

ASSEMBLY MEMBERS BRONGA, JOHNSON AND SULTE

CHUGACH STATE

PARK ACCESS

SERVICE AREA (CASA)

A0-2023—132



PURPOSE

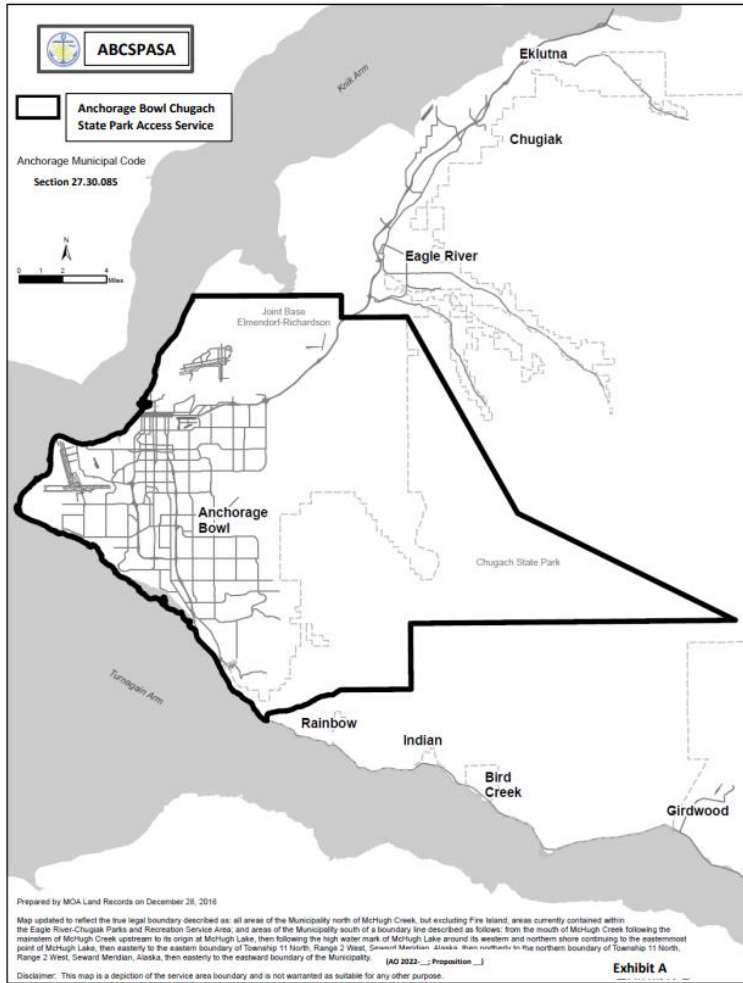
AO 2023-132, an ordinance providing for the submission to the qualified voters of the Municipality Of Anchorage, Alaska, the question of the issuance of not to exceed ten million dollars (\$5,900,000) of general obligation bonds of the Municipality of Anchorage to pay the costs of Chugach access capital improvements in the **Chugach State Park Access Service Area**, and the question of an increase in the municipal tax cap limitation to pay associated operations and maintenance costs in the Chugach State Park Access Service Area, at the election to be held in the Municipality on April 2, 2024.

Purpose: To supplement road maintenance and access used by all of Anchorage falling to underfunded LRSAs due to their small population and size.

