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BOARD OF MARINE PILOTS

ALASKA MARITIME AGENCIES

2101 FOURTH AVENUE—SUITE 1410
SEATTLE, WASHINGTON 98121
TELEPHONE 206 623-0520
TELEX 32-8793

P.O. BOX 6224
ANCHORAGE, ALASKA 99502
TELEPHONE 907 243-0714
TELEX 090-25468

P.O. BOX 8075
KETCHIKAN, ALASKA 99901
TELEPHONE 907 225-6156
TELEX 099-55295

P.O. BOX 1170
VALDEZ, ALASKA 99686
TELEPHONE 907 835-2800
TELEX 090-26391

PLEASE REPLY TO: Anchorage

RESUME

William H. Barrington

April 1, 1919:

Born at San de Fuca, Washington

1924:

Accompanied parents to Wrangell, Alaska where my father opened the Barrington Transportation Company on the Stikine River.
We lived in Wrangell each year from April until October from 1925 until 1943, spending the winter months in Washington.
I attended public schools in Wrangell and Oak Harbor, Washington, graduating in May 1936.
I attended the University of Washington and Griffin-Murphy Business College in Seattle during the winters and was employed by the Diamond K. Packing Company, Sinclair's Store, Barrington Transportation Company and Wrangell Lumber Mill until my marriage on January 23, 1944.

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Appointed to U.S. Customs Service in Skagway, Alaska and served during the summer of 1945 as deputy collector in charge of the port of Eagle.

October 1945:

Was transferred to the Customs headquarters in Juneau serving as marine, vessel admeasurement, and vessel documentation officer, appraiser and assistant collector of Customs until retiring in February 1964.

March 1964:

Moved to Anchorage, Alaska and was engaged in private enterprise. I was employed by Alaska Maritime Agencies as vessel agent in 1967 and presently am the Western Alaska Manager with offices in ERA Aviation Center Anchorage, Kenai and Dutch Harbor.

William H. Barrington

William H. Barrington

JAMES F. PETERSEN
ATTORNEY & COUNSELLOR AT LAW
319 SEWARD STREET
DAVID V. GEORGE, ASSOCIATE
JUNEAU, ALASKA 99801
(907) 586-3530

October 17, 1979

The Honorable Jay S. Hammond
Governor, State of Alaska
Office of the Governor
State Capitol Building
Juneau, AK 99811

RE: Marine Pilots Board

Dear Governor Hammond:

In response to the phone call I received from Elaine Garrett of the Divison of Occupational Licensing October 16, 1979, I would like to submit a brief statement of my professional background.

I am a member of the California, Nevada and Alaska bars, being in good standing in all three. I graduated from law school in 1974, during which time I was a hearing officer for the state welfare department. In 1975 I went to work in the field of private civil practice for the firm of Julian C. Smith, Ltd. in Carson City, Nevada. Upon arriving in Alaska in June of 1977, I became employed by the Limited Entry Commission in a variety of functions, such as House Counsel, Legislative Liaison, Assistant to the Correlation of Programs with the North Pacific Fisheries Management Council, and Special Legal Advisor. In August of 1978, I left state employment to work as an associate in the law offices of James F. Petersen, located here in Juneau at 319 Seward Street. Again, this was by way of private civil practice and is the position I now hold.

I am interested, and would if chosen, serve on the Marine Pilots Board.

If there is any further information which you would require, or any questions which you may have, please feel free to contact me. I await your decision.

Respectfully yours,

David V. George
Associate Counsel

DVG/law

RR 5, Box 5575-A
Juneau 99803 Finley & Brinkerhoff
12/15/49 N 586-3811
Portland
10/22/77

ESTABLISHMENT OF IN-STATE MARITIME ACADEMY

POSITION STATEMENT
OF
ALASKA BOARD OF MARINE PILOTS

As a result of last year's Sunset Committee hearings regarding the Alaska Marine Pilots Board, and comments received from other agencies, both public and private, great concern has been raised regarding the accessibility of the maritime industry, as well as marine pilotage positions, to Alaskan residents. After substantial discussion, and several meetings, the subcommittee of the Alaska Marine Pilots Board dealing with this issue has prepared this position statement for comment and discussion by the Marine Pilots Board.

The criticsm directed to the Marine Pilots Board which complains of the lack of Alaska Marine Pilots is more or less a chicken and the egg argument. A pilot must be licensed by the United States Coast Guard, as well as the State of Alaska, and is the culmination of many years of experience in the maritime industry as an officer. The question is not "per se" then, whether there are more Alaskans available who may step into the responsibilities of a Marine Pilot; but whether there is a conduit for young persons desiring to enter the maritime industry which will result in their ultimate qualifications for pilotage duty or officer status.

The only present in-state training ground for a young man who desires to become an officer and subsequently a pilot, is the Alaska Ferry System. A person may become a pilot only after serving through the ranks as an maritime officer. This is accomplished in one of two ways: (1) Sufficient education has been obtained so that the individual may enter directly into the ranks of the officers or (2) an individual works his way up as a deck hand, able bodied seaman, etc. acquiring such experience as is necessary to qualify for the lowest officer level, that being Third Mate. As previously stated the only in-state training available is obtained on the Alaska Ferrys. There are no intrastate shippers which can provide on the job experience necessary for the Third Mate's test. However, a substantial problem exists with the Alaska Ferry System due to fact that it is a state agency and employees are subject to a rather rigid seniority system. Young men hired as deck hands or in other seamen positions, who acquire the appropriate experience to move up in the ranks, soon are confronted with the obstacle of seniority. Due to the fact that many elder seamen have

acquired large amounts of seniority, a wall of more or less "tenured" employees who have no further ambitions in the maritime industry blocks the bridge between seamen class and officer ratings. This obstacle is inherent in the seniority system and cannot be overcome without a major revamping of the ferry worker's seniority system, which the Board feels is unrealistic. Consequently, the Board would endorse an in-state maritime academy whereby young men desiring entry into maritime industry could obtain sufficient education to qualify for officer examination without the necessity of "on the job training" and thus avoid the internal barricades present in the Alaska Ferry system.

Too many of the jobs in the maritime industry are going to people who live outside of the State of Alaska and who have no specific ties with the needs or realities of the State. In recent years, strict residency laws regarding local hire have been struck down by the State and Federal courts. The only alternative for young Alaskans seeking entry into the industry is to leave the State to obtain the necessary training elsewhere, primarily through larger port cities of the lower 48 which all too often results in the permanent disassociation of these people from Alaska. Though there are maritime academies elsewhere in the United States, they are relatively limited in number, and each year non-resident students are refused training because there is no room in these institutions. It should be noted that the only maritime academy on the west coast is the California State Maritime Academy located in Vallejo, California. This is a three year institution which, though not associated with the University of California, is State funded and gives priority to California residents.

With the recent influx of oil wealth to the State, there has been a tendency noted by both the press and the legislature itself, to spend money freely, and sometimes on projects which will not provide more than a one-shot return. It is the position of the Alaska Marine Pilots Board, that the greatest resource of this state is its residents, and that an expenditure of monies which would promote greater academic achievements and vocational skills, and hence greater employability, is a return which will be continually realized over the years to come.

Out-of-State maritime academys are not necessarily sensitive to the particular problems presented to the Alaska maritime industry. Further, the availability of these programs are extremely limited to Alaska residents, and in the rare event that an Alaskan is admitted into such institutions, quite often the residency of the person is lost in favor of the Southern States or area where he receives his education. Entrance requirements are skewed against our native and rural Alaska students, with their intimately unique social and cultural backgrounds not found in the lower 48. Indeed, the Board has discovered that many students

who would take advantage of an in-state training academy, are not prepared to leave their state and families to travel the great distance necessary to receive outside maritime training in those few events when it is necessary. Considering the importance of shipping to the State of Alaska as a tool of commerce and industry, and the availability of jobs to the adequately qualified, an in-state maritime academy would seem to be the logical remedy for the problems above-described.

Any maritime academy should, of course, be located in a port community which is relatively ice-free and protected. It should be accessable by reasonable modes of transportation and should be established where maritime transportation traffic now exists. The port city should provide exposure to the maritime industry and the academy should be of sufficient size and quality to merit recognition by both industry and appropriate governmental departments. Whether or not the facilities should be directly attached to the community college or senior college campuses of the university of Alaska, is an area which needs to be considered in light of the particular specialization of the training to be provided.

The Board does not propose at this time that a maritime academy be established but rather that a study be approved by the legislature to determine the economic feasibility of such a program, its size, quality, location, and need. The Marine Pilots Board expects the endoresement of the Sealaska Corporation, the Alaska Federation of Natives, the Longshoreman's Union, Admiral Jack Hayes of the United States Coast Guard, the Cook Inlet Native Corporation, the Master Mates and Pilots Union, the Alaska Ferry System, the NANA Corporation, the Resource Development Counsel, Industry Agents, the Inland Boatman's Union, State Chamber of Commerce, the Alaska Loggers Association, and the United Fisherman's Association in support of this plan. Certainly there are other groups and organizations who have not yet been contacted who would also endorse Alaska training for Alaskan residents for an Alaskan Industry.

The Alaska Marines Pilots Board respectfully requests that the Legislators of the State of Alaska consider with an eye toward the future the proposals contained herein and look forward to the action of our Representatives and Senators.

Respectfully submitted:

Charles R. Webber, Chairman _____

Captain Donald Oldow, Member _____

Captain Jack Maroni, Member _____

Charles Stover, Member _____

Marvin Taylor, Member _____

Ken Peabyhouse, Member _____

David V. George, Member _____

NOTE REGARDING THE FOLLOWING FRAME ON MICROFILM:

COMPLETE DOCUMENT IS AVAILABLE IN ORIGINAL FILES IN ALASKA STATE ARCHIVES. TITLE PAGE ONLY HAS BEEN FILMED.

A PERFORMANCE REVIEW OF THE BOARD OF MARINE PILOTS

June 15, 1979

Commissioner of the Department of Commerce and Economic Development	Charles Webber
Deputy Commissioner of the Department of Commerce and Economic Development	Bertram Wagnon

Members of the Board of Marine Pilots

Chairperson	Charles Webber
Member	Captain Donald Oldow
Member	Captain Jack Maroni
Member	Charles Stover
Member	Marvin Taylor
Member	David Culbertson
Member	Kenneth Peavyhouse

CONFIRMATION HEARINGS

Alaska State Legislature

House of Representatives

Office of the Speaker

Official Business

Pouch V
State Capitol
Juneau, Alaska 99811

MEMORANDUM

TO: Rep. Bette Cato
Chairperson, Transportation Committee

FROM: Representative Jim Duncan
Speaker of the House

DATE: March 4, 1981

SUBJECT: Confirmation of Governor's Appointments

The following names have been submitted by the Governor for confirmation. Please evaluate the nominees and conduct confirmation hearings as you deem necessary. Please submit your recommendations for action on the nominations by the House of Representatives as soon as possible.

ALASKA TRANSPORTATION COMMISSION

Hesden D. Scougal, Petersburg, term expiring February 1, 1987

JD:jp

Board of Marine Pilots
Confirmation hearings
1) Wm. Barrington - Anchorage
s/Boyd George - Juneau
Vicki Clauman gov's office

State Central Committee
The Republican Party of Alaska
621 W. 5th Avenue, Suite C
Anchorage, Alaska 99501

From: House District Two

Subject: Hesden D. Scougal to Alaska Transportation Commission

We submit to you, for your consideration, the appointment to the Alaska Transportation Commission, of Hesden D. "Scoug" Scougal of Box 29, Petersburg, Alaska 99833.

Scoug is a 38 year resident, married, with two daughters living in Alaska. An active Republican since 1943, he is a former assistant Finance Chairman of the Republican Party of Alaska.

* He was one of the original members of the Municipal Bond Bank Board,
* associated with various successful Alaskan businesses for 27 years,
* served as Deputy Commissioner of Highways for Governor Hickel and Governor Miller,
* served as Commissioner of Highways for Governor Hammond,
* served as Deputy Commissioner of the Department of Transportation and Public Facilities for Governor Hammond,
* served as City Manager of Petersburg for 3 years,
* served as President of the Southeast Conference of Alaskan Cities.

House District 2 endorses Hesden D. Scougal for appointment to the Alaska Transportation Commission.

Sincerely,

Lars Eide

Lars Eide, Chairman

Martha Reid

Martha Reid, Secretary

cc: Governor Hammond
Representative Haugen
Senator Eliason

Alaska State Legislature

Official Business

Speaker of the House of Representatives

Pouch V
State Capitol
Juneau, Alaska 99811

MEMORANDUM

APR 8 1981

TO: Representative Bette Cato, Chairperson
House Committee on Transportation

FROM: Representative Jim Duncan
Speaker of the House

DATE: April 8, 1981

SUBJECT: Confirmation of Governor's Appointments

The attached list of Governor's appointees have been referred to your committee for recommendations on confirmation. It is necessary to receive your committee recommendation as soon as possible. If the committee has decided not to hold confirmation hearings and, therefore, has no recommendations, I would like a memorandum indicating such action.

JD:jp
attach.

Alaska State Legislature

House of Representatives

Office of the Speaker

Official Business

Pouch V
State Capitol
Juneau, Alaska 99811

MEMORANDUM

TO: Rep. Bette Cato, Chairperson
House Committee on Transportation

FROM: Representative Jim Duncan

DATE: February 16, 1981

RE: Confirmation of Governor's Appointments

The following names have been submitted by the Governor for confirmation. Please evaluate the nominees and conduct confirmation hearings as you deem necessary. Please submit your recommendations for action on the nominations by the House of Representatives as soon as possible.

Board of Marine Pilots:

William Barrington, Anchorage, term expiring 06/01/84
David George, Juneau, term expiring 06/01/84

JD:jp

Alaska State Legislature

MAR 22 1982

Speaker of the House of Representatives

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-3720

Official Business

TO: Representative Bette Cato, Chair
Transportation Committee

FROM: Speaker Joe Hayes JH

DATE: March 19, 1982

RE: Confirmation of Governor's Appointments

The following names have been submitted by the Governor for confirmation. Please evaluate the nominees and conduct confirmation hearings as you deem necessary. Please submit your recommendations for action on the nominations by the House of Representatives as soon as possible.

