

Submitted by: Chair of the Assembly at the  
Request of the Mayor  
Prepared by: Office of the Mayor  
For reading: December 6, 2022

**ANCHORAGE, ALASKA**  
**AR No. 2022-370**

1 **A RESOLUTION ADOPTING THE 2023 LEGISLATIVE PROGRAM FOR THE**  
2 **MUNICIPALITY OF ANCHORAGE.**  
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4  
5 **WHEREAS**, Anchorage is the business transportation hub for Alaska, and capital  
6 improvements in Anchorage benefit much of the rest of Alaska; and,  
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8 **WHEREAS**, Anchorage recognizes its central role in Alaska's well-being and our  
9 residents have invested billions of dollars in our city through local taxes to improve  
10 it for all Alaskans; and,  
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12 **WHEREAS**, Anchorage appreciates its State Legislative delegation for securing  
13 millions of dollars for our community, including Municipal Revenue Sharing, which  
14 we have leveraged to match local investments in transportation, commerce, public  
15 buildings, roads, and parks and recreation facilities; and,  
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17 **WHEREAS**, the Municipality of Anchorage recognizes and appreciates the  
18 commitment of the State Legislature with their \$200 million appropriation to the Port  
19 of Alaska Modernization Program. No less than \$1 billion in funding will be required  
20 by 2025; and,  
21

22 **WHEREAS**, Anchorage's infrastructure needs remain considerable, but the most  
23 critical is the modernization and repair of the Port of Alaska. The port directly serves  
24 90% of the State's population across 250 communities. Alaska's economic viability  
25 and food security needs rely heavily on the Port's operations. The Port also serves  
26 the nation as one of 18 Department of Defense designated strategic seaports used  
27 to deploy U.S. equipment and supplies internationally; and,  
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29 **WHEREAS**, the Municipality recognizes that the State of Alaska is a strategic  
30 partner and stakeholder in the capital improvements that are essential in our city;  
31 and,  
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33 **WHEREAS**, the Municipality is working diligently to address Anchorage's housing  
34 crisis and compassionately house those people experiencing homelessness; and,  
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36 **WHEREAS**, the Municipality has numerous infrastructure needs that are impacting  
37 the quality of life and safety of residents; and,  
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39 **WHEREAS**, the Municipality of Anchorage has developed a Legislative Program  
40 now, therefore,  
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**THE ANCHORAGE ASSEMBLY RESOLVES:**

**Section 1.** That the 2023 Municipality of Anchorage Legislative Program is adopted.

**Section 2.** This resolution shall be effective immediately upon passage and approval by the Anchorage Assembly.

PASSED AND APPROVED by the Anchorage Assembly this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

\_\_\_\_\_  
Chair of the Assembly

ATTEST:

\_\_\_\_\_  
Municipal Clerk

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Municipality of  
Anchorage

**DRAFT**

# 2023 Legislative Program





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Dear Legislators,

It is with honor and gratitude that I present the Municipality of Anchorage's 2023 Legislative Program. I want to thank the Legislature for their generous appropriation to the Port of Alaska's crucial modernization program during last year's session. The Municipality is well on its way to securing the necessary funds to match the state's \$200 million appropriation, and we continue to pursue additional funding for the overall project.

The goals outlined in this program were developed in collaboration with the Anchorage Assembly. The Municipality's 2023 legislative priorities are as follows: funding key infrastructure projects in Anchorage Senate Districts, securing further investment for the Port of Alaska, mitigating the threat of wildfires in Anchorage, and confronting the mental and behavioral health crisis faced by the state's homeless population.

We humbly request these priorities be considered during the 33rd session of the Alaska State Legislature. I wish you the best in the upcoming session. Should you have any questions or concerns, my office is always open.

Very Respectfully,

Dave Bronson  
Mayor

## Anchorage Assembly

Suzanne LaFrance, Chair  
Christopher Constant, Vice Chair  
Jamie Allard  
Forrest Dunbar  
Kameron Perez-Verdia  
Pete Petersen

Austin Quinn-Davidson  
Felix Rivera  
Meg Zaletel  
Randy Sulte  
Daniel Volland  
Kevin Cross

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# Port of Alaska Modernization Program

## Request Overview

The Municipality of Anchorage is requesting \$100 million from the State of Alaska to assist working toward our \$1 billion funding requirement by the end of 2025. This funding, in conjunction with the Legislature's 2022 appropriation will assist with the repair, design, and modernization of cargo facilities at Alaska's largest and most strategically located port.

The Port of Alaska handles 75% of all Southcentral Alaska, Railbelt-bound, waterborne, non-fuel, freight, and 95% of all refined petroleum products. The port directly serves 90% of the state's population. The Department of Defense has identified the Port of Alaska as one of eighteen strategic ports in the United States. The Army Corps of Engineers notes that the port is the only remaining fully functional, year-round port in a tsunami safe zone in the entire State of Alaska.

**Funding Request: \$100 million**



Split and corroding piling



Newly completed Petroleum and Cement Terminal (PCT)

## Cargo Terminals

Upgrades to the Port of Alaska have been underway since 2000 and began long before the 2018 earthquake which accelerated the urgency of repairing and modernizing the port. Funding is needed from the Anchorage Assembly, the State of Alaska, and the federal government.

Time is of the essence. For repairs and modernization to be completed before the dock reaches its end of design life certification, preliminary engineering must be completed by the end of 2022. Design contracts are on track to be begin February 2023, and no less than \$1 billion in funding will be required by 2025, when it is anticipated that a construction contract will be awarded.

Today, the existing infrastructure's operational capacity has been estimated to have a certified life expectancy of 4 years or less. The current condition of the port puts it at high risk of failure, which would disrupt commerce and the delivery of goods and food. If the Port of Alaska were to be rendered unusable following a total or partial failure, Alaskans would have to look to other delivery mechanisms such as inadequate secondary ports and air support. To compensate for the loss of the port, an additional seven hundred, 747 cargo flights into Anchorage would be required each week. This is not feasible.

**90%**

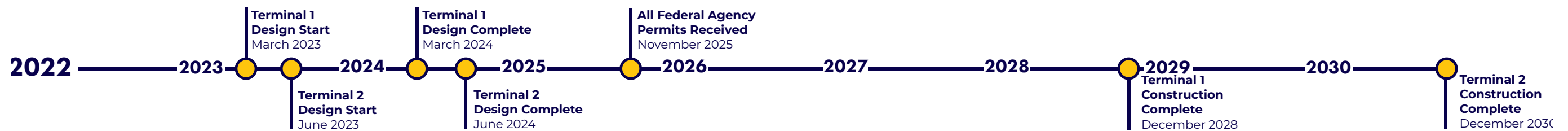
OF ALASKANS  
DEPEND ON GOODS  
HANDLED BY THE  
PORT OF ALASKA

**6  
DAYS**

ON AVERAGE,  
ALASKAN GROCERY  
STORES HAVE LESS  
THAN 6 DAYS OF  
FOOD ON HAND

## PAMP Overview

The Port of Alaska Modernization Project (PAMP) will replace and modernize the Port of Alaska (POA) before operations are limited because of deterioration and failure of the aging infrastructure. It will improve operational safety and efficiency, accommodate modern shipping operations, and improve seismic resiliency. Existing POA operations must continue while PAMP construction efforts proceed. The PAMP is divided into five phases of work constructing four new terminals, stabilizing the previously constructed North Extension, building a new POA Administration Building, moving the South Floating Dock (SFD), and demolishing old infrastructure. The PAMP was created in 2014 and is planned to be complete in 2032. Current work includes closeout and handover of the Petroleum and Cement Terminal (PCT) under Phase 1, procurement activities for the North Extension Stabilization Step 1 (NES1) and design activities for the POA Administration Building under Phase 2A, and Phase 2B planning activities for Terminal 1 (T1) and Terminal 2 (T2).





# Housing & Homelessness

## Proposal to the Alaska Legislature

Despite concerns of a large-scale housing crisis at the start of the pandemic, 500 fewer people were experiencing homelessness in Anchorage in September 2022 than in March 2020. Federal relief funds, an unprecedented level of collaboration, and leveraged private funding have contributed to significant progress, especially through investments in creative housing solutions such as hotel conversions, which housed over 250 individuals experiencing homelessness. In short, the past 2+ years have demonstrated the potential impact of sufficient funding and cross-sector collaboration.

Looking ahead, we are faced with three interrelated challenges and opportunities:

1. A persistent gap in housing, particularly for adults without children, who represent over 60% of those who are homeless in Anchorage and those who are often most visibly homeless; and
2. Inconsistent low-barrier shelter funding, which pulls resources into more costly emergency response and limits our ability to stabilize and house individuals; and
3. The need for sustainable funding that builds on recent successes but does not rely on unprecedented infusions of federal dollars.

Solving these challenges is a statewide imperative, given the ways in which Anchorage's housing market and homelessness systems serve as catch-alls for a statewide housing crisis.