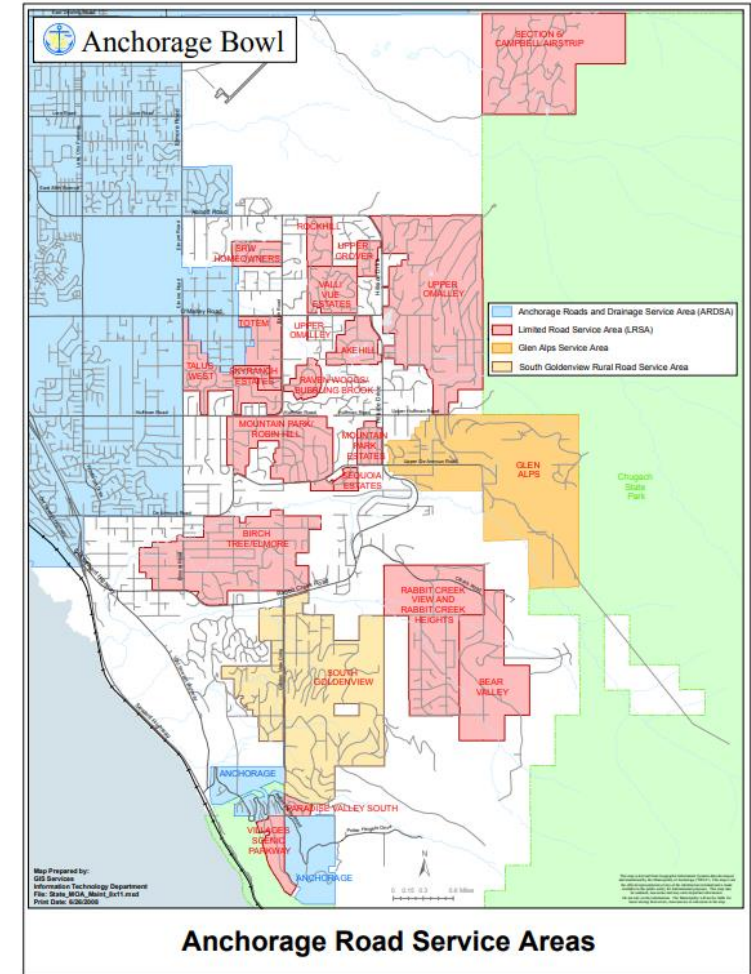
Public Hearing: January 9, 2024



CASA SERVICE AREA & AFFECTED RSA/LRSAs



- Glen Alps RSA
- Campbell Airstrip LRSA
- Bear Valley LRSA
- Upper O'Malley LRSA



DETAILS OF AO 2023-132

- Approval requires a majority of CASA Area and Areawide voters.
- No bond funds maybe spent on maintenance and operations
 - No increase in O&M is anticipated (Tax Cap)
- No bond funds can be spent in Chugach State Park*
- Davis-Bacon wages will prevail for all capital projects
- Bond bears interest at time of sale
- Bond retirement rate is anticipated at \$2.66/100,000 of property value

DETAILS OF AO 2023-132 (con't)*

- Spending bond funds within Chugach State Park is challenging*
 - Requires State to grant MOA a long-term property interest; ability of State to do so is still being worked out.
 - Transfer ownership of roads and improvement areas.
 - State may mirror projects within the park boundary.
 - This is the preferred option.
 - Capital project otherwise removed from bond.
 - Canyon road Surfacing and parking. (\$357,000).



PROPOSED CASA PROJECTS

Funds may only be spent in CASA boundary, but not necessarily for these projects.

- Partially or fully completed, funded, or impractical.

CASA Bond Project List			
Service Area	Project Description	Amount	O&M
Glen Alps Road Service Area			
	Sunnyside Trail Access Improvement Project: This project is for the reconditioning and paving of Canyon Road from Echo Canyon Road to the Chugach State Park boundary. Road improvements would include the ability to park on the side of the road. This is the primary access point for the Sunnyside trailhead accessing the backside of Flat Top with Chugach State Park.	\$ 4,000,000	\$XXX
Campbell Airstrip Limited Road Service Area			
	Basher Trailhead Overflow Parking Improvement	\$ 1,300,000	*
	Campbell Airstrip Road Project: This project is for engineering, permitting and soils investigation to relocate Campbell Airstrip Road away from the south fork of Campbell Creek.	\$ 300,000	*
Bear Valley Limited Road Service Area			
	Access Improvements for McHugh Peak Trailhead Project: This project is for capital improvements (RAP, CS1 Oil, aggregate, calcium chloride, grader, water truck, spreading, compacting) for approximately 1.2 miles of Kings Way Drive, Black Bear Drive, Snow Bear Drive, and Honey Bear Lane. This is the primary access point for the McHugh Peak trailhead.	\$ 300,000	*
Upper O'Malley Limited Road Service Area			
		\$ 5,900,000	

CURRENT CONDITIONS



Basher Trailhead Parking



Sunnyside Trail Access, with parking along main road

CURRENT CONDITIONS



Flooding on Campbell Airstrip Road

CASA BOND Q&As

QUESTION #1:

What is the overall plan for this bond? Should we be telling voters this is an every-year bond, and if so, at how much and for how many years?