Board of Marine Pilots

Captain Donald J. Oldow, Seward, term expiring 06/01/85

4 December 1981

The Honorable President, Senate,
The Honorable Speaker, House of Representatives,
Members, Alaska State Legislature

I am Donald J. Oldow and have been reappointed by Governor Hammond to membership on the Board of Marine Pilots for a term ending June 1, 1985 subject to reconfirmation by the Alaska State Legislature. I, therefore, wish to submit the following for your information.

Born 25 September 1925 in Seattle, Washington and lived most of my early life near Anacortes, Washington. Attended Anacortes High School and two semesters (1942-1943) at the University of Washington in Seattle.

I started my seagoing career at the age of 16 during summer vacation in 1942 on Puget Sound as a seaman. From March 1943 through June 1944 I served as Able Seaman, Quartermaster and Boatswain with the Army Transport Service running to all ports in South Central Alaska, the Aleutian Islands and into the Bering Sea. I attended the U.S. Maritime Service Officers Training School at Alameda, California during the period June-October 1944 where I received my Third Mate of Ocean license after which I sailed in various licensed capacities aboard ships throughout the world for Grace Line, Waterman Steamship Co., R.A. Nicol Co. and Matson Line until 1949. In May 1950, after approximately six months with Puget Sound Tug & Barge Co. towing to Hawaii and Southeast Alaska, I accepted a Third Mate's position with Puget Sound Navigation Co. (Black Ball Line) on the flagship CHINOOK running between Seattle and Victoria B.C., Canada. By November 1950 I was relief Master and Pilot on the run and a permanent Master in 1952. I served as Master and Pilot on this route on various vessels until February 1967 when I resigned as Master of M/V COHO to take a position that had been offered to me previously as Master with Alaska Marine Highways. I served as Master of M/V TUSTUMENA , State of Alaska, from February 1967 through May 1976 based in Seward with routes to Kodiak, Cook Inlet and Prince William Sound.

In May 1976 I resigned my command of TUSTUMENA and joined the Southwest Alaska Pilots Association based in Homer, Alaska but I have retained my home and residence of 15 years in Seward at 315 2nd Avenue.

I have held a Master and Pilot license since 1950 and presently have a federal license as Master of Steam and motor vessels upon oceans, of any gross tons; first class pilot on Puget Sound (excluding Tacoma and Olympia) and the waters of Southeastern, Southwestern and Western Alaska on vessels of any gross tons. I also have Alaska State Marine Pilot License No.AA 0012 issued October 20, 1969.

I have served as Master and Pilot aboard vessels continuosly since 1950 - until 1967 on Puget Sound and since 1967 in Southwest and Southeast Alaska. Since May 1976 I have served full time as Pilot of all types and sizes of vessels throughout Southwestern Alaska. Also, since 1976 I have received advanced shiphandling and pilotage training at the Port Revel Marine Research and Training Center at Grenoble, France and at the Computer Aided Operations Research Facility (CAORF) simulator at the National Maritime Research Center, Kings Point, N.Y. Additionally, I participated in the planning, training of pilots and shipmasters and start-up of the Valdez Alyeska Marine Terminal operations.

I was appointed to the Alaska State Board of Marine Pilots on 15 November 1976 to fill an unexpired term of a resigned member until 1 June 1977 at which time I was reappointed to my first full term which expired 1 June 1981.

I believe I have the training and experience in the marine piloting field to responsibly carry out the duties of a member of the Board of Marine Pilots and with your approval I would like to serve the people of the State of Alaska in this capacity for an additional term.

Sincerely,

Capt. Donald J. Oldow
Box 881
Seward, Ak. 99664
224-3604

Alaska State Legislature

House of Representatives

Committee on Transportation

Rep. Bette Cato, Chairman

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

TO: Speaker Joe Hayes

FROM: House Transportation Committee

DATE: April 14, 1982

RE: Recommendation on Governor's Appointment

The House Transportation Committee gives the following individual recommendations on the following appointment:

Captain Donald J. Oldow to the Board of Marine Pilots.

Confirm:	No Recommendation:	Reject:
Bette Cato		
Kay O'Scalle		
Mike Hood		
Jim Duncan		
Peggy Wax		

REPRESENTATIVE
BETTE CATO
DISTRICT 5
BOX 775
VALDEZ, ALASKA 99686
(907) 835-4568

WHILE IN JUNEAU
POUCH V
JUNEAU, ALASKA 99811
(907) 465-4858

Alaska State Legislature

House of Representatives

COMMITTEES

CHAIRMAN
HOUSE TRANSPORTATION

VICE CHAIRMAN
HOUSE HEALTH EDUCATION AND SOCIAL SERVICES

April 22, 1981

Mr. William Barrington
Alaska Maritime Agencies
P.O. Box 6224
Anchorage, Alaska 99502

Dear Bill,

The House Transportation Committee has unanimously approved your appointment to the Board of Marine Pilots, term expiring 06/01/84. A letter of notification has been transmitted to Speaker Duncan.

Sincerely,

Bette Cato

Representative Bette Cato, Chairman
House Transportation Committee

BC:cb

REPRESENTATIVE
BETTE CATO
DISTRICT 5
BOX 775
VALDEZ, ALASKA 99686
(907) 835-4568

WHILE IN JUNEAU
POUCH V
JUNEAU, ALASKA 99811
(907) 465-4858

Alaska State Legislature

House of Representatives

Copy

COMMITTEES

CHAIRMAN
HOUSE TRANSPORTATION

VICE CHAIRMAN
HOUSE HEALTH EDUCATION
AND
SOCIAL SERVICES

TO: Speaker Jim Duncan

FROM: Representative Bette Cato, Chairman
House Transportation Committee

DATE: April 10, 1981

RE: Confirmation Hearing

This information per your request.

The House Transportation Committee will be holding a confirmation hearing on the Board of Marine Pilots on April 16, thursday, in room 112 at 8:30 a.m.

The appointees are people who have served on the board previously and their names are; Mr. Bill Barrington and Mr. David George.

Alaska State Legislature

REPRESENTATIVE
BETTE CATO
DISTRICT 5
BOX 775
VALDEZ, ALASKA 99686
(907) 835-4568

WHILE IN JUNEAU
POUCH V
JUNEAU, ALASKA 99811
(907) 465-4858

House of Representatives

COMMITTEES

CHAIRMAN
HOUSE TRANSPORTATION

VICE CHAIRMAN
HOUSE HEALTH EDUCATION
AND
SOCIAL SERVICES

April 22, 1981

Mr. David George
c/o Findley & Brinkman Law Offices
201 Seward Street
Juneau, Alaska 99801

Dear David,

The House Transportation Committee has unanimously approved your appointment to the Board of Marine Pilots, term expiring 06/01/84. A letter of notification has been transmitted to Speaker Duncan.

Sincerely,

Bette Cato

Representative Bette Cato, Chairman
House Transportation Committee

BC:cb

Alaska State Legislature

House

TRANSPORTATION COMMITTEE

JUNEAU ALASKA

April 22, 1981

Representative Jim Duncan, Speaker
House of Representatives
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

Dear Mr. Speaker,

The House Transportation Committee has unanimously approved the following appointments to the Board of Marine Pilots:

William Barrington, Anchorage, term expiring 06/01/84
David George, Juneau, term expiring 06/01/84

Respectfully Submitted,

Bette Cato

Representative Bette Cato, Chairman
House Transportation Committee

BC:cb

ALASKA MARITIME AGENCIES

2101 FOURTH AVENUE—SUITE 1410
SEATTLE, WASHINGTON 98121
TELEPHONE 206 623-0520
TELEX 32-9793

P.O. BOX 6224
ANCHORAGE, ALASKA 99502
TELEPHONE 907 243-0714
TELEX 090-25468

P.O. BOX 8075
KETCHIKAN, ALASKA 99901
TELEPHONE 907 225-6156
TELEX 099-55295

P.O. BOX 1170
VALDEZ, ALASKA 99686
TELEPHONE 907 835-2800
TELEX 090-26391

PLEASE REPLY TO: Anchorage

RESUME

William H. Barrington

April 1, 1919:

Born at San de Fuca, Washington

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Accompanied parents to Wrangell, Alaska where my father opened the Barrington Transportation Company on the Stikine River.
We lived in Wrangell each year from April until October from 1925 until 1943, spending the winter months in Washington.
I attended public schools in Wrangell and Oak Harbor, Washington, graduating in May 1936.
I attended the University of Washington and Griffin-Murphy Business College in Seattle during the winters and was employed by the Diamond K. Packing Company, Sinclair's Store, Barrington Transportation Company and Wrangell Lumber Mill until my marriage on January 23, 1944.

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Moved to Anchorage, Alaska and was engaged in private enterprise. I was employed by Alaska Maritime Agencies as vessel agent in 1967 and presently am the Western Alaska Manager with offices in ERA Aviation Center Anchorage, Kenai and Dutch Harbor.

William H. Barrington



JAMES F. PETERSEN
ATTORNEY & COUNSELLOR AT LAW
319 SEWARD STREET
DAVID V. GEORGE, ASSOCIATE JUNEAU, ALASKA 99801 (907) 586-3530

October 17, 1979

The Honorable Jay S. Hammond
Governor, State of Alaska
Office of the Governor
State Capitol Building
Juneau, AK 99811

RE: Marine Pilots Board

Dear Governor Hammond:

In response to the phone call I received from Elaine Garrett of the Divison of Occupational Licensing October 16, 1979, I would like to submit a brief statement of my professional background.

I am a member of the California, Nevada and Alaska bars, being in good standing in all three. I graduated from law school in 1974, during which time I was a hearing officer for the state welfare department. In 1975 I went to work in the field of private civil practice for the firm of Julian C. Smith, Ltd. in Carson City, Nevada. Upon arriving in Alaska in June of 1977, I became employed by the Limited Entry Commission in a variety of functions, such as House Counsel, Legislative Liaison, Assistant to the Correlation of Programs with the North Pacific Fisheries Management Council, and Special Legal Advisor. In August of 1978, I left state employment to work as an associate in the law offices of James F. Petersen, located here in Juneau at 319 Seward Street. Again, this was by way of private civil practice and is the position I now hold.

I am interested, and would if chosen, serve on the Marine Pilots Board.

If there is any further information which you would require, or any questions which you may have, please feel free to contact me. I await your decision.

Respectfully yours,

David V. George
Associate Counsel

DVG/law

Findley & Brinkman Law Offices
201 Seward St
Juneau 99501

RR 5, Box 5575-A
Juneau 99803
12/15/49 N
Portland
10/22/77

Findley & Brinkman
586-3811

Alaska State Legislature

House

JUNEAU ALASKA

TRANSPORTATION COMMITTEE

March 27, 1981

Representative Jim Duncan, Speaker
House of Representatives
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

Mr. Speaker,

The House Transportation Committee has unanimously approved the appointment of Mr. Hesden D. Scougal to the Alaska Transportation Commission, term expiring February 1, 1987.

Sincerely,

Bette Cato

Representative Bette Cato, Chairman
House Transportation Committee

MEMORANDUM

State of Alaska

TO: Ms. Carol Burnside
Administrative Assistant
to Representative Cato

DATE: March 24, 1981

FILE NO:

TELEPHONE NO: 465-3500

FROM: Vicki A. Clayman
Special Assistant
to the Governor

SUBJECT: Confirmation
of Governor's
Appointments

Per your request of March 18, 1981, attached are the résumés for the following individuals:

BOARD OF MARINE PILOTS

Mr. William Barrington, Anchorage
Mr. David George, Juneau

ALASKA TRANSPORTATION COMMISSION

Mr. Hesden D. Scougal, Petersburg

Attachments

ALASKA

STATE LEGISLATURE

MEMORANDUM

Confirmation hearings:

- performance sunset audits
  test knowledge - good questions
- ask legislators through Bette
- other members of committee
- lobbyists of industry
  Lou + Alex; Clark King
- Marine Pilots - occupational licensing
- Fred Brown - pick brain

-> Exec Budget Act
Title 37
-> Admin Procedure
44.62
44.66

BRU in finance

State Central Committee
The Republican Party of Alaska
621 W. 5th Avenue, Suite C
Anchorage, Alaska 99501

From: House District Two

Subject: Hesden D. Scougal to Alaska Transportation Commission

We submit to you, for your consideration, the appointment to the Alaska Transportation Commission, of Hesden D. "Scoug" Scougal of Box 29, Petersburg, Alaska 99833.

Scoug is a 38 year resident, married, with two daughters living in Alaska. An active Republican since 1943, he is a former assistant Finance Chairman of the Republican Party of Alaska.

* He was one of the original members of the Municipal Bond Bank Board,
* associated with various successful Alaskan businesses for 27 years,
* served as Deputy Commissioner of Highways for Governor Hickel and Governor Miller,
* served as Commissioner of Highways for Governor Hammond,
* served as Deputy Commissioner of the Department of Transportation and Public Facilities for Governor Hammond,
* served as City Manager of Petersburg for 3 years,
* served as President of the Southeast Conference of Alaskan Cities.

House District 2 endorses Hesden D. Scougal for appointment to the Alaska Transportation Commission.

Sincerely,

Lars Eide

Lars Eide, Chairman

Martha Reid

Martha Reid, Secretary

cc: Governor Hammond
Representative Haugen
Senator Eliason

Disc of Transfer of AK. Railroad

PLEASE NOTE: THE FOLLOWING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT

Suneel Alaska Corporation

3340 ARCTIC BOULEVARD
SUITE 101
ANCHORAGE, ALASKA 99503

P.O. BOX 3577
ANCHORAGE, ALASKA 99510
TELEX: 25-379 ADVES

PHONE: (907) 277-2658

February 2, 1982

Mr. Frank H. Jones
General Manager and CEO
The Alaska Railroad
Pouch 7-2111
Anchorage, Alaska 99510

Dear Mr. Jones:

Thank you very much for your recent official visit to the Republic of Korea. Your participation, along with that of Senator Murkowski, in our sincere discussions with President Chun and many other officials of our government and KEPCO is most productive in strengthening the growing trade relationship between Alaska and Korea. The understanding and commitment which comes as a result of these meetings will have long-term benefit for all participants.