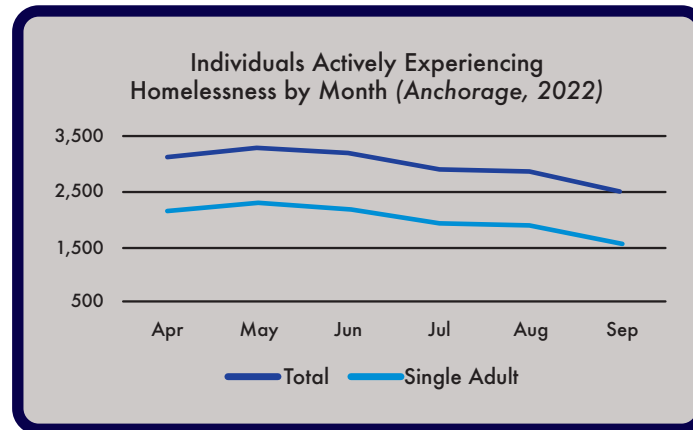
## Opportunity

**Aligning private and public dollars across levels of government to provide housing and the supports that help people stay housed is proven to work.**

The six-month period from May – September 2022 saw a consistent decrease in the number of individuals actively experiencing homelessness in Anchorage. This is a direct result of concerted efforts to house this group of Anchorage residents.

We now have an opportunity to build from recent pilots programs, including hotel conversions, to create a sustainable housing system. We know that we must target public and private funds strategically, to the places where we have the biggest gaps. We can get ahead of the housing crisis by targeting funds toward the following:

1. Allocate funding for sufficient low-barrier shelter. Shelter is a necessary short-term investment that serves as a safety net and improves our ability to stabilize and connect individuals to housing.
2. Prioritize capital and operations funding for housing, especially cost and time-effective housing solutions such as hotel conversions. Over time, investments in housing will reduce our need for shelter.
  - Focus first on housing adults who have the greatest need for housing and services today.
  - Maintain the investments that work for housing families, veterans, and youth.



## Recommended State Actions

State and local investments can work in tandem to leverage private investments. The Municipality recommends the following State investments as part of this collaborative funding model:

### \$20M in capital budget funds to support:

- \$14M for 125 units for hotel or other building conversions to house low and extremely low income individuals
- \$6M toward low-barrier shelter development.

### \$5M in operating funds to support operations for:

- Existing and future hotel conversions
- Low barrier shelter

## The State of Alaska's Role

The social and economic costs of insufficient housing in our State's largest city affects Alaskans from Adak to Utqiagvik. Whether investing in solutions or investing in downstream effects, such as economic loss, increased health care costs, out-migration, and more, the State pays either way.

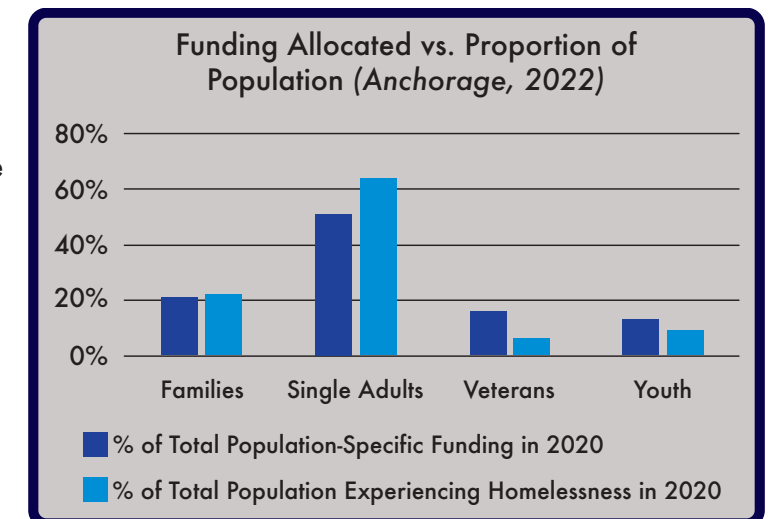
- Anchorage is home to 40% of the State's population and 65% of the State's population experiencing homelessness in 2022.
- Anchorage is the catch-all for a statewide housing crisis. The current lack of housing and minimal construction of new housing in Anchorage impacts communities across the state and vice versa.
- Anchorage is the **only community** in Southcentral Alaska with **low-barrier emergency shelter** for people experiencing homelessness; these shelter options serve people from the Mat-Su to the Kenai Peninsula.
- State government has a mandate to "provide for the promotion and protection of public health" and to "provide for public welfare." Addressing homelessness is not only a mandated protection of public health and welfare. It is an economic imperative. **Research shows that increasing affordable housing simultaneously reduces homelessness and grows economies.**

## Funding Gaps

It is no coincidence that adults without children are the population with the greatest gaps. This population has been the most under-funded relative to its size and people in this group often have the most complex needs, requiring more intensive support to maintain housing.

## Leveraging Funds for Impact

Requests for State funding are not being made in a vacuum. These funds will leverage local funding – both public and private – to maximize impact.





# Performing Arts Center

Life and Safety Retrofits

# Merrill Field

Federal Grants Match

## About the PAC

Located in Downtown Anchorage at G & 6th, the Alaska Center for the Performing Arts has been an entertainment landmark and icon for over 34 years. The facility has been managed and maintained by the not-for-profit ACPA, Inc. since 1988. In 2022, ACPA, Inc. secured a partnership with an industry leader to bring 4 major Broadway shows to Anchorage each year. In addition to the new Broadway Alaska program, the PAC and its companies bring over 300 event dates and over 200,000 visitors per year downtown. The new Broadway Alaska program is expected to revitalize downtown with an annual economic impact of \$35-\$45M, not including other events already offered at the PAC.



**\$3.9 MILLION**  
CAPITAL REQUEST

## Life & Safety Upgrades

The current fire suppression and detection system, and the passenger and freight elevators are all out of compliance with life/safety standards and are due for replacement. Additionally, a number of systems that are significant to the operation of the largest stage are significantly out of date with industry safety standards. The staff at the ACPA, Inc., in collaboration with MOA Facility Maintenance over the years, have diligently maintained and repaired the facility's life/safety and theatrical systems by creating and innovating solutions that include significant effort locating parts and equipment that are no longer manufactured. Many of these major systems have lived beyond their lifespan and pose significant concerns for safety as well as rising operating and maintenance costs.

**Fact: The PAC contributes to over \$40 Million in Community Economic Impact**

## About Merrill Field

Merrill Field airport, owned by the Municipality of Anchorage, has been a key component of Alaska's aviation system for over 90 years. Merrill Field is the base of operations for air carriers, Civil Air Patrol, UAA Aviation Technology Center, US Air Force ROTC program, flight schools, and aircraft/pilots accessing Alaska and beyond. Tourism, recreation, and access to the rural Alaska community are essential parts of Merrill Field's daily life. Air carriers based at Merrill Field have contracts to provide scheduled, crucial air service to Bush communities through Essential Air Service grants. Additionally, many aviation support services call Merrill Field home, which is an economic engine creating jobs and business opportunities within the heart of Anchorage.



**\$10 MILLION**  
CAPITAL REQUEST

## Federal Funds Matching

There are many opportunities for economic development and safety improvements at Merrill Field that would require federal grant funding. Merrill Field has federally funded, multi-year projects starting in 2023 such as repaving runways and taxiways, building T-hangars to rent, stabilizing parts of the airfield built on the former Anchorage landfill, and much more.

However, the Municipality of Anchorage faces a bottleneck of acquiring the 6.25% local matching funds, which are very difficult to raise while also ensuring operations at the airport. The Municipality of Anchorage requests the State of Alaska to provide a \$10 million state grant to be used to match federal development grants. State match funding will leverage up to \$150 million of federal funding, creating engineering, planning, design, and construction jobs for Alaska.

