain and suffering".