

BOND PROJECT PRIORITY RECOMMENDATIONS

SOLDOTNA ELEMENTARY RECONSTRUCTION \$21,500,000

SCHOOL DISTRICT ADMINISTRATION BUILD (SO PREP RENOVATION) \$18,500,000

SCHOOL STUDENT DROP-OFF VARIOUS FACILITIES AREA WIDE \$5,500,000

SEWARD AND NIKISKI HIGH SCHOOL TRACK AND FIELD \$4,500,000

KPB/KPBSD MAINTENANCE SHOP \$5,000,000

VARIOUS SCHOOL roof REPLACEMENTS \$4,800,000

KENAI MIDDLE SCHOOL SAFETY/SECURITY RENOVATION \$2,500,000

HOMER MIDDLE SCHOOL DRAINAGE IMPROVEMENTS \$750,000

HOMER HIGH SCHOOL FRONT ENTRANCE IMPROVEMENTS \$500,000

SOLDOTNA HIGH SCHOOL SIDING REPAIR \$2,000,000

TOTAL: \$65,550,000



Kenai Peninsula Borough
Purchasing & Contracting Department
Maintenance Department
School District

ROAD SERVICE AREAS INFRASTRUCTURE PRIORITIES

Road Service Area Capital Improvement Project

Project Name	Road Improvement Projects	BEFORE	AFTER
Priority	High		
Department - Service Area	Road Service Area		
Total Funding	\$1,965,550		
Project Manager	Purchasing and Contracting		
Project Location	KPB Roads - Area Wide		
Funding Source	Local		

	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Five Year Total
Design (Engineering)	\$ 245,694	\$ 257,994	\$ 215,425	\$ 267,263	\$ 185,363	\$ 1,171,738
Construction/Equipment	1,719,856	1,805,956	1,507,975	1,870,838	1,297,538	8,202,163
Other (Specify)						
Total	\$ 1,965,550	\$ 2,063,950	\$ 1,723,400	\$ 2,138,100	\$ 1,482,900	\$ 9,373,900

Description (Justification and Explanation)

A number of roads became the Kenai Peninsula Borough's responsibility upon its formation in 1964, but there was no coherent mechanism in place to address road construction or even upkeep. In 1982, borough voters created four separate KPB Road Service areas (and agreed to fund through a small mill levy). Each service area had its own board of directors, and road service consisted mostly of wintertime plowing and the occasional summer grading.

In 1991, to help provide efficiency and consistency in management, the Borough Assembly incorporated those four areas into one borough-wide Road Service Area (RSA) with five regions: Central, West, North, South, and East.

In the early days, there were no established construction standards, yet there were many miles of roads earmarked for maintenance. Not surprisingly, poorly built roads initially taken on by the RSA have required intensive work to remain passable year-round.

In 1986, the RSA board adopted (and the Borough Assembly approved by ordinance) minimum road construction standards, establishing that any road not already RSA maintained had to meet these standards. While this helped to ensure that newly constructed roads would have a more reasonable maintenance cost, it did not solve the existing problem of the expense of maintaining hundreds of poorly constructed roads in desperate need of improvement.

Many roads "grandfathered" into the maintenance system need gravel upgrades, widening, paving, signage, repair, and realignment. Without these improvements, it is a serious challenge for the RSA to keep these roads safe and passable for residents (and tourists visiting our communities each year). The expense required to maintain a substandard road is far higher than for roads meeting borough construction standards.

The RSA has established objective criteria to identify priority construction projects for rebuilding and upgrading as many roads as possible with available funding. These projects range from correcting basic safety and access problems to complete upgrade and paving on others. In FY19, the legislative grants that have funded capital improvement projects since 2008 were exhausted. Capital improvement projects are now solely funded by tax dollars.

ROAD SERVICE AREAS INFRASTRUCTURE PRIORITIES

Borough Wide Gravel Project Capital Improvement Project

Project Name	Borough Wide Gravel Projects	
Priority	High	
Department - Service Area	Road Service Area	
Total Funding	\$300,000	
Project Manager	Dil Uhlin	
Project Location	KPB Road Service Area	
Funding Source/ Project Number	Local	434.33950.23GRV.49999



	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Five Year Total
Design (Engineering)						
Construction/Equipment	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 1,500,000
Other (Specify)						
Total	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 1,500,000

Description (Justification and Explanation)

The gravel CIP allows us to address roads that have increased maintenance cost due to poor conditions on portions of the road. These roads are not bad enough to need a full CIP. The gravel CIP allows us to do remediation repairs which extend the life of the road.