For the further use of you and your staff in planning, Sun Eel Shipping Co., Ltd., is committed to the purchase of two bulk carriers which will be dedicated to the transportation of coal from Alaska to Korea, fulfilling the contracts which exist between Usibelli Coal Mine, Inc. and Suneel and between The Alaska Railroad and Suneel. These bulk carriers will be of the 50,000 DWT class.

As you are aware, our current contract with Usibelli Coal Mine, Inc. calls for exports of coal which reach a level of 800,000 metric tons in 1984 for the duration of the ten year agreement. As you are also aware, demand for the use of Alaskan coal by KEPCO will be substantially in excess of this amount, reaching over 2.1 million metric tons per year as early as 1986. Suneel, therefore, views it as imperative that the berth at our facility in Seward be capable of handling at least a 50,000 DWT bulk carrier, in order to meet the overall economics in ocean freight in this transaction. Vessels of this class could be expected to call, even for the 800,000 metric ton contract, approximately every two weeks. As details become clearer, we will, of course, coordinate the operation very closely so that exact arrival dates will be known well in advance.

Again, please accept our sincere appreciation for your coming to Korea and for your continued interest in these beginnings of trade between Alaska and Korea. Please also accept our best regards and the personal greetings of Minister Sun Ki Lee.

As always, we will be at your disposal for any questions or further information.

Sincerely,

Tai Kyung Kim
Executive Vice President

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

THE ALASKA RAILROAD
Pouch 7-2111
Anchorage, Alaska 99510

January 28, 1982

Mr. Clem Tillion
Director of the International Fishery
and External Affairs Office
338 Denali Street
McKay Building, 7th Floor
Anchorage, Alaska 99501

Dear Mr. Tillion:

On my recent visit to Korea with Senator Frank Murkowski, I attended several meetings with the Korean Government officials including the President and Prime Minister. The Korean government has made the decision to convert four utility plants to use sub-bituminous coal (Alaska type). Two of these plants will be converted in 1983 and the other two in 1985. This will mean the potential exportation of two and one-half million tons of coal annually.

SunEel Alaska Corporation has signed contracts with Usibelli Coal Mine Company. The contracts provide for a minimum of 220,000 tons in 1982, a minimum of 550,000 tons in 1983, and a minimum of 880,000 tons in 1984 and each year thereafter for a period of ten years with option renewal. In addition, SunEel has contracted with The Alaska Railroad for the movement of coal from Usibelli's new loading tipple near Healy to the port of Seward.

In October 1981, SunEel leased 14.08 acres of land at Seward from the ARR. This land will be used for unloading the rail cars and stockpiling the coal and loading it onto their ships. The SunEel vessels will berth at the west berth of the ARR dock which will be dedicated to coal loading. SunEel has completed the conceptual designs of this facility and has issued contracts to complete the detail and structural design. Construction will begin at spring breakup with a completion date of October 1982. The estimated cost of the current design of the coal facility at Seward is in excess of approximately 20 million.

Mr. Clem Tillion
Dir of the International Fishery
and External Affairs Office

To place Alaska coal in an economically viable position with other world trade coal, it must be transported in vessels of at least 50,000 Dead Weight Tons (DWT). Both berths at the ARR Seward Dock are currently dredged to depth of approximately -35' Mean Lower Low Water (MLLW). The west berth has been dedicated for the export of grain and coal. For the 50,000 DWT vessels to utilize this berth, it is necessary to dredge to -45' MLLW. It is estimated that 200,000 cubic yards of materials will have to be dredged from the west berth to reach the required depth.

Enclosed are two copies of the 1979 aerial photo of Seward. Enclosure 1 is a 1" to 400' scale and shows the ARR reserve and the proposed dredging and disposal areas. Enclosure 2 is a 1" to 100' scale showing the ARR dock and soundings taken in 1980. Enclosure 3 is a copy of the Corps of Engineers Public Notice for the dredging. We anticipate that the permit for this dredging can be issued by mid-March of this year.

The City of Seward currently has contracted for dredging at their 4th of July Creek facility. With this contractor operating at Seward, the economics are favorable for dredging a project of this size this year. The ability to use a contractor already in the area greatly reduces mobilization costs, estimated savings of $1 million. Based upon our knowledge of the city project, it appears that our dredging could be done during the month of April (prior to beginning the city's project) or in October (after its completion). This would meet SunEel's schedule which calls for the first load of coal to leave Healy in September with the first vessel due to dock at Seward in October or November.

To obtain the required -45' MLLW depth at the west berth without undercutting the dock piling, it is necessary to continue the 3:1 subsea soil slope as shown in Enclosure 4. Bulk carriers such as SunEel plans to use are essentially rectangular in shape. To prevent bottoming at the dock face, a fendering system to keep the vessel back from the dock face approximately 15 feet will be required. We have reviewed various types of fendering systems and believe that the Yokohama pneumatic rubber fenders or similar type would be the most effective method of pushing the ships out the required distance. An alternate method would be rebuilding the fender system on our dock to allow deeper dredging at the face of the dock. Enclosure 5 is a copy of a portion of the Yokohama catalog showing this type of fendering system.

Enclosure 6 is a cost estimate for dredging completion during the 1982 construction season. Also shown on the cost estimate is the cost of equipping the Seward Dock with the required rubber fenders to handle 50,000 DWT vessels. This work needs to be accomplished this year to further the exportation of Alaskan coal to the far eastern markets. This project will not only benefit the City of Seward but the entire railbelt as the export of coal will make the ARR a more viable operation.

Mr. Clem Tillion
Director of the International Fishery
and External Affairs Office

Your recommendations for funding sources and assistance in this project will be greatly appreciated.

Sincerely,

F. H. Jones
General Manager

Enclosures: 6
1. 1979 Aerial Photo of Seward
2. 1"-100' Scale ARR Dock/Soundings
3. Corps of Engineers Public Notice
4. 3:1 Subsea Soil Slope
5. Portion of Yokohama Catalog
6. Cost Estimate - Dredging Completion

cc: City of Seward
Chuck Webber

MAPS AND DRAWING OF SEWARD TERMINAL RESERVE DREDGING OPERATION AVAILABLE IN COMMITTEE OFFICE ROOM 108 Capitol.

SEWARD DREDGING PROJECT

Dredging		
Mobilization	$ 50,000	
Dredging 200,000 yards @ 3.15	630,000	
Engineering, construction, inspection	40,000	
		$720,000
Fendering System		270,000
		$990,000

Prepared by: Office of Chief Engineer
January 28, 1982

Encl 6

DEPARTMENT OF THE ARMY
ALASKA DISTRICT, CORPS OF ENGINEERS
P.O. BOX 7002
ANCHORAGE, ALASKA 99510
REGULATORY FUNCTIONS BRANCH
(907) 279-4123

REPLY TO
ATTENTION OF:

NPACO-RF-P

RECEIVED
JAN 20 1982
The Alaska Railroad
Office of Chief Engineer

PUBLIC NOTICE

PUBLIC NOTICE DATE: January 19, 1982

EXPIRATION DATE: February 19, 1982

REFERENCE NUMBER: 071-OYD-2-810521
Resurrection Bay 59

Interested parties are hereby notified that application has been received for a Department of the Army permit for certain work in waters of the United States, as described below and shown on the attached plan.

APPLICANT: The Alaska Railroad, Pouch 7-211, Anchorage, Alaska 99510.

LOCATION: Section 3, T. S., R. 1 W., S.M., Seward, Alaska.

WORK: To dredge approximately 200,000 cubic yards of mixed gravel, sand and silt from the west berth of the Alaska Railroad's Seward Dock and dispose of the dredged material at a nearby upland site using a dike/wier structure to attempt to separate the solids from the water. The run off water will be disposed of in the intertidal resource. A -45' mean lower low water berthing area would result from the action.

PURPOSE: To provide a -45' mean lower low water berthing area for coal container ships.

AUTHORITY: This permit will be issued or denied under the following authorities:

(X) Perform work in or affecting navigable waters of the United States - Section 10, River and Harbor Act 1899 (33 U.S.C. 403).
(X) Discharge dredged or fill material into waters of the United States- Section 404, Clean Water Act (33 U.S.C. 1344).

WATER QUALITY CERTIFICATION: A permit for the described work will not be issued until a certification or waiver of certification as required under Section 401 of the Clean Water Act (Public Law 95-217), has been received from the Alaska Department of Environmental Conservation.

Encl 2

COASTAL ZONE MANAGEMENT ACT CERTIFICATION: Section 307(c)(3) of the Coastal Zone Management Act of 1972, as amended by 16 U.S.C. 1456(c)(3), requires the applicant to certify that the described activity affecting land or water uses in the Coastal Zone complies with the Alaska Coastal Management Program. A permit will not be issued until the Division of Policy Development and Planning has concurred with the applicant's certification.

EIS DETERMINATION: A preliminary determination has been made that an environmental impact statement is not currently required for the described work.

PUBLIC HEARING: Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, the reasons for holding a public hearing.

CULTURAL RESOURCES: The property described is not a registered or eligible property in the latest published version of the National Register of Historic Places.

ENDANGERED SPECIES: Preliminarily, this described activity will not affect endangered species, or their critical habitat designated as endangered or threatened, under the Endangered Species Act of 1973 (87 Stat. 844). Formal consultation under Section 7 of the Act is not required for the described activity.

FLOOD PLAIN MANAGEMENT: Evaluation of the described activity will include conformance with appropriate State of local flood plain standards; consideration of alternative sites and methods of accomplishment; and weighing of the positive, concentrated and dispersed, and short and long-term impacts on the flood plain.

EVALUATION: The decision whether to issue a permit will be based on an evaluation of the probable impact of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered; among those are conservation, economics, aesthetics, general environmental concerns, historic values, fish and wildlife values, flood damage prevention, land use, navigation, recreation, water supply, water quality, energy needs, safety, food production, and, in general, the needs and welfare of the people.

19 January 1982

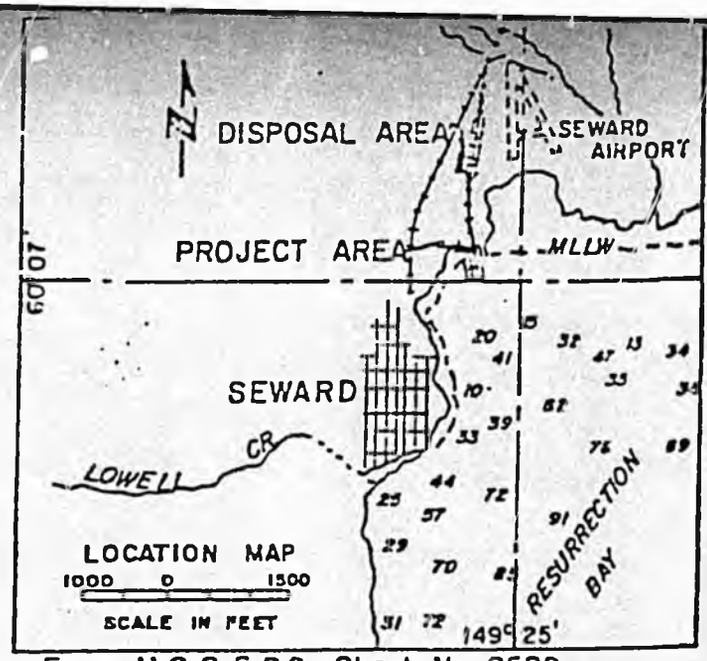
Comments on the described work, with the reference number, should reach this office no later than the expiration date of this Public Notice to become part of the record and be considered in the decision. If further information is desired concerning this notice, contact Mr. Richard Borsetti at (907) 552-4942 or 279-4123.

FOR THE DISTRICT ENGINEER:

M. James Wolfe

M. JAMES WOLFE
Chief, Permit Processing Section
Regulatory Functions Branch

3 Incl
1. Plan
2. ACMP Notice
3. 401 Notice



From U.S.C.&G.S. Chart No. 8529

PREPARED DISPOSAL SITE

404(b)(1) Activity

CMP DRAIN TO STILLING BASIN

DIKE W/ WIER

AIRPORT ROAD

EXISTING ARR. DOCK

150'

15.0'

600'

MLLW

300'

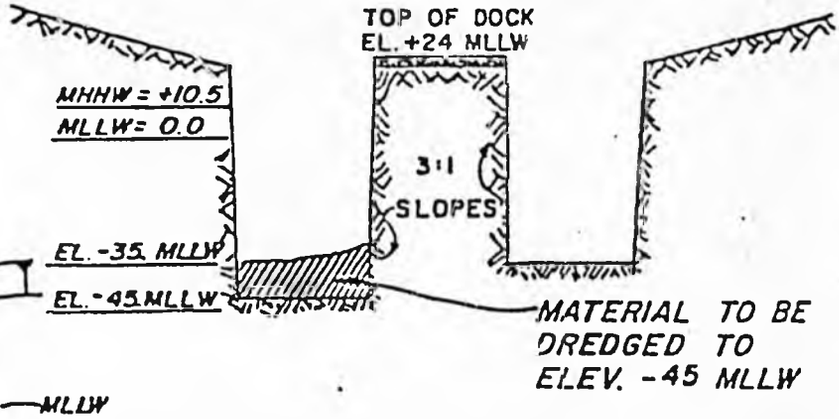
AREA TO BE DREDGED TO EL. -45 MLLW

RESURRECTION BAY

PLAN

200 0 400

SCALE IN FEET



TYPICAL CROSS SECTION

SCALE: HORIZ: 1" = 300'
VERT: 1" = 60'

≈10 acres of area to be dredged.

RESURRECTION BAY 59

APPLICATION TO DREDGE WEST BERTH

in RESURRECTION BAY

at SEWARD

State ALASKA

By THE ALASKA RAILROAD

Dated 21 Dec 81

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPT. OF ENVIRONMENTAL CONSERVATION

465-2601

POUCH O – JUNEAU 99811

NOTICE OF APPLICATION
FOR
STATE WATER QUALITY CERTIFICATION

Any applicant for a Federal license or permit to conduct any activity which may result in any discharge into the navigable waters must first apply for and obtain certification from the Alaska Department of Environmental Conservation that any such discharge will comply with the Clean Water Act of 1977 (PL 95-217), the Alaska Water Quality Standards and other applicable State laws. By Agreement between the U.S. Army Corps of Engineers and the Alaska Department of Environmental Conservation application for a Department of the Army Permit may also serve as application for State Water Quality Certification when such certification is necessary.