**This supports a \$150 Million in Leveraged Federal Funds**



# Wildfire Protection Plan

## History of Fires in Anchorage

### Project Overview

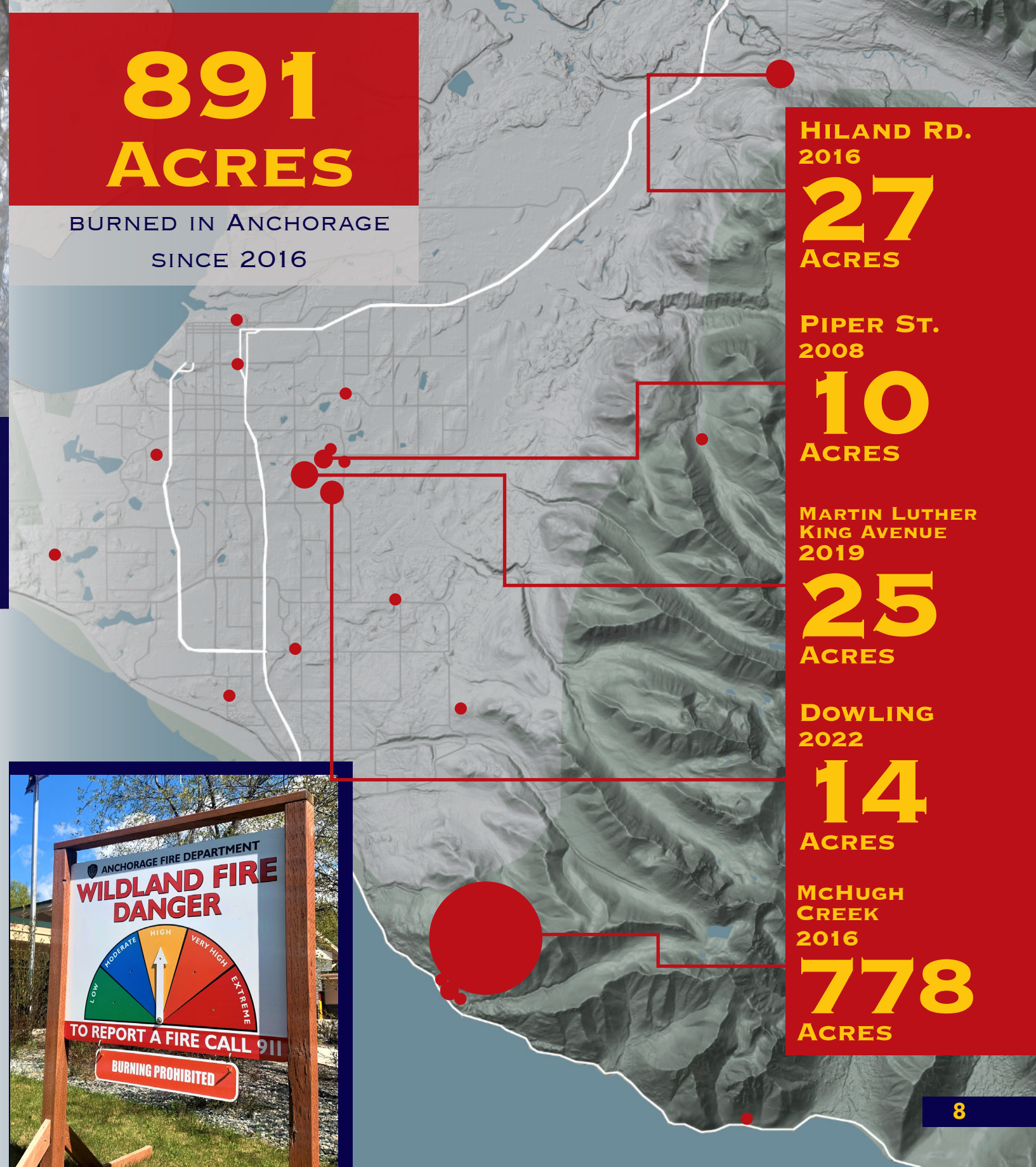
An estimated 79,089 residential and commercial parcels valued at over \$33.3 billion have been identified as "vulnerable" to wildfires in Anchorage\*. Considering this, along with the tens of thousands of residents living in our urban interface, Anchorage must make a substantial investment in wildfire protection, hazard mitigation, and education for our community. The Municipality is requesting funding from the State of Alaska to address this concern with the direct boundary of the Chugach State Park and our most vulnerable homeowners.

\*Source: 2022 MOA All Hazards Mitigation Plan

### Goals & Impact

- Assess and construct secondary access and egress for Anchorage communities and neighborhoods prone to wildfire risk
- Establishing processes to assess, evaluate and prioritize the wildfire risk and presence of hazardous fuels within the Municipality of Anchorage
- Update predictive fire behavior and risk models for local conditions
- Implement hazardous fuel mitigation and fuel reduction strategies for identified priority areas to reduce wildfire risk and provide for forest health
- Provide homeowner assistance to remove and dispose of wildland fuels including trees damaged by spruce beetle infestation.
- Expand Firewise educational program around the Firewise Communities program for landowners and community stakeholders
- Municipal-wide comprehensive evacuation planning for the at-risk areas within wildland urban interface zones
- Community education and implementation of the Ready, Set, Go wildfire evacuation program
- Expand wildland fuels treatments along rights-of-way including evacuation routes to enhance safe public and private ingress/egress routes
- Develop shaded fuel breaks in strategic locations to help reduce wildfire spread
- Develop additional firefighting water resources within neighborhoods
- Expand and support of brush disposal programs for homeowners and community partners
- Acquire wildland firefighting equipment and vehicles, including personal protective equipment for firefighters
- Provide wildland fire training opportunities

**\$9  
MILLION**  
CAPITAL REQUEST





# Civil & Criminal Statutory Requests

## Civil Statutory Changes

Alaska has statutes of limitations that cover the various types of potential claims that may be asserted in the trial courts (contract claims, tort claims, etc.). A statute of limitations requires that a plaintiff file a lawsuit within a specified period of time. A plaintiff has 120 days after filing a lawsuit to serve the complaint under Civil Rule 4. That means that the plaintiff must ensure that the complaint and the Summons issued by the court are delivered personally to the defendant so that the defendant has notice of the lawsuit and can defend themselves.

Alaska Statutes 9.10.240 states that “if an action is commenced within the time prescribed” but is dismissed by the court without reaching the merits of the claim, the plaintiff “may commence a new action” on the same claim “within one year after the dismissal”. The Alaska Supreme Court has determined that AS 9.10.240 does not require that the defendant ever receive notice of the initial complaint for AS 9.10.240 to apply (American Marine Corp. v. Sholin, 295 P.3d 924, 924, Alaska 2013). The inevitable result is that plaintiffs may file suit, never serve the lawsuit on the defendants, wait for the court to dismiss for failure to serve, and then refile a year after such dismissal. This result allows plaintiffs to extend the statute of limitations by an additional year or two. When this occurs, a defendant may first learn of the lawsuit three, four, or even five years after the events but have had no opportunity to protect against loss of witnesses or evidence because the original statute of limitations has run.

This problem can be corrected by amending the savings clause in AS 9.10.240 to require that the savings clause applies only when the original lawsuit is served on the defendant within the time required by Civil Rule 4(f), in addition to having been filed within the statute of limitations.

## Criminal Statutory Changes

### Topic & Background

#### Necessity Findings

Judges often define “finds contact necessary” differently and most ignore if the victim wishes to have contact. This is a vague legal standard, and it’s very difficult to get a victim back into court to revoke their consent to contact if the offender starts abusing them again. This is very common in DV cases. Once a court has found that contact with this victim is “necessary,” then it’s very difficult to ask the court to find that they’re in danger by having that contact.

### Old Language

12.55.015(k) - In making a determination under (a)(12) of this section for a defendant convicted of a crime involving [...] a crime involving domestic violence as defined in AS 18.66.990, there is a presumption that, unless the court finds on the record that contact between a defendant and the victim of the offense is necessary, the court shall order the defendant to have no contact, either directly or indirectly, with the victim until the defendant is unconditionally discharged.

### New Language

In making a determination under (a)(12) of this section for a defendant convicted of a crime involving [...] a crime involving domestic violence as defined in AS 18.66.990, there is a presumption that, unless the victim gives written notice to the prosecuting authority, the court shall order the defendant to have no contact, either directly or indirectly, with the victim until the defendant is unconditionally discharged.

### Topic & Background

#### Per Se Marijuana DUI limit

For marijuana DUIs, the MOA must prove actual impairment via field sobriety tests and bad driving, even when there is a large amount of THC in the driver’s blood. 10 states have a per se limit for marijuana (ranging from 2ng/ml of blood to 5ng/ml). Colorado has a rebuttable presumption that 5ng/ml is impairment.

### Old Language

AS 28.35.033 – offers per se limits for marijuana in DUIs and rebuttable presumptions.

### New Language

Add in a subsection in AS 28.35.033 defining the presumption or per se limit for marijuana at 5 nanograms per milliliter of blood.

#### Bail Presumption for DV

Amend AS 12.30.027. For all misdemeanors, and some low-level felonies, state statute requires judges to presume that a defendant will follow all conditions of bail on their own recognizance. The MOA requests this statute be changed so that for a repeat DV offender, there is a presumption that House Arrest or a Third-Party Custodian is the least restrictive means that will protect the victim.

(b) A judicial officer may not order or permit a person released under (a) of this section to return to the residence or place of employment of the victim or the residence or place of employment of a petitioner who has a protective order directed to the person and issued, filed, or recognized under AS 18.66.100 – 18.66.180 unless

- (1) 20 days have elapsed following the date the person was arrested;
- (2) the victim or petitioner consents to the person’s return to the residence or place of employment;
- (3) the person does not have a prior conviction for an offense under AS 11.41 that is a crime involving domestic violence; and
- (4) the court finds by clear and convincing evidence that the return to the residence or place of employment does not pose a danger to the victim or petitioner.

Add in that if there are open DV cases (or open DV assaults only), there should be a rebuttable presumption of house arrest or 3rd Party Custodian.

Or 2nd crime of DV involving the same victim.

#### Exclude Paid Givers in DV Crimes

Change the definition of “household member” in AS 18.66.990 to exclude paid caregivers

Currently, AS 18.66.990(3) defines “domestic violence” and “crime involving domestic violence” to “mean one or more of the following offenses or an offense under a law or ordinance of another jurisdiction having elements similar to these offenses, or an attempt to commit the offense, by a household member against another household member”. Alaska Statute 18.66.990(5) defines “household member”.

The MOA would like to exclude paid caregivers from the definition of “household member” by amending AS 18.66.990(5)(B) to say “adults or minors who live together or who have lived together with the exception of paid caregivers who do not otherwise fall within this definition”.

# Additional Statutory & Capital Requests

## Amend Alaska Statute 15 to Strengthen Maintenance of the Alaska Voter Registration Rolls

These recommended amendments to AS 15.07.130 would strengthen maintenance of the Alaska voter rolls and improve the efficiency of Municipality of Anchorage elections. The first recommended amendment would shorten the period from eight to four years to cancel the registration of a voter whose mail is returned undeliverable and who is not responding to the Division's efforts to make contact. The National Voter Registration Act requires states to conduct a general voter registration list maintenance program that makes a reasonable effort to remove ineligible persons from the voter rolls, and while Alaska has a robust and successful registration process, it can take eight years to remove a voter from the rolls if voters are not proactive in making a request to be removed. Under current regulations, 10,347 ballot packages were returned undeliverable in Anchorage's 2021 regular election and 15,812 were returned undeliverable in Anchorage's 2022 regular election.