CASA BOND Q&As

ANSWER:

We envision projects that meet the definition of CASA would be worked through the CIP/CIB process and then use CASA as a mechanism for funding.

We do not expect the need to continue every year and the list should get significantly smaller once the initial round of projects are completed.

This year we are proposing \$5.9M. Several projects initially contemplated in the \$10M package have been deferred. We want to see progress on these projects before submitting another bond package to voters.

CASA BOND Q&As

Projects that have been deferred/removed from the bond proposal are:

1. Repaving of Upper O'Malley Road, \$243,000
2. Rehabilitation/repaving of Campbell Airstrip Road within Far North Bicentennial Park, \$500,000
3. Resurfacing, reconditioning and ditch grading on Upper Dearmoun Road, \$4,000,000

Projects to be listed in the current bond proposal include:

1. Sunnyside Trail Access Improvement Project, \$4 million
2. Basher Trailhead Overflow Parking Improvements, \$1.3 million
3. Campbell Airstrip Road Project, \$300,000
4. Access Improvements for McHugh Peak Trailhead, \$300,000

CASA BOND Q&As

QUESTION #2:

What projects are shovel ready (ready for construction in 2024 if the bond passes)?

How many still need design? Could projects be phased between project years?



CASA BOND Q&As

ANSWER:

Many of the projects are shovel ready, especially when repaving and reconditioning existing roads. Those that will not be ready are set to be phased with the initial study and engineering work being requested.

The two projects that may require some engineering work are Sunnyside Trail Access Improvement and Basher Trailhead Overflow Improvement Project, but our understanding is that it is minimal.

CASA BOND Q&As

QUESTION #3:

Why should CASA be different or be prioritized over ARDSA projects? What is the vision for the intersection of CASA and the CIP?

CASA BOND Q&As

ANSWER:

Ultimately, the CIP and CIB should combine leaving CASA as a potential bonding mechanism for projects meeting the criteria.



CASA BOND Q&As

QUESTION #4:

Why should ARDSA voters want to pay for CASA projects?

CASA BOND Q&As

ANSWER:

The whole concept of CASA is to help maintain access yet spread the cost of maintenance. A road with five houses paying for maintenance cannot support 100 cars per day access in the park via their road. When they grade the road, it could last months or even a full year with the limited traffic of five households. However, the additional flow makes them last only weeks to months.

Without CASA, what are these LRSAs to do? Collect tolls or gate the road for residents only? Most other neighborhoods do not have this issue.

CASA provides a match between who pays for and who uses the roads.

CASA BOND Q&As

ANSWER continued:

Unlike ARDSA, the LRSAs do not have any access to capital improvement funds under current conditions, other than State funding, which has dried up. ARDSA roads and drainage facilities can have capital improvements funded through the annual bond package for that purpose, which seems to always get the voters' approval.

CASA is the only means for capital improvements by which roads and facilities in our LRSAs can receive bond funds.

In addition, LRSAs exist only for road maintenance, and they are strictly forbidden from undertaking any capital improvements.

- A good example is that the LRSAs can improve road surfaces with RAP, but cannot use hot asphalt paving, as that is classified as construction, not maintenance. This explains why many of the park access roads are in such poor shape, they were surfaced with RAP, not asphalt paving and therefore do not stand up well under high traffic loads.

CASA BOND Q&As

QUESTION #5:

Are any of the projects potential fire safety access road projects to be funded in that manner?



CASA BOND Q&As

ANSWER 5:

We have not looked at the fire safety access on these projects. However, the projects are not putting in new access, they are adding additional parking spaces, and it has been discussed making some of the parking “safe zones” where people could hunker down as a fire passes through.

Expanded parking gets vehicles off roadways, ensuring access to emergency vehicles.

These new parking areas would act as a muster area for evacuation of residents and organizing fire and rescue crews.

THANK YOU!

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