Notice is hereby given that the application for a Department of the Army Permit described in the Corps of Engineers Public Notice No. 071-0YD-1-810521 also serves as application for State Water Quality Certification from the Alaska Department of Environmental Conservation, as provided in Section 401 of the Clean Water Act of 1977 (PL 95-217).

The Department will review the proposed activity to insure that any discharge to waters of the United States resulting from the referenced project will comply with the Clean Water Act of 1977 (PL 95-217) the Alaska Water Quality Standards and other applicable State laws.

Any person desiring to comment on the water quality impacts of the proposed project may do so by writing to:

Alaska Department of Environmental Conservation
Southcentral Regional Office
437 "E" Street, Second Floor
Anchorage, Alaska 99501
Telephone: 274-2533

within 30 days of publication of this notice.

Incl 3

ADLM

STATE OF ALASKA

JAY S. HAMMOND, Governor

OFFICE OF THE GOVERNOR

DIVISION OF POLICY DEVELOPMENT AND PLANNING

Phone 465-3512

Pouch AD - Juneau 99811

STATE OF ALASKA

DIVISION OF POLICY DEVELOPMENT AND PLANNING

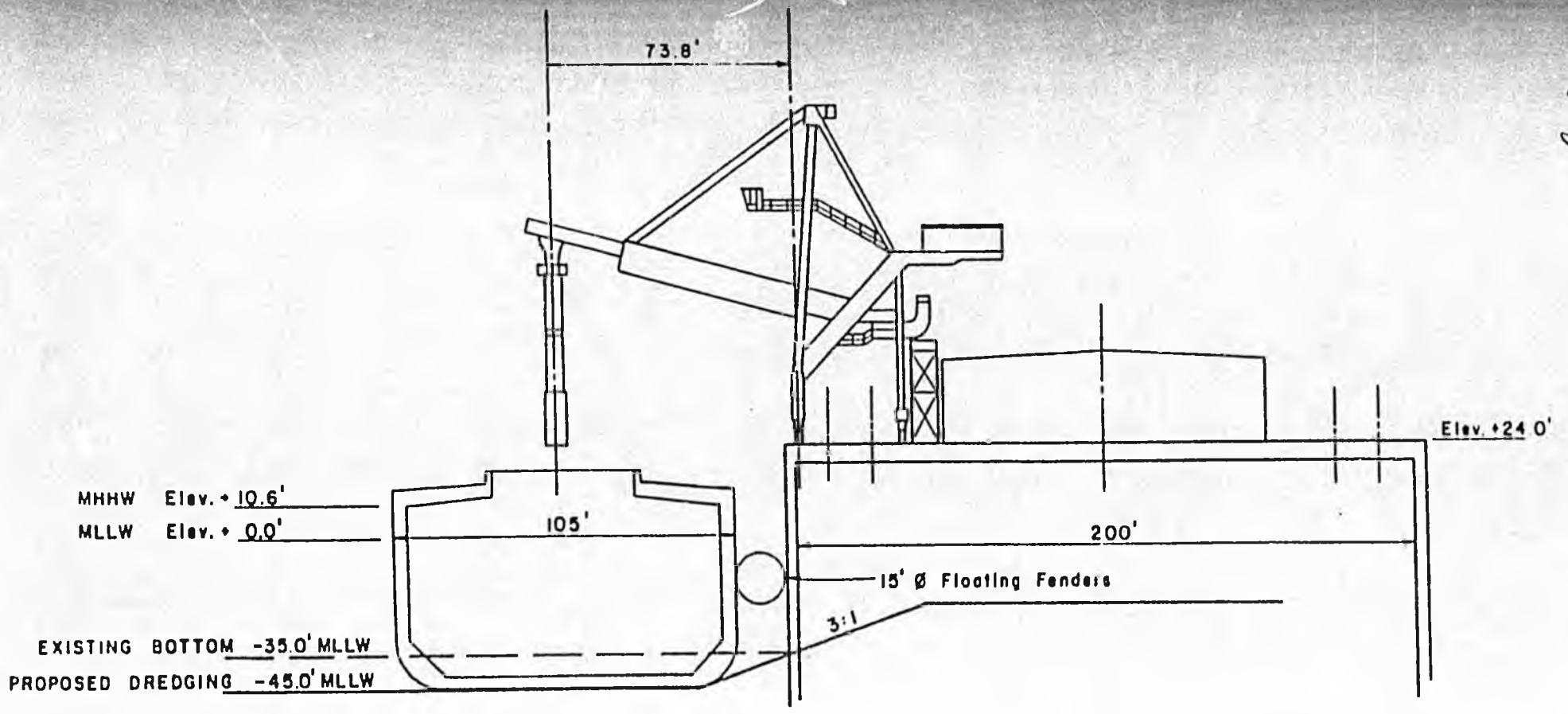
Notice of Application for
Certification of Consistency with the
Alaska Coastal Management Program

Notice is hereby given that a request is being filed with the Division of Policy Development and Planning for concurrence, as provided in Section 307 (c)(3) of the Coastal Zone Management Act of 1972, as amended [P.L. 94-370; 90 Stat. 1013; 16 U.S.C. 1456 (c)(3)], that the project described in the Corps of Engineers Public Notice No. 071-OYD-1-810521, will comply with the Alaska Coastal Management Program and that the project will be conducted in a manner consistent with that program.

Any person desiring to present views on considerations pertaining to the project's compliance or consistency with the Alaska Coastal Management Program may do so by providing his views in writing to the State Clearinghouse, Division of Policy Development and Planning, Office of the Governor, Pouch AD, Juneau, Alaska 99811, within 20 days of publication of this notice.

Incl 2

Encl 4



SCALE: 1" = 50'

CROSS SECTION - ALASKA RAILROAD SEWARD DOCK

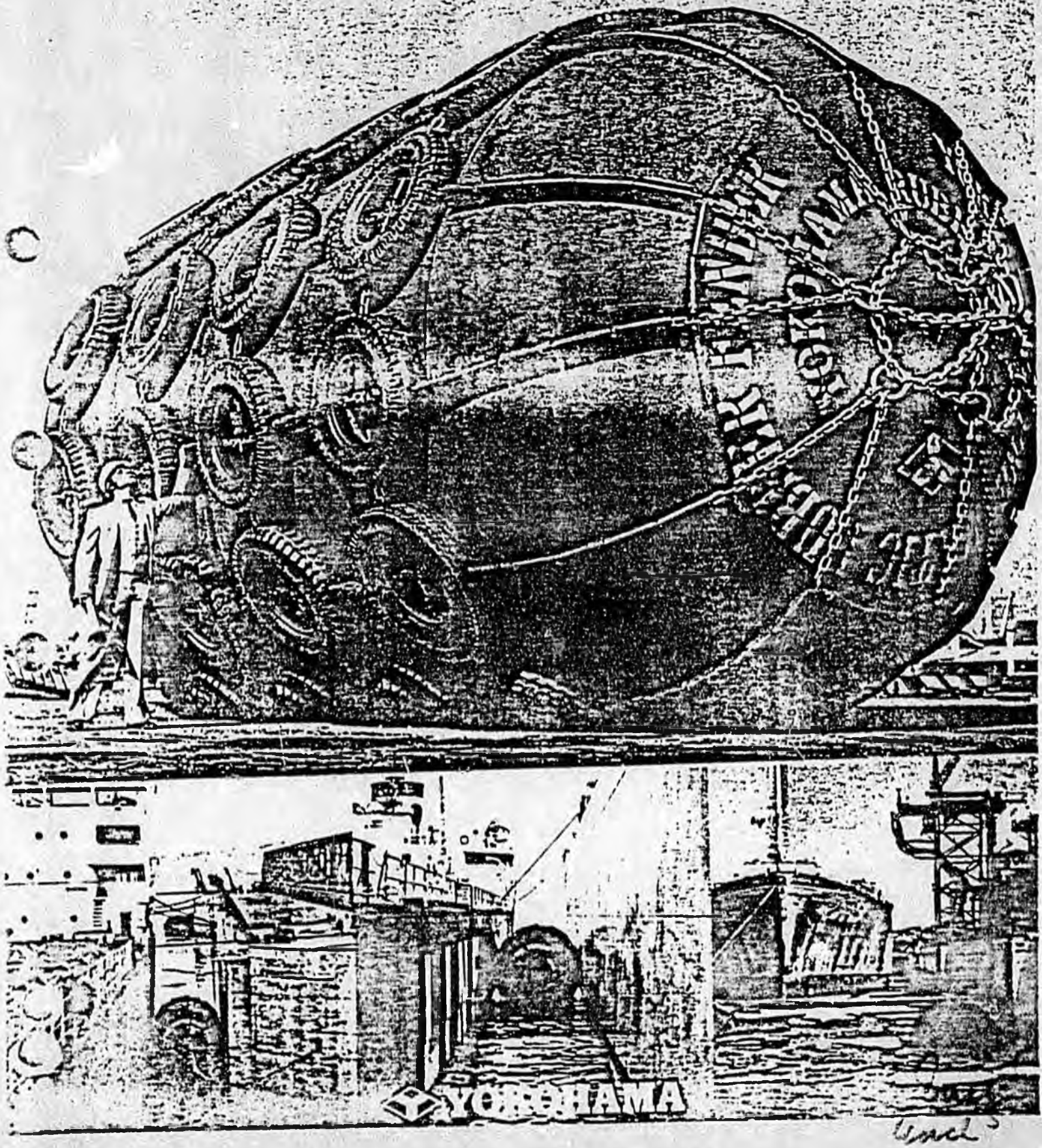
3:1 SUBSEA SOIL SLOPE

50,000 DWT CLASS BULK CARRIER

1/29/82

YOKOHAMA
PNEUMATIC RUBBER FENDERS

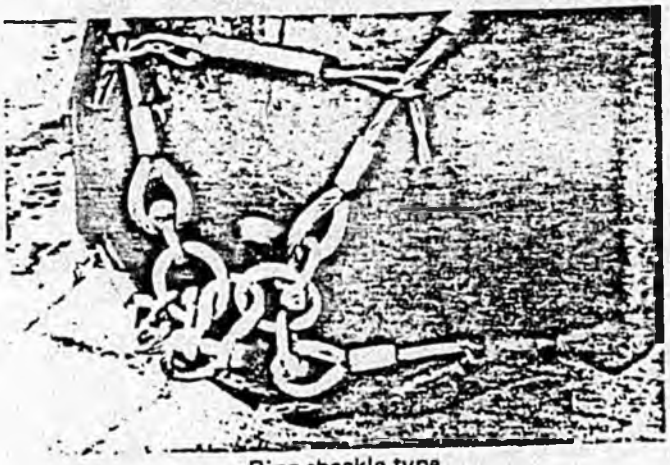
for ship to ship, lighter and ship to jetty & quay service



b) DETAILS OF FENDER NETS



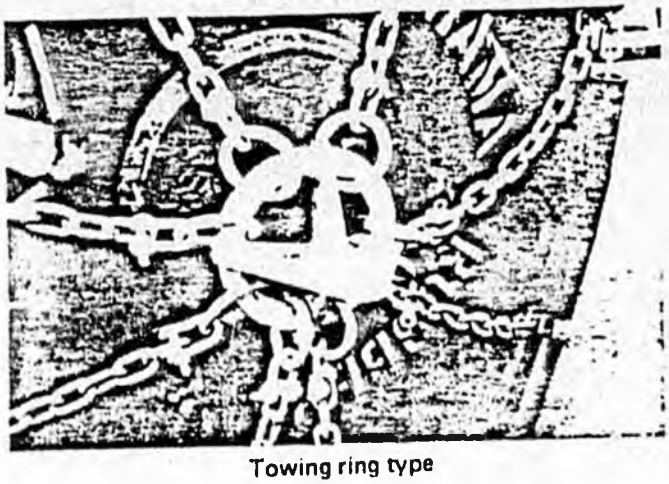
Fibre net type



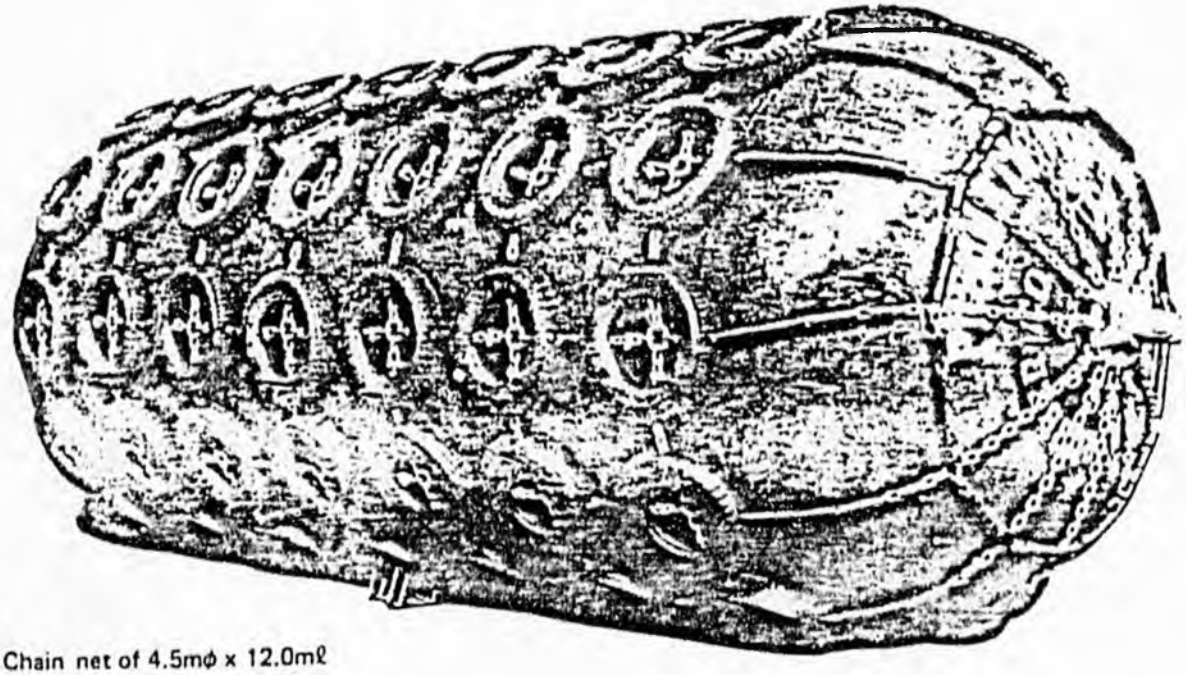
Ring shackle type



Special towing ring type



Towing ring type



Chain net of 4.5mφ x 12.0mℓ

FIG. 3.7

Ring Shackle Type

(1.5m × 3.0ml & smaller size)