The proposed amendment would work as follows: after two years of not voting in local, primary, regional school board, special, or general elections, and not applying for a Permanent Fund Dividend, and a notice sent to the voter is returned undeliverable, the voter's registration becomes inactive. Then, the voter remains on the master voter roll as inactive for two additional years as inactive and, if the voter ever votes in local, primary, regional school board, special, or general elections, or applies for a Permanent Fund Dividend again, they are moved back to the active category. If the Division still has not been contacted in the above-mentioned ways by the voter after four years, the voter's registration is canceled.

In addition to amendments reducing the amount of time a voter whose mail is being returned undeliverable and is not responding to the Division's efforts to make contact, we recommend adding new sections to AS 15.07.130 to take advantage of other tools available to the Division, including the National Change of Address form or similar United States Postal Service product in canceling voter registrations when they register to vote in other states.

Finally, we recommend another new section to AS 15.07.130 stating a voter registering in a new state is

prima facie evidence that the voter no longer wants to vote in Alaska and directing that the voter's registration be canceled.

## Support Identifying Road Safety Corridors

This request is for a policy and project to identify safety corridors, State of Alaska high traffic roads within the Municipality of Anchorage that have a high incidence of vehicle collisions, such as the Muldoon curve, Tudor from Old Seward to Elmore, and Northern Lights from Lake Otis to East High School. Identification for designation as safety corridors through the Highway Safety Improvement Program (HSIP). This request includes a grant appropriation of \$500,000 to the Anchorage Traffic and Police Departments for purposes of data collection and enforcement. Re-design and reconstruction of these key corridors within the Municipality of Anchorage will be considerable undertakings in both time and funding. This is a preliminary step, with long term effects of using safety corridors to gather data and reduce speeds anticipated to result in reduced vehicle and pedestrian collisions and improve overall safety.

## Investment in Alaska Housing Trust

Continue to add funds to the Alaska Housing Trust. Housing is a priority for Anchorage, specifically affordable housing. With limited land resources and aging housing stock, the Alaska Housing Trust is a much-needed building block of the solution and will help to create sustainable housing security while producing, preserving, and protecting housing across Alaska. Efficiencies in efforts, resources and capital will be required to tackle the problem and the Trust will provide those opportunities. Anchorage appreciates the state's funding of the Trust in 2022 and asks for continued support of the program in 2023.

## Increase Funding for Schools

Forward-fund education and inflation-proof the BSA by adding a provision for an annual increase to the statutory amount afforded, perhaps utilizing the Consumer Price Index. Since 2017, the Anchorage School District (ASD) has been flat funded through the Base Student Allocation (BSA) formula, while inflation has reduced the purchasing power of those dollars by approximately \$40 million in 2022. ASD has been using federal, one-time funds to fill the gap and

offset the deficit, but those funds are running out and don't allow for proper planning and budgeting. The BSA must grow on a yearly basis in line with actual inflationary costs. Anchorage receives the lowest BSA, with a District Cost Factor of 1.000 (the only school district in the state with this cost factor found in AS 14.17.460). ASD is considering the closure of six elementary schools because of the deficit created by the inflation blind spot in the BSA.

## Investment in substance misuse treatment and mental health/behavioral health services

Invest in mental and behavioral health services throughout the state, conduct a legislative review of the implementation of the 1115 Waiver to-date (and any improvement to the statute that can expand its efficacy and accessibility), and extend the 1115 Waiver past its upcoming expiration on 12/31/2023. Substance use disorder is a severe issue and treatment services are limited. Large investments in facilities, workforce development, attraction, and retention, as well as prevention and aftercare programs are needed. A series of small investments over many years is helpful, but significant change will require a large infusion into the system for more transformative projects.

The Medicaid expansion and implementation of the 1115 Behavioral Health Demonstration Waiver was widely supported but has been hampered with roadblocks. Most importantly, the waiver is not in line with the actual cost of services thereby limiting the realization of the intended expansion of Medicaid in these areas. Community partners find the 1115 Waiver difficult to access and process administratively.

## Improve Funding and Support for Alaska's Foster Care System

Prioritize through the state budget process retention of frontline workers, increased training and development for staff, increased recruitment of foster families, increased stability of placements, and expansion of services. On average, there are over 3,000 children in foster care each month in Alaska. The 2021 Office of Children's Services Annual Progress & Services Report contains a review of the 2020 Alaska Child & Family Services Reviews, the 2019 Baseline and the Program Improvement Plan Goal. The performance

ratings declined in 14 of the 18 categories from 2019 to 2020 in an average of 75 Anchorage, Fairbanks and Juneau cases.

## Increase Funding for Chugach State Park

Increase funding for infrastructure, personnel, and access in Chugach State Park (CSP). CSP attracts an estimated 1.5 million visitors annually, with that number on the rise. A recent Anchorage Daily News article found through GPS cell phone information that about 70% of those visitors are Anchorage residents, while 30% are coming from the Mat-Su valley or beyond. The same article noted the need for increased funding to accommodate the increased need for parking or perhaps a mass transit-style option to access trailheads or park attractions.

Each visitor to CSP generates valuable consumer spending for the businesses of the Municipality of Anchorage and the surrounding areas. The increased use of the Park and interest in year-round outdoor recreation demonstrates that considerable investment in both infrastructure and personnel is warranted.

## Micro-mobility Statutory Definition Amendments

The Municipality of Anchorage is continually working on the adoption and accommodation of alternative forms of transportation throughout our city. These alternate forms of transportation include electric bicycles and electric scooters. Both of these popular, consumer micro-mobility devices are currently defined as motor vehicles in AS 28.90.990(a)(18). However, adoption and local regulation of alternative micro-mobility transport is constrained by AS Title 28. The Municipality of Anchorage requests adding or amending current definitions in AS 28.90.990 to include electric scooters and electric bicycles to allow the exercise of local control and regulation of micro-mobility devices.



# All District Projects

## Local Road Rehabilitation

**\$24,000,000**

(\$3,000,000 per Senate District)

The project will resurface local roads and upgrade pedestrian facilities to current ADA standards. The project will improve the quality of life of the residents of Anchorage by providing safer, more drivable neighborhood streets. The potential for vehicle damage will be reduced by eliminating potholes, cracks, and frost heaves. Resurfacing streets will also significantly extend the life of the pavement surface. Deferring resurfacing can lead to more expensive total reconstruction in the future. The 2020 Governmental Accounting Standards Board (GASB) survey revealed that 19.7% (137.6 miles) of local roads were in "serious" or "substandard" condition. The goal of the project is to reduce the number of miles in these categories. The Municipality of Anchorage requests \$3,000,000 for each of the eight Senate districts in the Municipality.

Road & Drainage  
Infrastructure  
Projects

Water & Sewer  
Projects

Parks & Recreation  
Projects

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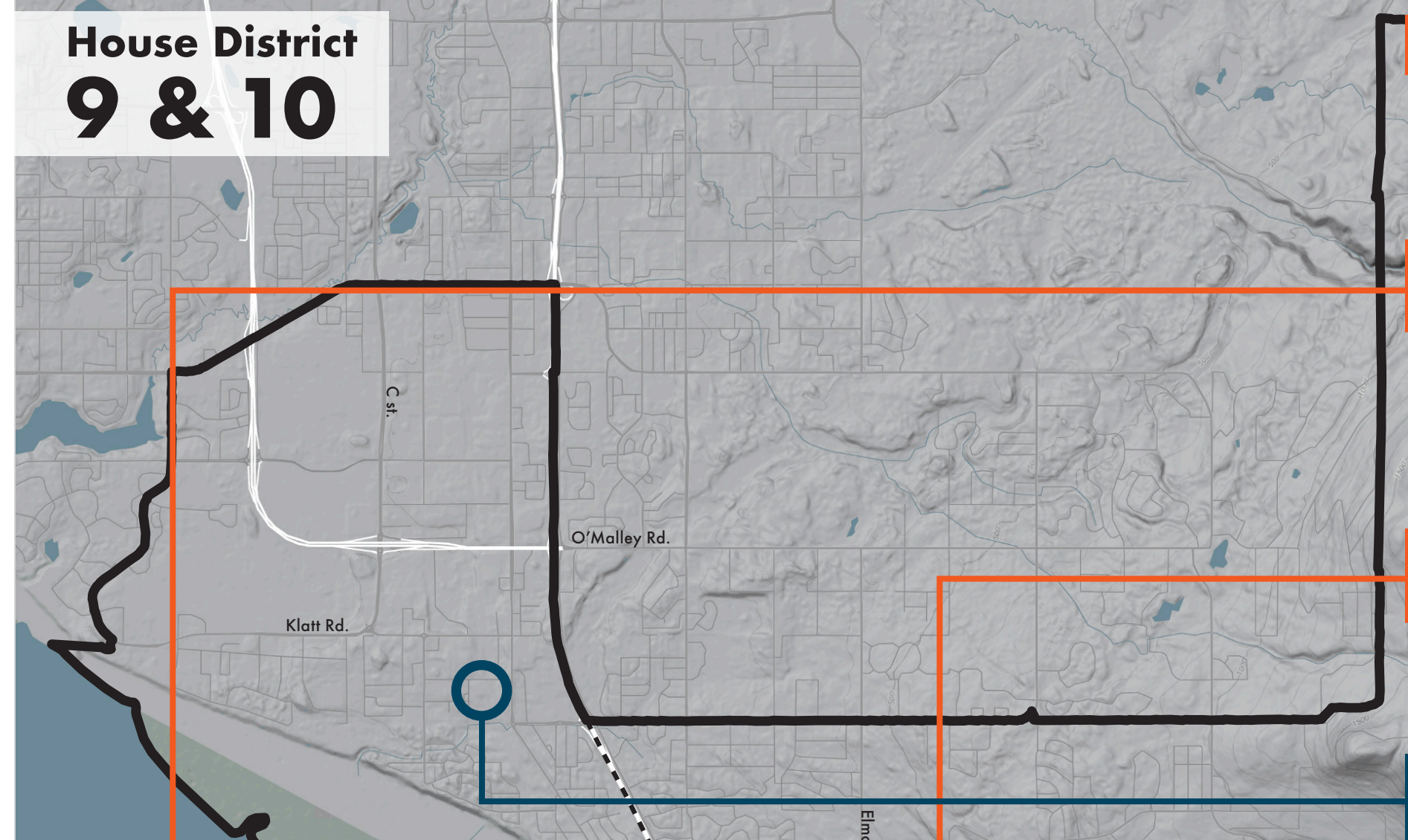
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## House District 9 & 10