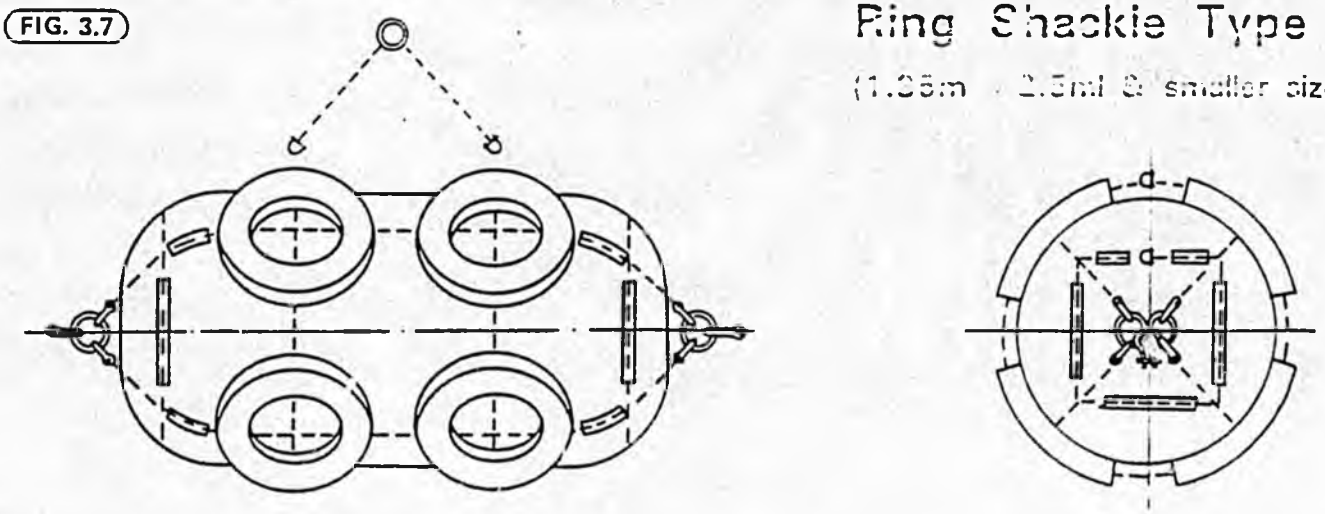


FIG. 3.8

Towing Ring Type

(From1.5m ×3.0ml to 3.3m ×6.5ml)

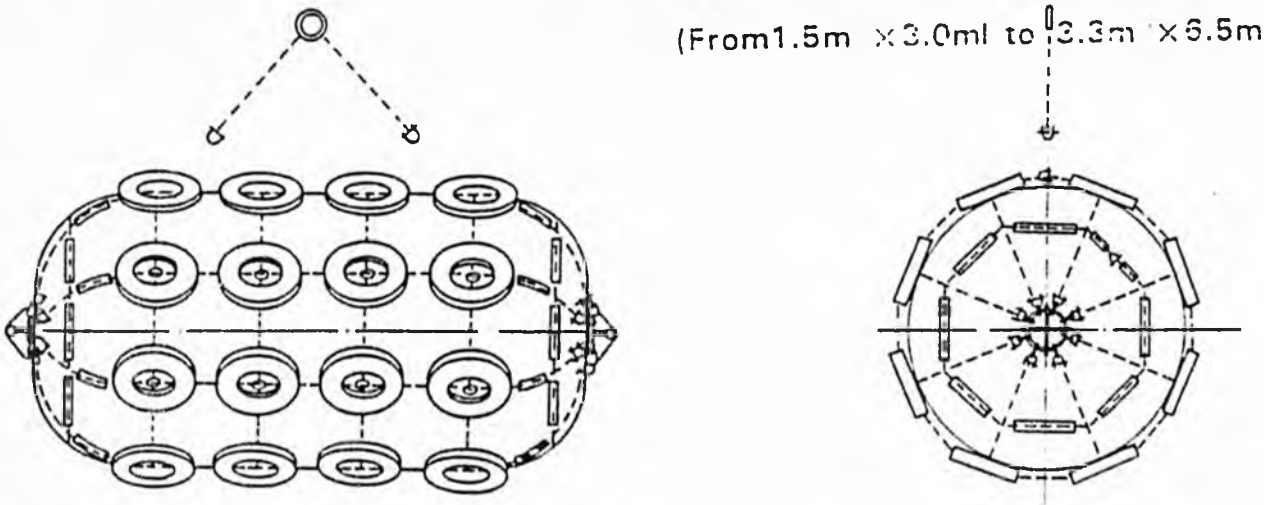
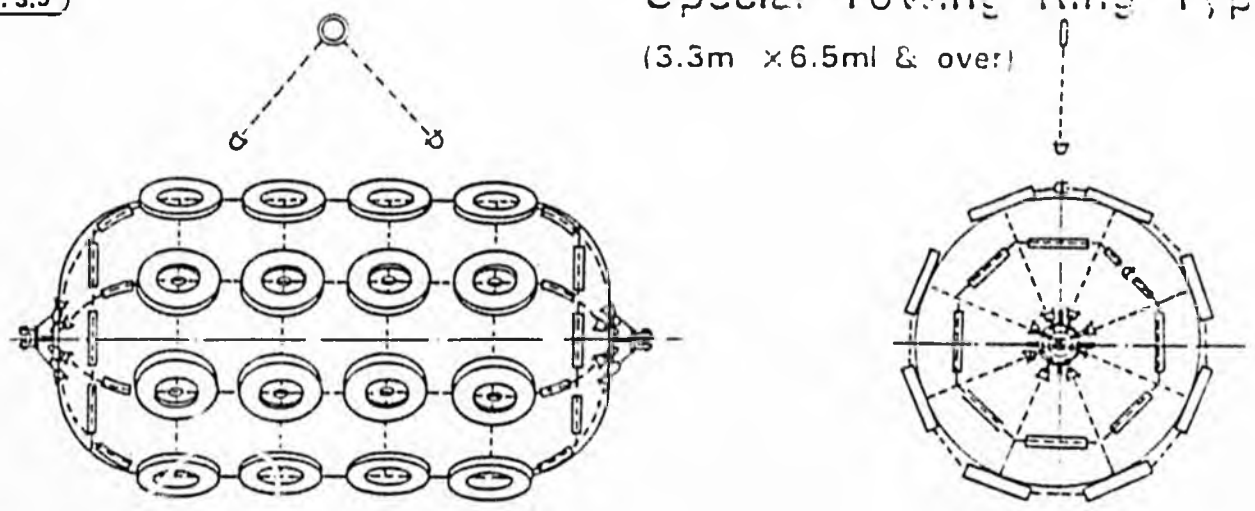


FIG. 3.9

Special Towing Ring Type

(3.3m ×6.5ml & over)



PLEASE NOTE: THE PRECEDING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT.

From Bettisworth

DRAFT 12/31/81

Introduced:
Referred: Transportation and Finance

IN THE SENATE BY DANKWORTH AND KERTTULA

SENATE BILL NO. ____

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWELFTH LEGISLATURE - SECOND SESSION

A BILL

For an Act entitled: "An Act relating to the Alaska Railroad."

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

* Section 1. AS 42 is amended by adding a new chapter to read:

"CHAPTER 41. TRANSFER OF ALASKA RAILROAD

Sec. 42.41.010. RAILROAD TRANSFER TEAM

(a) There is hereby established the "State Of Alaska Railroad Transfer Team", to be comprised of three members: one member to be appointed by the senate, one member to be appointed by the house of representatives, and one member to be appointed by the governor.

(b) The team shall have the following duties:

(1) to serve as the liaison of the State of Alaska to the United States Congress and federal agencies with

respect to any federal legislation or administrative actions to transfer, sell, or lease the Alaska Railroad or any of its properties to the state of Alaska, or with respect to any federal legislation or administrative actions affecting the nature or extent of the present or future properties of the Railroad, including matters with respect to future rights-of-way for the Railroad;

(2) to conduct investigations and gather facts and, on the basis of such information, recommend to the senate, house of representatives, and governor whether or not acceptance of any proposed transfer, sale, or lease of the Alaska Railroad or any of its properties from the federal government to the state of Alaska is in the best interest of the state; and

(3) to report periodically, and not less than semi-annually, to the legislature and the governor regarding its activities.

(c) The team shall have the following powers:

(1) to hire staff, legal counsel, or consultants as required to carry out its duties described in this section; and

THE FOLLOWING DOCUMENT(S) MAY NOT FILM LEGIBLY BECAUSE OF POOR QUALITY OF THE ORIGINAL.

(2) to take such other administrative actions as are necessary to carry out its duties under this section.

(d) The team shall be the sole body authorized to present the views of the state of Alaska to the federal government, and to negotiate with the federal government with respect to any proposal to transfer, lease, or sell the Alaska Railroad or any of its properties to the state.

(e) The team is not authorized to enter into any agreement binding on the State with respect to the transfer, sale, or lease of the Alaska Railroad or any of its properties to the state from the federal government except in accordance with the provisions of this section. Any recommendations made by the team with regard to the Alaska Railroad shall be binding upon the State of Alaska only upon enactment of appropriate enabling legislation.

(f) The authority of the team shall become effective as soon after enactment of this section as two members of the team are appointed.

(g) The team shall be disbanded and its authority shall expire upon the signing of a agreement effectuating the transfer or sale of the Alaska Railroad to the state.

(h) Members of the team shall receive no salary, but are entitled to per diem and travel expenses authorized by law for state boards and commissions under AS 39.20.180. Members of the team serve at the pleasure of the organizations which appointed them.

(i) The sum of $ _____ is appropriated from the general fund to the team for operating expenses for the fiscal year ending June 30, 1982; the sum of $_____ is appropriated from the general fund to the team for operating expenses for the fiscal year ending June 30, 1983.

* Section 2. AS 42 is amended by adding a new chapter to read:

"CHAPTER 40. ALASKA RAILROAD AUTHORITY

ARTICLE 1. CREATION AND ORGANIZATION.

Sec. 42.40.010. ESTABLISHMENT OF AUTHORITY. The Alaska Railroad Authority is established as a public corporation of the state.

Sec. 42.40.020. GOVERNING BODY. The powers of the authority are vested in the board of directors. However, the board may not exercise its powers until either: (1) the state enters into an agreement for the transfer, sale, or lease of the

Alaska Railroad to the State; or (2) an earlier time specified by the Governor with the approval of the legislature in joint session.

Sec. 42.40.030. APPOINTMENT AND COMPOSITION OF BOARD. (a) The board of directors of the authority consists of the commissioner of transportation and public facilities and six public members appointed by the governor. The public members may not be public officers or employees.

(b) The public members of the board must be confirmed by a majority of the membership of the legislature in joint session.

(c) The governor shall, in transmitting the names of appointees to the legislature for confirmation, state, in writing, why the nominee is expected to contribute to the effective resolution of the financial, transportation, and legal problems facing the authority, and why, in light of the identity of other appointees, the nominee will help effect a balance in the skills and experience of the board membership.

(d) The board shall elect one of its members to serve as chairman. The chairman is empowered to call meetings of the board and shall preside at the meetings.

Sec. 42.40.040. TERM OF OFFICE; VACANCIES. (a) The public members of the board shall serve for a term of four

years, except that with respect to the six members first appointed, the governor shall designate two to serve a term of two years, two to serve a term of three years, and two to serve a term of four years.

(b) A vacancy on the board shall be filled by appointment by the governor and the appointment must be confirmed by the legislature in joint session. A member selected to fill a vacancy holds office for the balance of the full term for which his predecessor on the board was appointed.

(c) A vacancy on the board does not impair the authority of a quorum of members to exercise all the powers and perform all the duties of the board.

Sec. 42.40.050. CONFLICT OF INTERESTS. Upon appointment, annually during his term of office, and upon a change in financial or business interests which generates a conflict such as described in this section, a board member shall declare privately in writing to the governor, the attorney general of the state, and the board, any financial or business interest he has which might conflict with the public nature of his membership on the board. The attorney general shall review such declarations and determine whether there is or would be a conflict. On the basis of the attorney general's determination, the governor shall direct

the member to abstain from voting with respect to decisions which would result in a conflict, and the governor shall advise the board of such directive. Further, if the governor believes the conflict is extensive or would seriously impair the ability of the member to serve impartially on the board, the governor may remove the member from the board.

Sec. 42.40.060. COMPENSATION AND EXPENSES. Members of the board shall receive no salary, but are entitled to per diem and travel expenses authorized by law for state boards and commissions under AS 39.20.180.

Sec. 42.40.070. QUORUM AND NOTICE OF MEETINGS. Four members are a quorum for the transaction of business unless the bylaws require a larger number. Notice of a meeting of the board, including an agenda for the meeting, must be given to each member and to the public.

Sec. 42.40.080. PUBLIC BOARD MEETINGS. The meetings of the board are public, with the exception of executive sessions as permitted by AS 44.62.310.

Sec. 42.40.090. MINUTES OF MEETINGS. The board shall keep minutes of each meeting and send a certified copy to the governor.

A35

Sec. 42.40.100. PRESIDENT. The board may employ a president to manage the authority. His selection is subject to the approval of the governor. The president may not have any financial or business interest that might conflict with the management of the authority in the public interest. The board may delegate all powers and duties to the president except the power to:

(a) issue bonds or notes; and

(b) to commit the authority to individual capital projects with an estimated completion cost greater than $1,000,000.

ARTICLE 2. POWERS AND DUTIES.

Sec. 42.40.110. GENERAL POWERS. The authority may

(1) exist continuously as an authority;

(2) adopt a seal;

(3) adopt bylaws and regulations governing the business of the authority;

(4) sue and be sued;

(5) appoint officers, employees, trustees, and agents, and prescribe their powers and duties;

(6) hire legal counsel to represent the authority;

(7) make contracts and execute instruments necessary or convenient in the exercise of its powers and duties;

(8) acquire by purchase, lease, bequest, devise, gift, the satisfaction of debts, the foreclosure of mortgages, or eminent domain under AS 09.55.240 – 09.55.460, and hold, maintain, use, operate, lease, alienate, dispose of, and convey real or personal property;

(9) borrow money and issue its negotiable bonds or notes and provide for and secure their payment, provide for the rights of their holders and purchase, hold, or dispose of any of its bonds or notes;

(10) secure the payment of its obligations by pledge or mortgage or other lien on its contracts, revenues, income, or property, except that it may not incur secondary liability by guaranty or endorsement of the obligations of another corporation or legal entity, except endorsement of checks, bank drafts, or other commercial paper in the ordinary course of business;

(11) accept grants or loans from and contract with the federal government, the state, or its political subdivisions, and to that end comply with the provisions of federal, state, or local programs when necessary;

(12) acquire, hold and dispose of stocks, memberships, contracts, bonds, or other interests in another corporation or legal entity, and exercise the powers or rights in connection

with these interests which are provided in contracts or agreements and which are allowed by law concerning the satisfaction of debts;

(13) provide for the operation, maintenance, and control of the tracks and equipment transferred to it by the federal government or by any person;

(14) acquire, construct, maintain, equip, and operate connecting, switching, terminal, or other railroads and railroad facilities in the state;

(15) do what is necessary to carry out its powers and duties under this chapter or other laws of the state, or the laws and regulations of the federal government.

Sec. 42.40.120. OPERATION OF ALASKA RAILROAD. The authority shall provide for the operation of the Alaska Railroad after it is transferred to the authority by the federal government, and may extend the operations of the Alaska Railroad to the extent that the authority considers desirable in order to promote economic growth and development in the state.

Sec. 42.40.130. REGULATIONS. The board shall adopt regulations in accordance with the Administrative Procedure Act (AS 44.62) to implement this chapter.

Sec. 42.40.140. ANNUAL REPORT. The board shall prepare and distribute to the governor and to each legislator by December 30 of each year a report describing the operations, financial condition, and short- and long-term plans of the authority. The board may include in the report suggestions for legislation relating to the structure, powers, or duties of the authority or relating to the operation of railroad facilities of the authority.

Sec. 42.40.150. ANNUAL AUDITS. The board shall have the financial records of the authority audited annually by the legislative auditor. If an audit is conducted by a private certified public accountant, the legislative auditor may accept that audit in satisfaction of the requirements of this section. The legislative auditor may prescribe the form and content of the financial records of the authority and may have access to those records at any time.

ARTICLE 3. FINANCIAL PROVISIONS.

Sec. 42.40.160. BONDS AND NOTES. (a) The authority, by resolution of the board, may issue bonds and bond anticipation notes to provide money to carry out its purposes.

(b) The principal and interest on the bonds or notes of the authority is payable from money or assets of the authority. Bond anticipation notes may be payable from the proceeds of the

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sale of bonds or from the proceeds of sale of other bond anticipation notes or, if bond or bond anticipation note proceeds are not available, the notes may be paid from other money or assets of the authority. Bonds or notes may be additionally secured by a pledge of a grant or contribution from the federal government, or a corporation, association, institution or person, or a pledge of money, income, or revenues of the authority from any source.

(c) Bonds or bond anticipation notes may be issued in one or more series and shall be dated, bear interest at the rate or rates per year or within the maximum rate, be in the denomination, be in the form, either coupon or registered, carry the conversion or registration provisions, have the rank of priority, be executed in the manner and form, be payable from the sources in the medium of payment and place or places inside or outside the state, be subject to authentication by a trustee or fiscal agent, and be subject to the terms of redemption with or without premium, as the resolution of the board may provide. Bond anticipation notes shall mature at the time or times as may be determined by the board. Bonds shall mature at the time, not exceeding 50 years from their date, as may be determined by the board. Before the preparation of definitive bonds or bond

anticipation notes, the authority may issue interim receipts or temporary bonds or bond anticipation notes, with or without coupons, exchangeable for bonds or bond anticipation notes when these definitive bonds or bond anticipation notes have been executed and are available for delivery.

(d) Bonds or bond anticipation notes may be sold in the manner, on the terms, and at the price the board determines.

(e) If an officer whose signature or a facsimile of whose signature appears on bonds or notes or coupons attached to them ceases to be an officer before the delivery of the bond, note or coupon, his signature of facsimile is valid the same as if he had remained in office until delivery.

(f) In a resolution of the board authorizing or relating to the issuance of bonds or bond anticipation notes, the board has power by provisions in the resolution which will constitute covenants of the authority, and contracts with the holders of the bonds or bond anticipation notes:

(1) to pledge to any payment or purpose all or any part of its revenues to which its right then exists or may thereafter exist, and the money derived from the revenues, and the proceeds of its bonds or notes;

(2) to covenant against pledging all or any part of its revenues, or against permitting or suffering a lien on the revenues or its property;

(3) to covenant as to establishment of reserves or sinking funds and the provision for and the regulation and disposition of the reserves or sinking funds;

(4) to covenant with respect to or against limitations on a right to sell or otherwise dispose of property of any kind;

(5) to covenant as to bonds and notes to be issued, and their limitations, terms and conditions, and as to the custody, application and disposition of the proceeds of the bonds and notes;

(6) to covenant as to the issuance of additional bonds or notes, or as to limitations on the issuance of additional bonds or notes and the incurring of other debts;

(7) to covenant as to the payment of the principal of or interest on the bonds or notes, as to the sources and methods of payment, as to the rank or priority of the bonds or notes with respect to a lien or security, or as to the acceleration of the maturity of the bonds or notes;

(8) to provide for the replacement of lost, stolen, destroyed or mutilated bonds or notes;

(9) to covenant against extending the time for the payment of bonds or notes or interest on the bonds or notes;

(10) to covenant as to the redemption of bonds or notes and privileges of their exchange for other bonds or notes of the authority;

(11) to covenant to create or authorize the creation of special funds of money to be held in pledge or otherwise for operating expenses, payment or redemption of bonds or notes, reserves or other purposes, and as to the use and disposition of the money held in the funds;

(12) to establish the procedure, if any, by which the terms of a contract or covenant with or for the benefit of the holders of bonds or notes may be amended or abrogated, the amount of bonds or notes the holders of which must consent to amendment or abrogation, and the manner in which the consent may be given;

(13) to covenant as to the custody of any of its properties or investments, their safekeeping and insurance, and the use and disposition of insurance money;

(14) to vest in a trustee or trustees inside or outside the state property, rights, powers, and duties in trust as the authority may determine, which may include any or all of the rights, powers and duties of any trustee appointed by the holders of bonds or notes of the authority, and to limit or abrogate the rights of the holders of the bonds or notes of the authority to appoint a trustee under this chapter or limit the rights, powers and duties of the trustee;

(15) to pay the costs or expenses incident to the enforcement of the bonds or notes or of the provisions of the resolution or of a covenant or agreement of the authority with the holders of its bonds or notes;

(16) to agree with an authority trustee which may be a trust company or bank having the powers of a trust company inside or outside the state as to the pledging or assigning of revenues or funds which or in which the authority has any rights or interest; the agreement may further provide for other rights and remedies exercisable by the trustee as may be proper for the protection of the holders of bonds or notes of the authority and not otherwise in violation of law and may provide for the restriction of the rights of an individual holder of bonds or notes of the authority;

(17) to appoint and provide for the duties and obligations of a paying agent or paying agents, or other fiduciaries as the resolution may provide inside or outside the state;

(18) to limit the rights of the holders of bonds or notes of the authority to enforce a pledge or covenant securing the bonds or notes; and

(19) to make covenants other than and in addition to the covenants expressly authorized in this section, of like or different character, and to make the covenants to do or refrain from doing the acts and things as may be necessary, or convenient and desirable, in order to better secure bonds or notes or which, in the absolute discretion of the board will tend to make bonds or notes more marketable, notwithstanding that the covenants, acts or things may not be enumerated in this section.

Sec. 42.40.170. INDEPENDENT FINANCIAL ADVISOR. In negotiating the private sale of bonds or bond anticipation notes to an underwriter, the board shall retain a financial advisor who is independent from the underwriter.

Sec. 42.40.180. VALIDITY OF PLEDGE. The pledge of assets or revenues of the authority to the payment of the principal or interest on bonds or notes of the authority is valid and binding from the time the pledge is made and the assets or

revenues are immediately subject to the lien of the pledge without physical delivery or further act. The lien of a pledge is valid and binding against all parties having claims of any kind in tort, contract, or otherwise against the authority, irrespective of whether those parties have notice of the lien of the pledge. Nothing in this section prohibits the authority from selling assets subject to a pledge, except that a sale may be restricted by the trust agreement or resolution providing for the issuance of the bonds or notes.

Sec. 42.40.190. REMEDIES. A holder of bonds or notes or of coupons attached to them issued under this chapter, and a trustee under a trust agreement or resolution authorizing the issuance of the bonds or notes, except as restricted by a trust agreement or resolution, either at law or in equity, may enforce all rights granted under this chapter or under the trust agreement or resolution, or under any other contract executed by the authority under this chapter, and may enforce and compel the performance of all duties required by this chapter or by the trust agreement or resolution to be performed by the authority or by an officer of it.

Sec. 42.40.200. NEGOTIABLE INSTRUMENTS. Bonds and notes and interest coupons attached to them issued under this

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chapter are negotiable instruments under the laws of this state, subject only to applicable provisions for registration.

Sec. 42.90.210. BONDS AND NOTES ELIGIBLE FOR INVESTMENT. Bonds and notes issued under this chapter are securities in which all public officers and public bodies of the state and its political subdivisions, all insurance companies, trust companies, banking associations, investment companies, executors, administrators, trustees and other fiduciaries may properly and legally invest funds, including capital in their control or belonging to them. These bonds and notes may be deposited with a state or municipal officer of any agency or political subdivision of the state for any purpose for which the deposit of bonds or notes of the state is authorized by law.

Sec. 42.90.220. REFUNDING BONDS. (a) The authority may provide for the issuance of refunding bonds for the purpose of refunding any bonds then outstanding which have been issued under this chapter, including the payment of any redemption premium on them and any interest accrued or to accrue to the date of redemption of the bonds. The issuance of the refunding bonds, the maturities and other details of them, the rights of the holders of them, and the rights, duties and obligations of

the authority in respect of them are governed by the provisions of this chapter which relate to the issuance of bonds, insofar as those provisions may be appropriate.

(b) Refunding bonds may be sold or exchanged for outstanding bonds issued under this chapter and, if sold, the proceeds may be applied, in addition to any other authorized purposes, to the purchase, redemption or payment of the outstanding bonds. Pending the application of the proceeds of refunding bonds, with any other available money, to the payment of the principal, accrued interest and any redemption premium on the bonds being refunded, and, if so provided or permitted in the resolution authorizing the issuance of the refunding bonds or in the trust agreement securing them, to the payment of any interest on the refunding bonds and any expenses in connection with the refunding, the proceeds may be invested in direct obligations of, or obligations the principal of and the interest on which are unconditionally guaranteed by, the United States of America which mature or which will be subject to redemption, at the option of the holders of them, not later than the respective dates when the proceeds, together with the interest accruing on them, will be required for the purposes intended.

Sec. 42.40.230. CREDIT OF STATE NOT PLEDGED. (a) The authority may not pledge the credit or the taxing power of the state or its political subdivisions. The state and its political subdivisions are not liable for the debts of the authority.

(b) Bonds and notes issued under this chapter do not constitute a debt, liability, or obligation of the state or of a political subdivision of the state or a pledge of the faith and credit of the state or of a political subdivision but are payable solely from the revenues or assets of the authority. Each bond and note issued under this chapter shall contain on its face a statement that the authority is not obligated to pay it nor the interest on it except from the revenues or assets pledged for it and that neither the faith and credit nor the taxing power of the state or of a political subdivision of the state is pledged to the payment of the principal of or the interest on the bond or note.

Sec. 42.40.240. OFFICERS NOT LIABLE. An officer or employee of the authority is not subject to personal liability or accountability because of his execution of bonds or notes or the issuance of them.

Sec. 42.40.250. TAX EXEMPTION. (a) The exercise of the powers granted by this chapter will be in all respects for the benefit of the people of the state, for their well-being and

prosperity, and for the improvement of their social and economic conditions, and the authority is not required to pay a tax or assessment on any property owned by the authority under the provisions of this chapter or on the income from the property.

(b) Bonds and notes issued under this chapter are declared to be issued by a body corporate and public of the state and for an essential public and governmental purpose, and the bonds and notes, and the interest and income on and from the bonds and notes, and all fees, charges, funds, revenues, income and other money pledged or available to pay or secure the payment of the bonds and notes, or interest on the bonds and notes, are exempt from taxation except for inheritance, transfer and estate taxes.

Sec. 42.40.260. REVENUES. Revenues generated by the Alaska Railroad Authority do not become part of the general fund of the state but shall be held in an independent fund available to the authority for railroad expenditures.

ARTICLE 4. GENERAL PROVISIONS

Sec. 42.40.280. PERSONNEL EXEMPT FROM STATE PERSONNEL ACT. The personnel of the authority are in the exempt state service under AS 39.25.110.

Sec. 42.40.990. DEFINITIONS. In this chapter, unless the context clearly indicates otherwise,

(1) "authority" means the Alaska Railroad Authority;

(2) "board" means the board of directors of the Alaska Railroad Authority;

(3) "railroad and railroad facilities" includes, but is not limited to, tracks, spurs, switches, terminals, terminal facilities, road beds, rights-of-way, bridges, stations, railroad cars, locomotives or other vehicles constructed for operation over railroad tracks, crossing signs, lights, signals, storage buildings, administration buildings, repair buildings, and all structures, materials and equipment which are deemed by the Board to be necessary for the operation of a railroad."

* Section 3. Except as may be specifically provided otherwise, the provisions of this Act take effect upon enactment.

DRAFT BILL DATED 12/31/81

BRIEF SECTION-BY-SECTION ANALYSIS

INTRODUCTION

The Bill would add two new chapters to the Alaska Statutes to provide for: (1) establishment of a "State of Alaska Railroad Transfer Team" to negotiate, consider, and make recommendations with respect to the terms of any transfer, sale, or lease of the Alaska Railroad to the State and; (2) establishment of an "Alaska Railroad Authority" which would administer the Alaska Railroad and its properties subsequent to any transfer.