### Local Road Rehabilitation \$3,000,000

This funding will resurface local roads and upgrade pedestrian facilities to current ADA standards. Road rehabilitation will improve the quality of life of the residents of Anchorage by providing safer, more drivable neighborhood streets. The potential for vehicle damage will be reduced by eliminating potholes, cracks, and frost heaves.

### Girdwood RSA Road and Drainage System Rehabilitation \$250,000

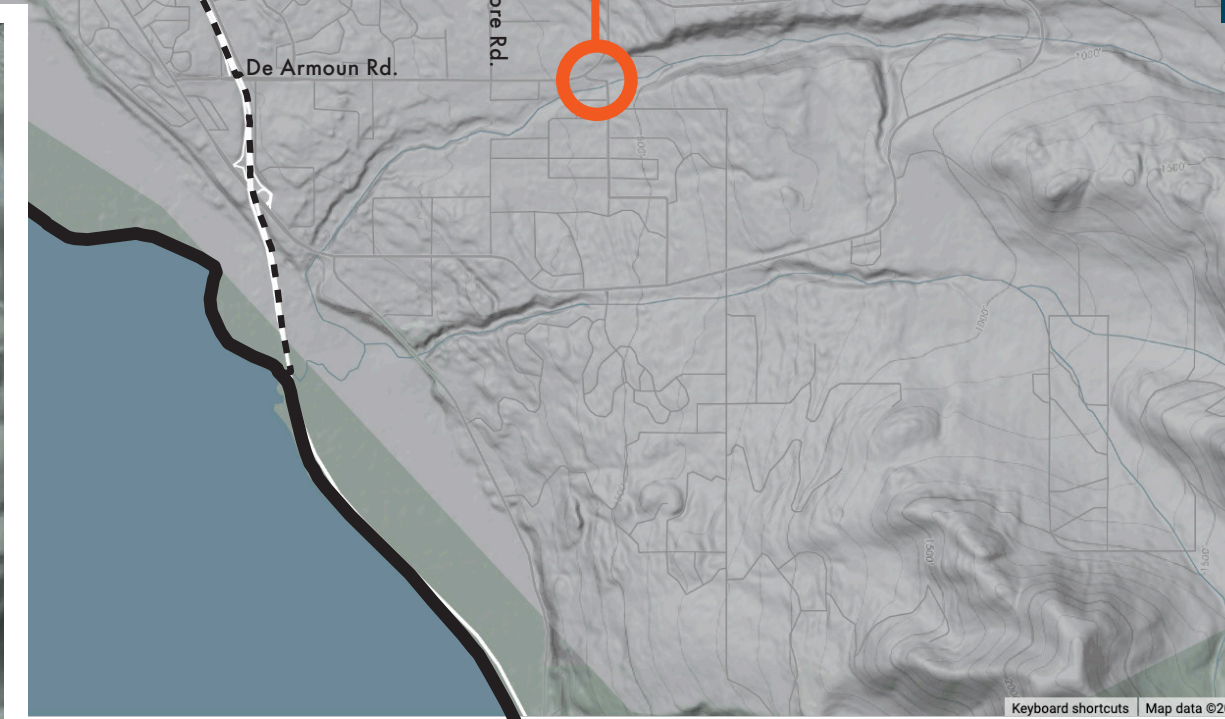
This grant funding will be combined with local mill levies to rehabilitate road and drainage facilities within the Girdwood Road Service Area (GRSA). Specific projects will be identified by the local road service board. Improvements are expected to include culvert installation and/or replacement, improved ditching, and road grading.

### 140th Ave/Buffalo St. Culvert Replacement \$2,000,000

This project will replace an undersized culvert at the corner of 140th Ave and Buffalo Street. Down-stream residential homes and the road are threatened by the current flooding during heavy precipitation events.

### Eldon Subdivision Water Access Project \$2,750,000

This project, located in South Anchorage, will construct 1,500 feet of water pipeline to provide public water access to under-served residential lots with failing private wells. This project will provide reliable and safe water service, improving public health, and property values.



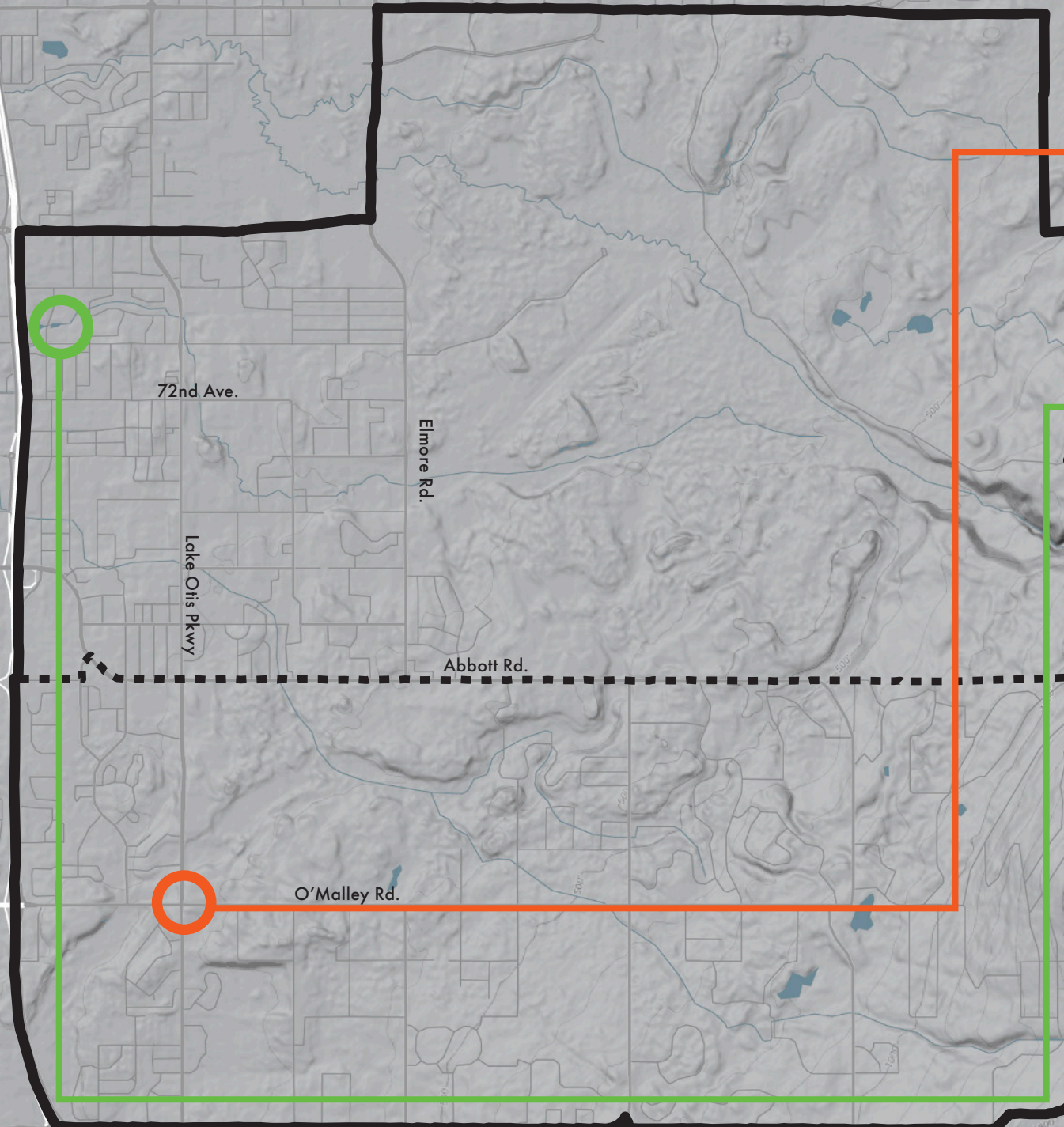


# Senate F

## Major Projects

Far North Bicentennial Park/Lower Hillside

House District  
**11 & 12**



### Local Road Rehabilitation \$3,000,000

This funding will resurface local roads and upgrade pedestrian facilities to current ADA standards. Road rehabilitation will improve the quality of life of the residents of Anchorage by providing safer, more drivable neighborhood streets. The potential for vehicle damage will be reduced by eliminating potholes, cracks, and frost heaves.