TRANSFER TEAM

Section 1 of the bill would add a new chapter to the Alaska Statutes which would establish the State of Alaska Railroad Transfer Team. The Team would be comprised of three members: one appointed by the Senate; one appointed by the House of Representatives; and one appointed by the Governor.

Establishment of the Team would accomplish two important objectives. It would be independent of the organization that would ultimately have responsibility for operating the Railroad. Thus, the team would be able to provide the legislature and the governor with advice as to the desirability of any proposed transfer, sale, or lease

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of the Railroad to the State that would not be influenced by any interest in operating the Railroad subsequent to any transfer.

Second, this joint legislative-executive organization will provide the federal government with a focal point for its dealings with the State with respect to the Alaska Railroad. Thus, the establishment of the Team should facilitate effective presentation of a uniform position on behalf of the state.

The Team would serve as liaison with respect to federal legislative and administrative actions affecting the Alaska Railroad or the transfer of the Railroad, but could not bind the State to accept the Railroad. Binding acceptance of the Railroad would be subject to the state legislative process. Members of the team would serve at the pleasure of the organizations which appoint them and the team would be authorized to commence its activities as soon as two of its members are appointed.

To enable the Team to carry out its duties, the bill would also provide appropriations for the Team's operating expenses for the fiscal year ending June 30, 1983 and for the balance of the current fiscal year.

ALASKA RAILROAD AUTHORITY

Section 2 of the bill would add a new chapter to the Alaska Statutes which would establish the Alaska Railroad Authority, to operate and administer the Alaska Railroad subsequent to any transfer

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to the State. The powers of the Authority would be vested in a Board of Directors which would have the authority to hire a President to manage day-to-day operations.

The Board of Directors would consist of the Commissioner of Transportation and Public Facilities and six public members to be appointed by the Governor, subject to confirmation by the legislature in joint session. Members of the Board shall receive no salary but would be compensated for expenses.

The Board would have full authority to undertake all of the actions necessary for the operation, maintenance, and expansion of the Railroad. It may hire staff, enter into contracts, issue bonds, and accept grants from the federal government and the state. The Board may delegate its powers to the President except for the powers to issue bonds and to undertake capital projects with an estimated completion cost greater than $1 million.

The revenues generated by the Railroad would be placed in a revolving fund available for maintenance, operation, and expansion of the Railroad. Thus, the proposed bill would establish, in essence, a corporate organization, able to make day-to-day operating decisions without resort to the appropriations process.

THE PRECEDING DOCUMENT(S) MAY NOT FILM LEGIBLY BECAUSE OF POOR QUALITY OF THE ORIGINAL.

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STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DEPUTY COMMISSIONER – ADMINISTRATION

POUCH Z
JUNEAU, ALASKA 99811

February 26, 1981

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Re: MT Dec 1170 Computer

Honorable Bette M. Cato
Chairwoman
House Transportation Committee
Pouch V
Juneau, Alaska 99811

Dear Representative Cato:

At present the MT Dec 1170 computer has thirty-two (32) terminal ports in operation. Equipment is being installed to allow the addition of an additional sixteen (16) ports. The computer has a maximum capacity of sixty-four (64) terminal ports. Response time for the reservation system is at present at an unacceptable level of one minute or more, the solution to this appears to lie in a program "rewrite".

As indicated above the computer is capable of accepting additional ports, should it be decided to hook up ticket agencies to the system, the costs to a travel agency would be:

Hardware (CRT)	$2,500 - $3,000
Line Charges	$ 650 per month approximately

Please contact me if you need additional information on this matter.

Sincerely,

Ron Lind
Deputy Commissioner

25A-T3LH

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

OFFICE OF THE COMMISSIONER

POUCH Z JUNEAU 99811
(TELEX 45 328)

February 26, 1981

Honorable Bette M. Cato
Chairwoman
House Transportation Committee
Pouch V
Juneau, Alaska 99811

Dear Representative Cato:

At the request of the House Transportation Committee, the Division of Marine Highways submits the following information:

I. Breakdown of Authorization and Expenditures for FY-80.

II. Recap of Expense and Revenue FY-80.

III. Detail of Expenditures by Vessel FY-80.

IV. Detail of Overtime by Vessel FY-80.

V. Detail of Revenue FY-80.

VI. Traffic volume by past Calendar 1979.
(1980 is not yet available. As soon as it is completed we will send you a copy)

VII. Gross pay for Maritime employees Calendar 1980.

VIII. Current agreed Union Wage Scale and Benefits Formulas.

The information you requested regarding the expansion cost of the Reservation System will be transmitted under separate cover within a few days.

Sincerely,

Ron Lind
Deputy Commissioner

26A-T1LH Enclosures

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DIVISION OF MARINE HIGHWAY SYSTEMS
EXPENSE & REVENUE
FISCAL YEAR 1980

Months of Operation	S.E. System Vessels	Expenditure	Revenue	Passenger Traffic	Vehicle Traffic
	M/V's				
8	TAKU	4,578,892	2,915,426	49,230	12,562
8	MALASPINA	5,817,667	4,421,116	53,164	12,032
10	MATANUSKA	6,846,772	5,390,651	43,423	10,223
11	CHILKAT	731,328	175,661	19,146	5,249
6	COLUMBIA	6,388,668	4,673,303	30,091	7,837
7 1/2	LeCONTE	3,159,460	681,802	30,532	5,481
8	AURORA	2,834,538	651,352	25,996	5,338
Charges unapplicable to any one vessel:		4,921,615			
S.E. Shore and Dock		1,459,719			
TOTAL S.E. SYSTEM		36,738,659	18,909,311	251,583	58,722
Months of Operation	S.W. System Vessels				
	M/V's				
10	TUSTUMENA	4,067,919	1,148,367	22,310	7,543
10	BARTLETT	2,173,498	1,106,904	27,078	6,194
Charges unapplicable to any one vessel		789,225			
S.W. Shore and Dock		470,723			
TOTAL S.W. SYSTEM		7,501,365	2,255,271	49,388	13,737
Advertising & Promotion		151,152			
Admin. Traffic		630,306			
Administration		772,079			
DIVISION TOTAL		45,793,561	21,164,582	300,971	72,459
Lapse		1,207,039	1,207,039		
Subsidy			24,628,979		
Authorization		47,000,600	47,000,600		

FY-80 MARINE HIGHWAYS

	Authorizations	Expenditures
Southeast Vessel Operations	$31,159.3	$30,916.7
Southeast Vessel Overhaul	5,118.6	4,332.4
Southeast Shore Facilities	1,463.7	1,459.7
Southwest Vessel Operations	6,641.3	6,543.1
Southwest Vessel Overhaul	497.1	487.5
Southwest Shore	537.3	470.7
Administration and Support	1,583.4	1,553.5
Total	$47,000.6	$45,793.5
Personal Services	$29,766.2	$29,575.4
Travel	228.3	182.8
Contractual	6,242.5	5,738.9
Commodities	10,485.5	10,050.7
Equipment	84.1	43.1
Claims	194.0	202.6
Total	$47,000.6	$47,793.5
Full Time Positions	537.6	537.6
Part Time Positions	151.4	151.4
Temporary Positions	29.0	29.0
Man Months	8718.6	8,718.6

PER DIEM & TRAVEL
(Year to Date)

As of 9/30/80 FY 80 FINAL

Regular Operations	DECK	ENGINE	STEWARDS	VESSEL ADMIN.
All Vessel S. E.	474	473	192	428
M/V TAKU	1,330	1,991	3,420	519
M/V MALASPINA	1,980	2,639	1,482	489
M/V MATANUSKA	2,849	2,312	3,085	1,875
M/V CHILKAT	3,624	602	107	-0-
M/V COLUMBIA	1,063	1,995	3,108	940
M/V LeCONTE	1,934	2,076	443	395
M/V AURORA	1,177	803	833	556
All Vessel S.W.	200	217	944	-0-
M/V TUSTUMENA	1,966	2,357	681	301
M/V BARTLETT	681	1,153	242	1,382
Ketchikan Maintenance				
M/V CHILKAT	-0-	-0-	-0-	-0-
M/V LeCONTE	-0-	-0-	-0-	-0-
M/V AURORA	-0-	-0-	-0-	-0-
M/V TAKU	(78)	-0-	-0-	-0-
Emergency & Layup				
M/V TAKU	950	381	1,007	310
M/V COLUMBIA	-0-	-0-	122	445
M/V LeCONTE	1,254	880	984	22
Annual Overhaul				
All Vessel S.E.	-0-	-0-	-0-	3,600
M/V TAKU	571	987	987	144
M/V MALASPINA	2,101	1,596	1,505	415
M/V MATANUSKA	574	748	393	310
M/V CHILKAT	829	317	-0-	31
M/V COLUMBIA	11,743	14,856	2,102	922
M/V LeCONTE	2,890	3,846	825	252
M/V AURORA	1,930	852	446	91
All Vessel S.W.	-0-	-0-	464	-0-
M/V TUSTUMENA	1,169	703	1,123	36
M/V BARTLETT	11,608	3,388	311	633
TOTAL	52,819	45,172	24,806	14,096

SALARIES TO DATE
(Year to Date)

As of 9/30/80 FY 80 FINAL

Regular Operations	DECK	ENGINE	STEWARDS	VESSEL ADMIN.
All Vessel S. E.	4,284	2,189	11,250	18,624
M/V TAKU	1,119,342	597,522	915,952	143,013
M/V MALASPINA	1,214,833	777,426	1,140,607	180,440
M/V MATANUSKA	1,526,438	994,345	1,388,674	240,669
M/V CHILKAT	350,178	127,555	42,454	857
M/V COLUMBIA	1,160,244	842,025	890,014	161,372
M/V LeCONTE	904,399	537,676	330,184	96,956
M/V AURORA	916,877	460,340	309,456	86,821
S.E. Health, Welfare, Pension	-0-	-0-	-0-	2,758,691
All Vessel S.W.	(540)	1,123	492	4,220
M/V TUSTUMENA	1,301,352	702,236	471,766	68,877
M/V BARTLETT	620,511	459,788	259,704	81,864
S.W. Health, Welfare, Pension	-0-	-0-	-0-	493,562
GRIEVANCE SETTLEMENT	-0-	-0-	-0-	202,627
Ketchikan Maintenance				
M/V CHILKAT	-0-	-0-	-0-	-0-
M/V LeCONTE	37,733	16,765	11,205	-0-
M/V AURORA	-0-	-0-	1,454	-0-
Emergency & Layup				
M/V TAKU	55,783	40,307	28,757	5,376
M/V AURORA	-0-	-0-	(871)	-0-
Annual Overhaul				
All Vessel S.E.	-0-	135,739	39,520	11,262
M/V TAKU	75,878	79,560	68,411	6,358
M/V MALASPINA	145,598	132,899	86,226	4,312
M/V MATANUSKA	94,517	156,122	97,617	7,343
M/V CHILKAT	14,200	11,192	-0-	1,297
M/V COLUMBIA	217,301	344,851	41,834	14,578
M/V LeCONTE	105,560	86,255	9,438	7,776
M/V AURORA	109,096	50,475	9,196	5,847
All Vessel S.W.	-0-	-0-	-0-	-0-
M/V TUSTUMENA	103,666	68,164	9,043	5,776
M/V BARTLETT	84,793	63,358	8,597	4,500
TOTAL	10,162,043	6,687,912	6,170,980	4,613,018

CONTRACTUAL
(Year to Date)

As of 9/30/80 FY 80 FINAL

Regular Operations	DECK	ENGINE	STEWARDS	VESSEL ADMIN.
All Vessel S. E.	(6,512)	1,570	25,819	1,422,305
M/V TAKU	1,650	11,742	25,336	33,751
M/V MALASPINA	10,030	24,577	49,406	26,536
M/V MATANUSKA	20,279	70,907	11,841	32,943
M/V CHILKAT	1,472	3,815	372	5,966
M/V COLUMBIA	18,976	56,939	20,292	37,075
M/V LeCONTE	24,806	7,458	6,082	9,295
M/V AURORA	11,162	8,306	7,791	20,485
All Vessel S.W.	-0-	90	2,358	261,742
M/V TUSTUMENA	75,776	94,536	14,798	107,269
M/V BARTLETT	5,037	1,240	6,146	22,582
Ketchikan Maintenance				
M/V CHILKAT	-0-	-0-	-0-	-0-
M/V LeCONTE	451	274	-0-	-0-
M/V AURORA	-0-	-0-	-0-	-0-
Emergency & Layup				
M/V TAKU	-0-	270	-0-	2,634
M/V MALASPINA	-0-	2,306	-0-	187
M/V MATANUSKA	-0-	1,367	-0-	8
M/V CHILKAT	-0-	582	-0-	-0-
M/V COLUMBIA	1,417	5,301	-0-	295
M/V LeCONTE	109	-0-	-0-	92
M/V TUSTUMENA	245	48	-0-	-0-
Annual Overhaul				
All Vessel S.E.	8,356	12,200	1,200	10,848
M/V TAKU	26,651	88,089	1,673	4,130
M/V MALASPINA	84,509	327,414	37,935	5,155
M/V MATANUSKA	61,852	176,565	10,897	4,560
M/V CHILKAT	9,720	26,290	23	6,911
M/V COLUMBIA	95,104	343,260	15,513	22,767
M/V LeCONTE	51,380	57,290	9,734	18,764
M/V AURORA	48,937	23,792	191	11,364
All Vessel S.W.	-0-	5,800	-0-	516
M/V TUSTUMENA	41,085	168,714	9,006	1,834
M/V BARTLETT	32,294	51,713	5,069	2,366
TOTAL	624,786	1,572,455	261,482	2,072,380

COMMODITIES
(Year to Date)