### Lake Otis Pkwy Surface Rehab \$4,000,000

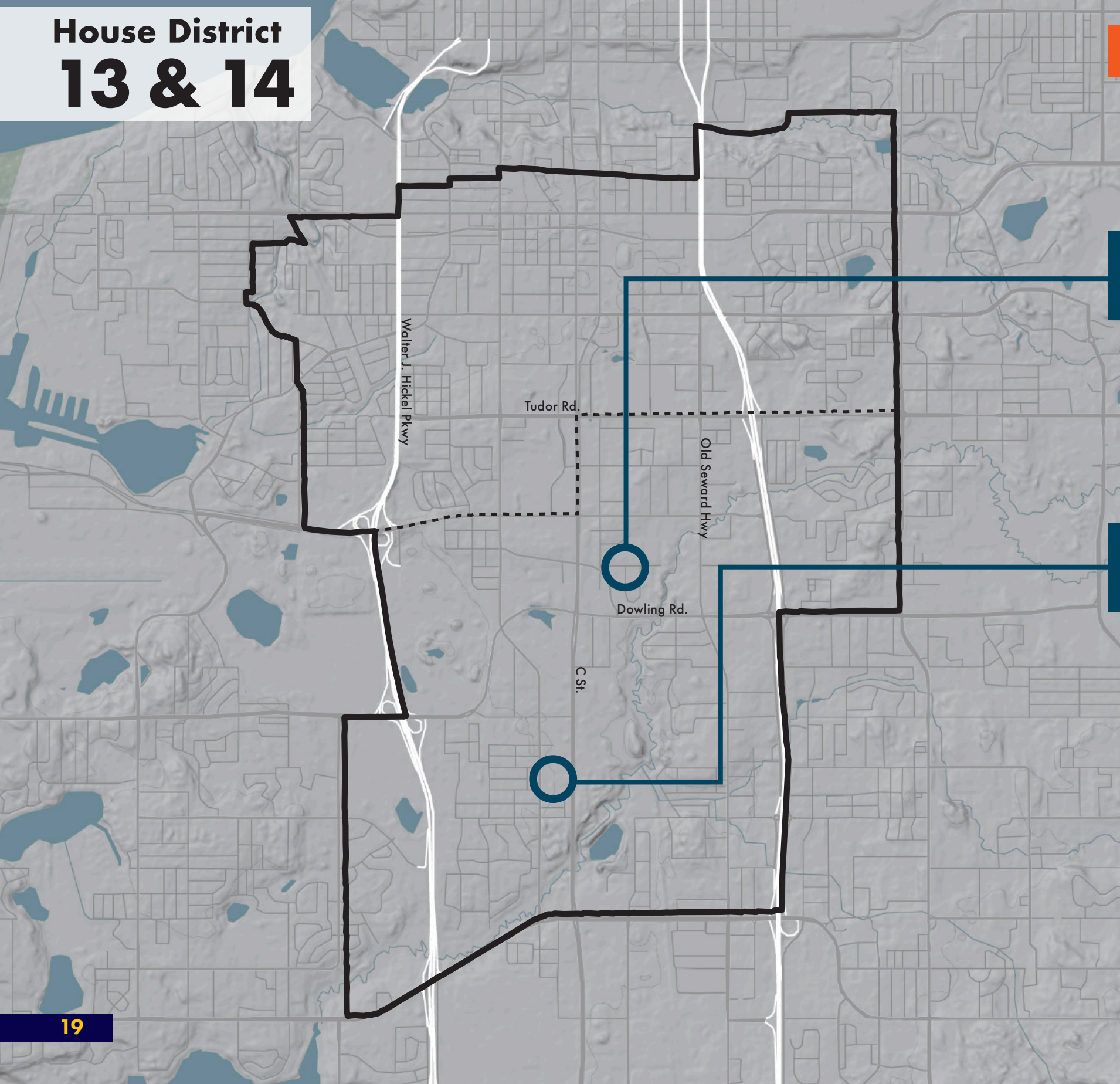
This project will resurface Lake Otis Parkway from Abbott Rd. to Huffman Rd. and make the attached pedestrian facilities Americans with Disabilities Act (ADA) compliant.

### Meadow Street Park \$250,000

Anchorage Parks and Recreation is working with the Rilke Schule German immersion school to develop an outdoor learning classroom at Meadow Street Park. Funds will be used for construction a covered shelter to support outdoor learning and park use in all seasons.



House District  
**13 & 14**



### Local Road Rehabilitation \$3,000,000

This funding will resurface local roads and upgrade pedestrian facilities to current ADA standards. Road rehabilitation will improve the quality of life of the residents of Anchorage by providing safer, more drivable neighborhood streets. The potential for vehicle damage will be reduced by eliminating potholes, cracks, and frost heaves.

### E 56th and Cordova Water Access Project \$600,000

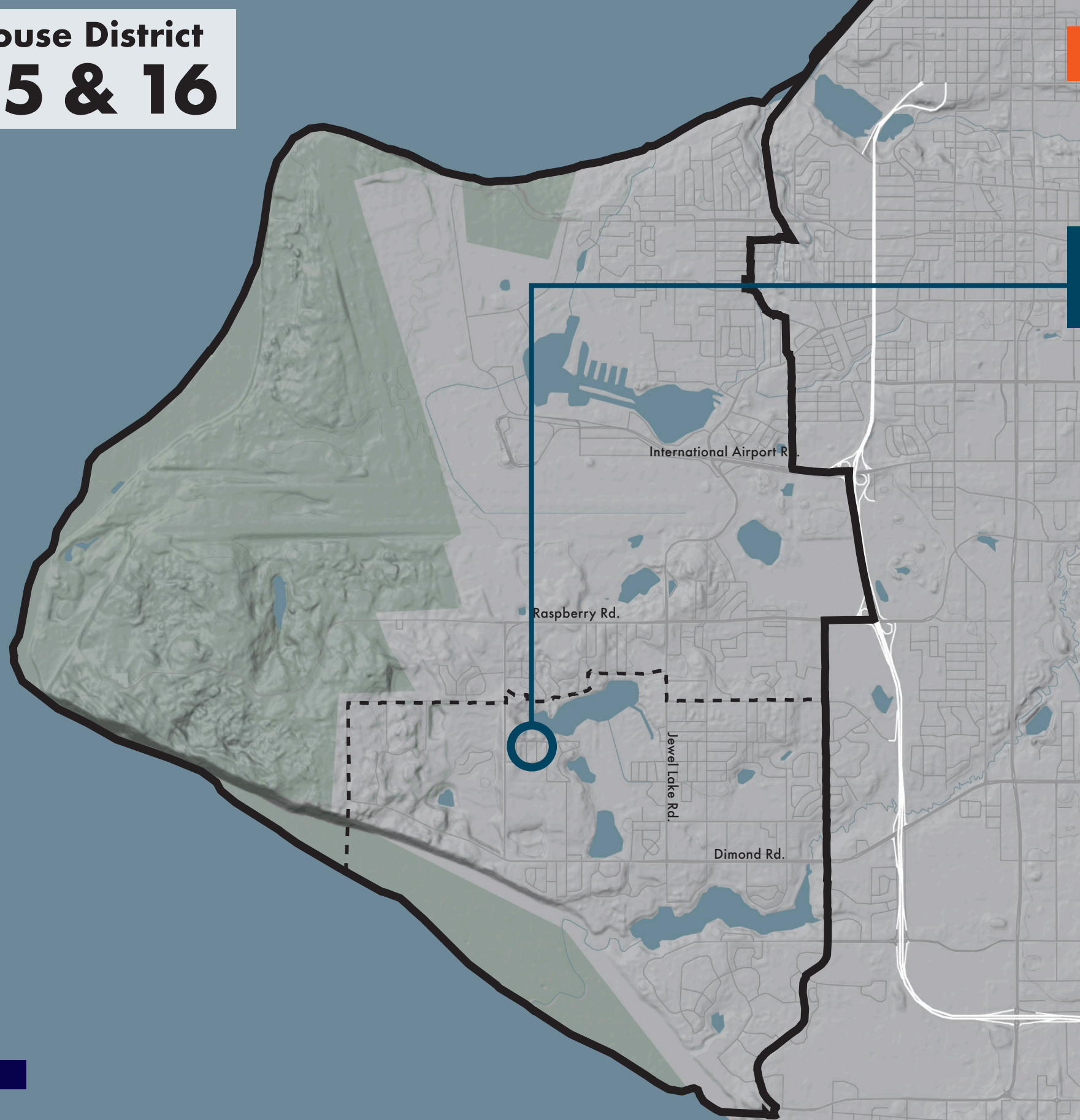
This project will construct 1,000 feet of water pipeline to undeveloped lots. Anchorage has a chronic shortage of available housing. This project would construct essential infrastructure as an economic development infill project, encouraging investment on underutilized property. This project will benefit existing residents in the neighborhood, provide an opportunity to get off private wells, and increase fire protection.

### Branche Circle Water Access Project \$300,000

This project will construct 500 feet of water pipeline. Anchorage has a chronic shortage and this project would incentivize infill development, provide existing residents a safe and reliable alternative to their private wells, and increase fire protection in the neighborhood.



House District  
**15 & 16**



## Local Road Rehabilitation \$3,000,000

This funding will resurface local roads and upgrade pedestrian facilities to current ADA standards. Road rehabilitation will improve the quality of life of the residents of Anchorage by providing safer, more drivable neighborhood streets. The potential for vehicle damage will be reduced by eliminating potholes, cracks, and frost heaves.

## Sand Lake Regional Water Access Project \$7,500,000

This project will construct water pipelines within the existing Sand Lake neighborhood. This large existing high-density neighborhood has historical problems with private wells containing arsenic increasing the risk of health problems for families. This project will allow residents to affordably connect to clean and safe public water, eliminating the concerns of public health, while increasing property values in the process.



House District  
**17 & 18**

## Local Road Rehabilitation \$3,000,000

This funding will resurface local roads and upgrade pedestrian facilities to current ADA standards. Road rehabilitation will improve the quality of life of the residents of Anchorage by providing safer, more drivable neighborhood streets. The potential for vehicle damage will be reduced by eliminating potholes, cracks, and frost heaves.

## West Bluff Dr/Ocean Dock Rd Area Storm Drain Improvements \$3,500,000

This project will replace the storm drain pipe from West Bluff Drive to Cook Inlet. The project will also remove hydrocarbon-contaminated soil. The West Bluff Drive/Ocean Dock Road area storm drain system was originally constructed in 1966. The system conveys drainage from the Government Hill neighborhood to Upper Cook Inlet. Due to its age, the storm drain is in poor condition. The Municipality has responded to repair collapses of portions of the system within the last year. The purpose of the improvement project is to replace the aged, failing storm system. Additional objectives are to assess and characterize the contamination in the surrounding area, properly dispose of sediment and water within the system, investigate the existing condition, and evaluate design alternatives to mitigate the infiltration of contaminated groundwater.

## Local Control of 5th and 6th Avenues

The Municipality supports the transfer of ownership of 5th and 6th Avenues through downtown, and associated funding for maintenance, from the State to the Municipality. Pedestrian and non-motorized traffic in Downtown Anchorage is unsafe due to heavy, high-speed traffic through an area that should be small business friendly and people centric. Urban planning and tourism experts have recommended two-way traffic, angled parking or separated bike lanes, and wider pedestrian and multi-modal infrastructure to create a more shoppable, walkable and safer downtown. Local control of these roads will give Anchorage more flexibility to make them safer and to provide a more engaging Downtown experience.

## Peratrovich Park \$400,000

Located on historic 4th Ave, Peratrovich Park is an important public space and central feature of Downtown Anchorage. Planning and design is currently underway. Pedestrian plaza and landscape upgrades will improve safety and support programming in the park. Capital Funds from the State of Alaska will help renovate this key, Downtown resource.

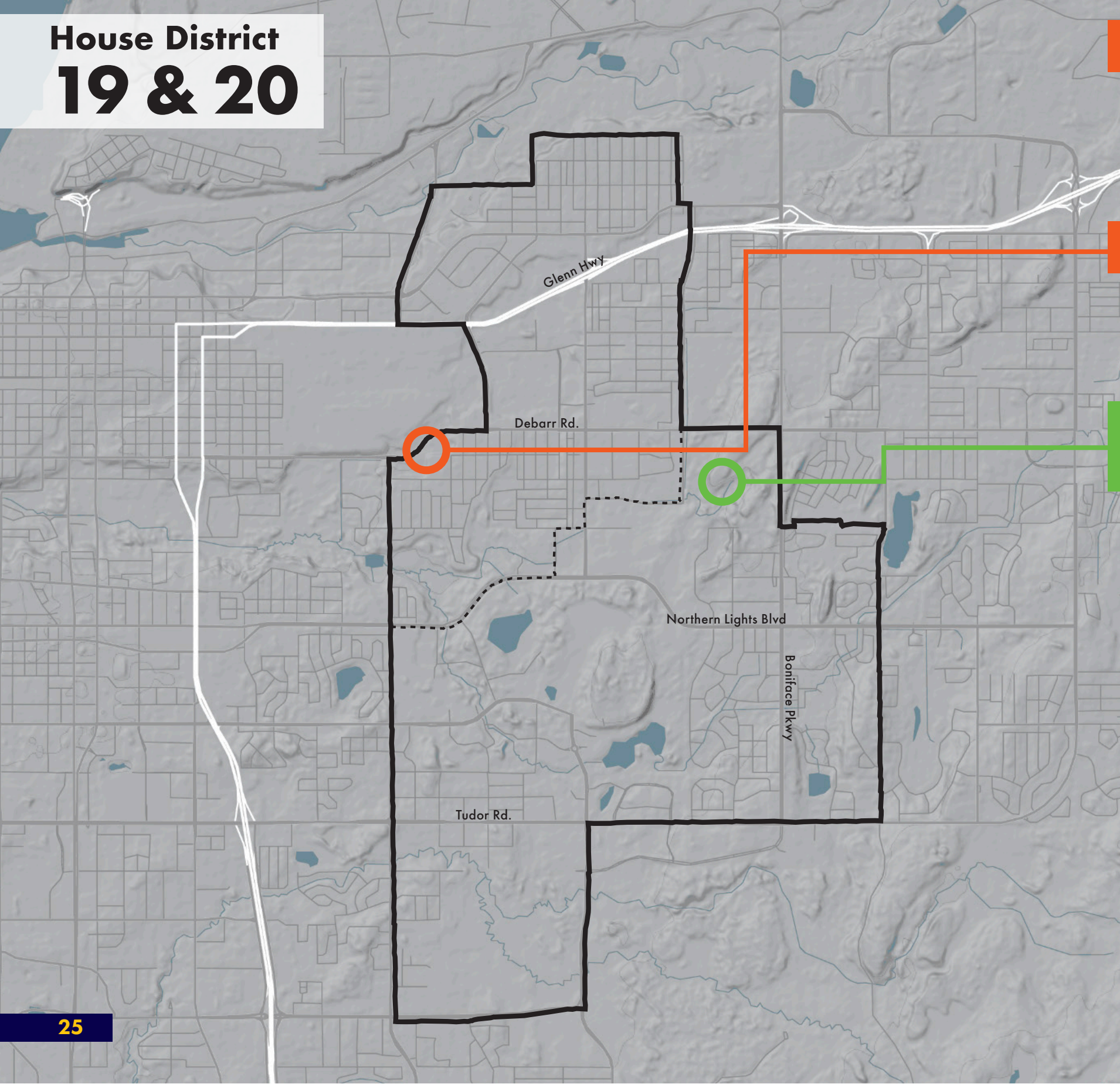


# Senate J

## Major Projects

U-Med/Mountainview/Airport Heights

House District  
**19 & 20**



### Local Road Rehabilitation \$3,000,000

This funding will resurface local roads and upgrade pedestrian facilities to current ADA standards. Road rehabilitation will improve the quality of life of the residents of Anchorage by providing safer, more drivable neighborhood streets. The potential for vehicle damage will be reduced by eliminating potholes, cracks, and frost heaves.

### Debarr Rd Surface Rehab \$1,500,000

This project will resurface Debarr Rd. from Lake Otis Parkway to Airport Height Rd. and make the pedestrian facilities Americans with Disabilities Act (ADA) compliant.

### Russian Jack Spring Park Chalet Upgrades \$400,000

Russian Jack Springs Park is one of East Anchorage's oldest and most popular parks. The Lidia Selkregg Chalet supports year-round use of the park and provides a space for the community to gather. The Municipality is looking to renovate the facility to provide a modern and longer-lasting community facility. Upgrades include modernizing and renovating the interior of the facility, expanding the deck and lawn area to support community events, and adding in a children's play area.



Debarr Rd. Surface Deterioration

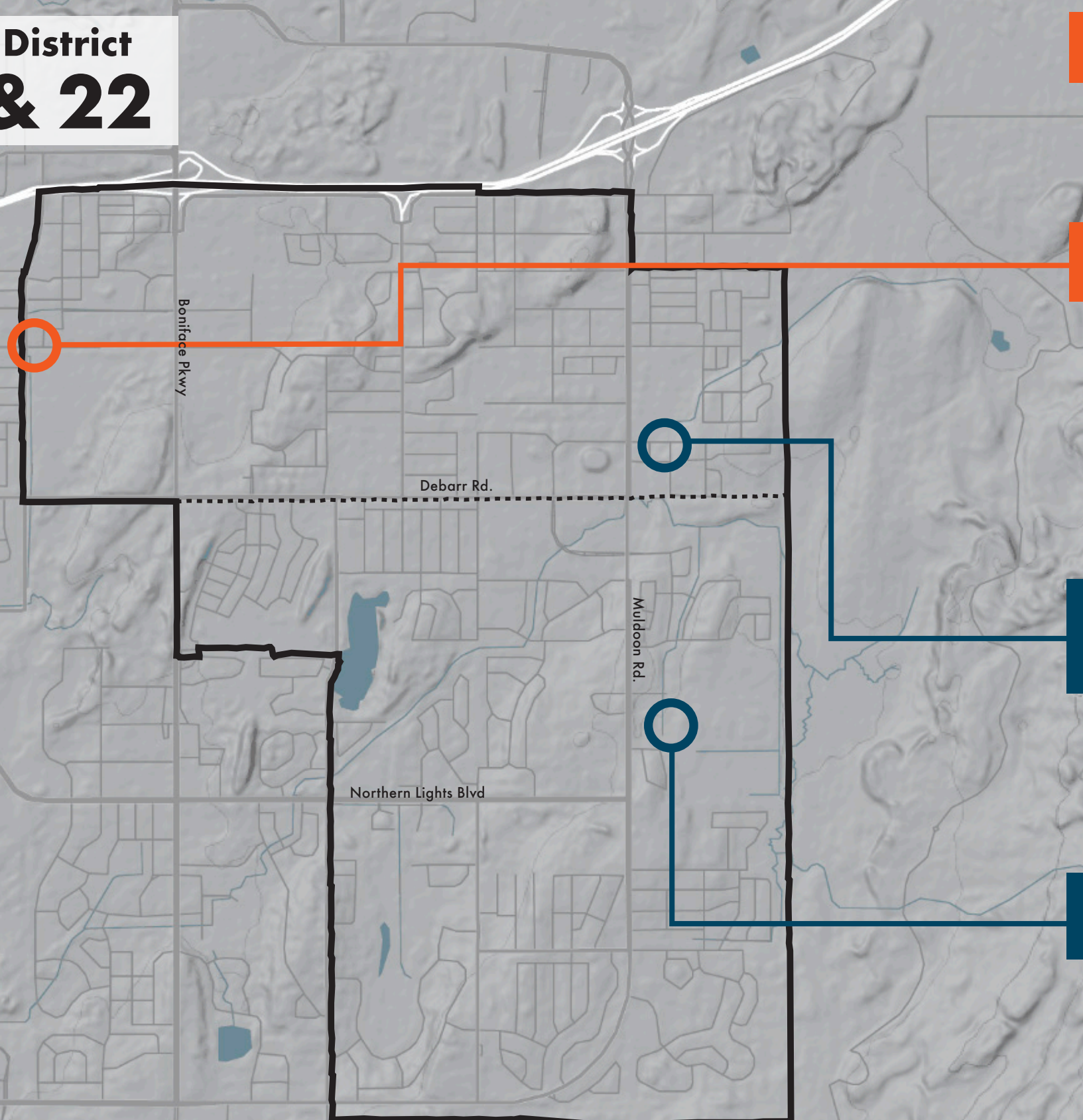


# Senate K

## Major Projects

South Muldoon/North Muldoon

House District  
**21 & 22**



### Local Road Rehabilitation \$3,000,000

This funding will resurface local roads and upgrade pedestrian facilities to current ADA standards. Road rehabilitation will improve the quality of life of the residents of Anchorage by providing safer, more drivable neighborhood streets. The potential for vehicle damage will be reduced by eliminating potholes, cracks, and frost heaves.

### Pine St/McCarrey St Surface Rehabilitation \$3,500,000

The project will resurface the collector road that links the Russian Jack and Mountain View neighborhoods. The pedestrian facilities will be upgraded to make them Americans with Disabilities Act (ADA) compliant. The ADA requirement will be accomplished by reconstructing curb ramps and updating signage. The attached sidewalks will be repaired as needed and the ingrown vegetation will be removed. Resurfacing the road is a priority because the street is forming deep ruts and there is a longitudinal crack that gets wider each year running down the middle of Pine Street.

### State Street Water and Sewer Access Project \$1,600,000

This project will construct 0.5 miles of water and sewer pipelines in an underinvested neighborhood. This investment improves the reliability of service and fire protection for existing residents and businesses, while providing access to these same services for undeveloped properties. This project will incentivize development and help address the chronic housing shortage in the Municipality.

### Halligan Street Fire Protection \$640,000

This project will construct 800 feet of water pipeline to interconnect neighborhoods. This intertie will increase emergency water pressure into the area and provide a secondary connection for 200 residents. This increases the reliability of their water service and improves fire protection the area. Additionally, the water line will provide a backup water connection option for an 80-acre, underserved neighborhood that currently owns and operates a private community well.

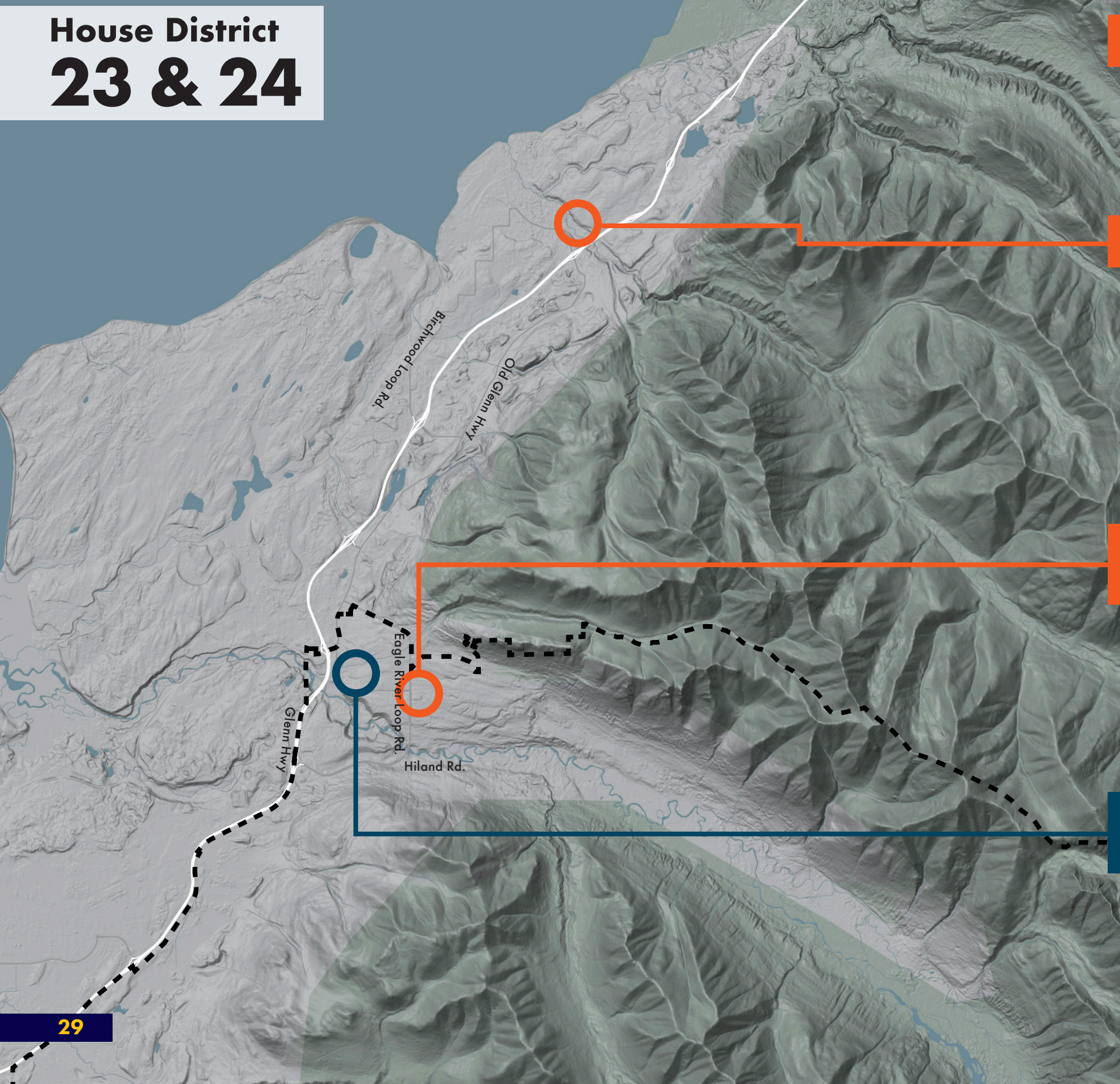


# Senate L

## Major Projects

Eagle River Valley/North Eagle River/Chugiak

House District  
**23 & 24**



### Local Road Rehabilitation \$3,000,000

This funding will resurface local roads and upgrade pedestrian facilities to current ADA standards. Road rehabilitation will improve the quality of life of the residents of Anchorage by providing safer, more drivable neighborhood streets. The potential for vehicle damage will be reduced by eliminating potholes, cracks, and frost heaves.

### Starner St Bridge Replacement \$1,500,000

This 60-foot, one-lane, steel structure, wood planked bridge spans over Peter Creek as a critical access point providing connectivity between Birchwood and Peters Creek communities. The bridge serves as an important access for emergency vehicles, bulk water/fuel trucks, and fire apparatus and is a priority improvement for the Chugiak Birchwood Eagle River Rural Road Service Area (CBERRRSA). The existing bridge has significant structural deficiencies and has been posted with a reduced load limit that does not allow emergency vehicles, refuse trucks, and other heavy vehicles to cross the bridge.

### Eagle River Chugiak Road and Drainage System Rehab \$3,500,000

This project will resurface, reconstruct, and upgrade local roads, and construct drainage improvements within the Chugiak Birchwood Eagle River Rural Road Service Area (CBERRRSA). Specific projects will be identified by the local road board in coordination with local assembly representatives. State grant funds will be combined with a \$600,000 annual mill levy contribution from CBERRRSA.

### Eagle River Emergency Water Fill Station \$625,000

This project will replace the failing water fill station in Eagle River. This fill station will act as a backup supply for residents whose private wells fail unexpectedly during a natural disaster or for other reasons. This fill station can also be used for other residential or commercial purposes.



# Contact

Should you have any questions or concerns throughout the session, please feel free to reach out to the Mayor's Office.

**Legislative Contact**

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907-343-7122  
Brice.Wilbanks@anchorageak.gov

**Constituent Relations**

907-343-7100  
mayor@muni.org

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Municipality of  
Anchorage



Photo credit: Frank Flavin courtesy of visit Anchorage