As of 9/30/80 FY 80 FINAL

Regular Operations	DECK	ENGINE	STEWARDS	VESSEL ADMIN.
All Vessel S. E.	(4,317)	54,762	54,407	3,614
M/V TAKU	9,465	900,913	275,647	2,011
M/V MALASPINA	15,548	1,142,450	351,606	2,073
M/V MATANUSKA	11,427	1,439,504	405,471	5,495
M/V CHILKAT	3,917	96,898	19,644	238
M/V COLUMBIA	18,110	1,537,797	306,958	3,461
M/V LeCONTE	16,566	621,600	115,789	1,042
M/V AURORA	12,976	610,048	98,926	1,036
All Vessel S.W.	2,200	14,201	1,611	100
M/V TUSTUMENA	15,265	620,856	129,375	2,153
M/V BARTLETT	9,785	299,128	107,315	760
Ketchikan Maintenance				
M/V CHILKAT	(24)	-0-	-0-	-0-
M/V LeCONTE	-0-	597	-0-	-0-
M/V AURORA	-0-	-0-	-0-	-0-
Emergency & Layup				
M/V TAKU	119	-0-	-0-	34
M/V MALASPINA	-0-	1,192	-0-	-0-
M/V COLUMBIA	-0-	549	-0-	-0-
M/V LeCONTE	865	203	95	103
M/V TUSTUMENA	-0-	-0-	-0-	29
Annual Overhaul				
All Vessel S.E.	10,056	52,903	2,700	159
M/V TAKU	6,981	33,475	58	4
M/V MALASPINA	12,540	15,556	4,805	26
M/V MATANUSKA	13,860	55,019	1,370	148
M/V CHILKAT	1,506	549	202	-0-
M/V COLUMBIA	5,911	182,689	2,062	14
M/V LeCONTE	13,904	38,345	-0-	-0-
M/V AURORA	14,390	7,968	-0-	49
All Vessel S.W.	-0-	32	200	-0-
M/V TUSTUMENA	10,836	29,926	-0-	43
M/V BARTLETT	12,184	14,202	-0-	-0-
TOTAL	214,070	7,771,36?	1,878,241	22,592

EQUIPMENT
(Year to Date)

As of 9/30/80 FY 80 FINAL

Regular Operations	DECK	ENGINE	STEWARDS	PURSERS
All Vessel S. E.	(60)	1,277	-0-	269
M/V TAKU	264	1,322	3,895	-0-
M/V MALASPINA	4,550	1,800	2,612	246
M/V MATANUSKA	2,016	1,447	1,699	226
M/V CHILKAT	-0-	-0-	4	-0-
M/V COLUMBIA	-0-	1,007	3,103	-0-
M/V LeCONTE	4,574	-0-	-0-	-0-
M/V AURORA	1,080	658	-0-	-0-
All Vessel S.W.	-0-	-0-	-0-	-0-
M/V TUSTUMENA	1,617	4,167	-0-	145
M/V BARTLETT	-0-	-0-	1,164	-0-
Emergency & Layup				
M/V LeCONTE	294	-0-	-0-	-0-
Annual Overhaul				
All Vessel S.E.	60	100	1,324	-0-
M/V TAKU	-0-	-0-	-0-	-0-
M/V MALASPINA	60	-0-	-0-	-0-
M/V MATANUSKA	-0-	-0-	-0-	-0-
M/V CHILKAT	-0-	-0-	-0-	-0-
M/V COLUMBIA	-0-	-0-	553	-0-
M/V LeCONTE	-0-	-0-	-0-	-0-
M/V AURORA	-0-	-0-	-0-	-0-
All Vessel S.W.	-0-	-0-	-0-	-0-
M/V TUSTUMENA	-0-	-0-	980	-0-
M/V BARTLETT	-0-	-0-	-0-	-0-
TOTAL	14,455	11,778	15,334	886

VESSEL LEAVE USAGE
As of 9/30/80 - FY 80 Final (Year to Date)

	Deck	Engine	Stewards	Admin.	TOTAL
Southeast					
Sick	376,378	266,807	243,850	42,318	929,353
Vacation	1,462,403	813,790	689,145	213,708	3,179,046
S.E. TOTAL	1,838,781	1,080,597	932,995	256,026	4,108,399
	FY 80 - Reliefs Budget/Auth.		$4,366,523		
Southwest					
Sick	48,889	59,457	14,262	6,381	128,989
Vacation	643,963	427,969	257,077	59,538	1,388,547
S. W. TOTAL	692,852	487,426	271,339	65,919	1,517,536
Division Total	2,531,633	1,568,023	1,204,334	321,945	5,625,935
	FY 80 Reliefs Budget/Auth.		$2,196,930		

Division Total:

Sick	1,058,342
Vacation	4,567,593
Total Expended	5,625,935
Total Budgeted	6,563,453
Under Expended	937,518

FY 80 FINAL
(Year to Date)

Regular Time and O.T.
(As of 9/30/80)

VESSEL	REGULAR TIME $	OVERTIME $	PERCENT
Regular Operations Stewards S.W.			
All Vessel	459	-0-	-0-
M/V TUSTUMENA	412,980	31,356	08
M/V BARTLETT	194,296	50,990	27
TOTAL	607,735	82,346	14
Annual Overhaul Stewards S.W.			
M/V TUSTUMENA	7,145	1,289	18
M/V BARTLETT	7,904	17	02
TOTAL	15,049	1,406	10
Regular Operations Pursers S.W.			
All Vessel	1,334	-0-	-0-
M/V TUSTUMENA	57,864	7,713	14
M/V BARTLETT	68,808	9,267	14
TOTAL	128,006	16,980	14
Annual Overhaul Pursers S.W.			
M/V TUSTUMENA	5,227	159	03
M/V BARTLETT	4,180	22	01
TOTAL	9,407	181	02

FY 80 FINAL
(Year to Date)

Regular Time and O.T.
(As of 9/30/80)

VESSEL	REGULAR TIME $	OVERTIME $	PERCENT
Regular Operations Deck - S.W.			
All Vessel	(1,080)	359	(34)
M/V TUSTUMENA	1,066,572	173,509	17
M/V BARTLETT	516,321	73,359	15
TOTAL	1,581,813	247,227	16
Annual Overhaul Deck - S.W.			
M/V TUSTUMENA	91,439	5,279	06
M/V BARTLETT	67,307	12,429	19
TOTAL	158,746	17,708	12
Regular Operations Engine - S.W.			
All Vessel	1,055	-0-	-0-
M/V TUSTUMENA	565,926	,06,651	19
M/V BARTLETT	394,578	45,907	12
TOTAL	961,559	152,558	16
Annual Overhaul Engine - S.W.			
M/V TUSTUMENA	49,907	13,714	28
M/V BARTLETT	42,697	17,322	41
TOTAL	92,604	31,036	34

FY 80 FINAL
(Year to Date)

Regular Time and O.T.
(As of 9/30/80)

VESSEL	REGULAR TIME $	OVERTIME $	PERCENT
Regular Operations			
Pursers - S.E.			
M/V TAKU	132,721	7,272	06
M/V MALASPINA	157,781	11,961	08
M/V MATANUSKA	211,948	15,666	08
M/V CHILKAT	801	-0-	-0-
M/V COLUMBIA	145,287	8,225	06
M/V LeCONTE	84,238	8,080	10
M/V AURORA	75,857	6,409	09
All Vessel	876	222	26
TOTAL	809,509	57,835	08
Annual Overhaul			
Pursers - S.E.			
M/V TAKU	6,001	(72)	(02)
M/V MALASPINA	3,898	129	04
M/V MATANUSKA	6,645	213	04
M/V CHILKAT	1,212	-0-	-0-
M/V COLUMBIA	13,612	-0-	-0-
M/V LeCONTE	5,124	-0-	-0-
M/V AURORA	5,600	-0-	-0-
All Vessel	(137)	-0-	-0-
TOTAL	41,957	270	01
Ketchikan Maintenance			
Pursers - S.E.			
M/V CHILKAT	-0-	-0-	-0-
M/V LeCONTE	1,926	108	06
M/V AURORA	-0-	-0-	-0-
TOTAL	1,926	108	06
TOTAL S.E. Pursers	853,392	58,213	07

FY 80 FINAL
(Year to Date)

Regular Time and O.T.
(As of 9/30/80)

VESSEL	REGULAR TIME $	OVERTIME $	PERCENT
Regular Operations Stewards - S.E.			
M/V TAKU	844,066	41,783	05
M/V MALASPINA	990,433	69,659	07
M/V MATANUSKA	1,232,632	69,797	06
M/V CHILKAT	37,481	2,479	07
M/V COLUMBIA	789,394	44,209	06
M/V LeCONTE	289,696	22,002	08
M/V AURORA	268,257	21,293	08
All Vessel	10,059	430	05
TOTAL	4,462,018	271,652	06
Annual Overhaul Stewards - S.E.			
M/V TAKU	61,568	2,296	04
M/V MALASPINA	77,593	3,739	05
M/V MATANUSKA	85,183	5,910	07
M/V CHILKAT	-0-	-0-	-0-
M/V COLUMBIA	35,355	3,852	11
M/V LeCONTE	8,438	375	05
M/V AURORA	8,483	96	02
All Vessel	112	-0-	-0-
TOTAL	276,732	16,268	06
Ketchikan Maintenance Stewards - S.E.			
M/V CHILKAT	-0-	-0-	-0-
M/V LeCONTE	10,014	444	05
M/V AURORA	1,356	-0-	-0-
TOTAL	11,370	444	04
TOTAL S.E. Stewards	4,750,120	288,364	06

FY 80 FINAL
(Year to Date)

Regular Time and O.T.
(As of 9/30/80)

VESSEL	REGULAR TIME $	OVERTIME $	PERCENT
Regular Operations Engine - S.E.			
M/V TAKU	555,627	49,697	09
M/V MALASPINA	680,414	57,299	09
M/V MATANUSKA	877,899	74,061	09
M/V CHILKAT	102,493	20,340	20
M/V COLUMBIA	740,016	68,685	10
M/V LeCONTE	464,080	52,902	12
M/V AURORA	397,729	39,150	10
All Vessel	1,958	42	03
TOTAL	3,820,216	362,176	10
Annual Overhaul Engine - S.E.			
M/V TAKU	72,130	2,756	04
M/V MALASPINA	116,825	9,963	09
M/V MATANUSKA	117,351	28,998	25
M/V CHILKAT	7,662	2,799	37
M/V COLUMBIA	298,033	24,660	09
M/V LeCONTE	61,297	19,469	32
M/V AURORA	46,072	2,682	06
All Vessel	(1,291)	(369)	(29)
TOTAL	718,079	90,958	13
Ketchikan Maintenance Engine - S.E.			
M/V CHILKAT	-0-	-0-	-0-
M/V LeCONTE	12,474	3,579	29
M/V AURORA	-0-	-0-	-0-
TOTAL	12,474	3,579	29
TOTAL S.E. Engine	4,550,769	456,713	10

FY 80 FINAL
(Year to Date)

Regular Time and O.T.
(As of 9/30/80)

VESSEL	REGULAR TIME $	OVERTIME $	PERCENT
Regular Operations Deck - S.E.			
M/V TAKU	984,215	129,122	14
M/V MALASPINA	1,002,154	135,872	14
M/V MATANUSKA	1,278,145	174,957	14
M/V CHILKAT	298,782	33,924	12
M/V COLUMBIA	974,970	137,356	14
M/V LeCONTE	723,689	137,230	19
M/V AURORA	745,131	124,182	17
All Vessel	4,029	-0-	-0-
TOTAL	6,011,115	872,643	15
Annual Overhaul Deck - S.E.			
M/V TAKU	68,696	2,163	04
M/V MALASPINA	135,797	5,116	04
M/V MATANUSKA	83,901	4,414	06
M/V CHILKAT	11,411	1,851	17
M/V COLUMBIA	190,450	14,966	08
M/V LeCONTE	76,079	22,740	30
M/V AURORA	101,050	4,425	05
All Vessel	-0-	-0-	-0-
TOTAL	667,384	55,675	09
Ketchikan Maintenance Deck - S.E.			
M/V CHILKAT	-0-	-0-	-0-
M/V LeCONTE	26,018	9,368	36
M/V AURORA	-0-	-0-	-0-
TOTAL	26,018	9,368	36
TOTAL S.E. Deck	6,704,517	937,686	14

13-039

MARINE HIGHWAY
TRAFFIC & REVENUE

vessel SUMMARY SHEET - SOUTHWEST SYSTEM 1979-80 FY

MONTH		PASSENGERS		VEHICLES		STEWARD REVENUE		TOTAL REVENUE		ESTIMATED REVENUE
		PREVIOUS YEAR	CURRENT YEAR	PREVIOUS YEAR	CURRENT YEAR	PREVIOUS YEAR	CURRENT YEAR	PREVIOUS YEAR	CURRENT YEAR	
JULY	COUNT	12,109	12,704	2,675	2,790					
	REVENUE	247,551	274,678	161,795	169,674	65,627	77,887	474,973	522,239	480,000
AUGUST	COUNT	13,050	12,813	2,925	2,796					
	REVENUE	254,491	271,220	167,424	171,252	70,244	65,144	492,159	507,616	480,000
SEPTEMBER	COUNT	6,035	5,603	1,655	1,747					
	REVENUE	100,082	120,197	106,413	108,122	43,324	44,906	249,819	273,225	260,000
OCTOBER	COUNT	1,290	1,612	817	894					
	REVENUE	20,730	11,882	55,574	61,189	12,731	14,654	89,035	87,725	110,000
NOVEMBER	COUNT	804	1,136	468	486					
	REVENUE	9,677	7,479	25,932	34,898	7,574	9,034	43,183	51,411	15,000
DECEMBER	COUNT	905	1,171	406	475					
	REVENUE	9,500	8,831	24,041	40,086	7,527	12,283	41,068	61,200	15,000
JANUARY	COUNT	955	401	432	85					
	REVENUE	9,513	2,260	22,740	4,879	6,377	2,248	38,630	9,387	40,000
FEBRUARY	COUNT	375	293	115	101					
	REVENUE	6,658	1,860	13,039	5,353	6,901	221	26,598	7,434	30,000
MARCH	COUNT	253	845	101	471					
	REVENUE	2,229	7,110	4,434	47,975	1,174	1,285	7,837	56,370	40,000
APRIL	COUNT	1,326	1,487	632	781					
	REVENUE	15,882	11,525	48,337	63,753	9,985	13,645	74,204	88,923	60,000
MAY	COUNT	3,871	2,235	1,260	919					
	REVENUE	73,373	51,753	85,092	79,265	25,499	26,678	183,964	157,696	190,000
JUNE	COUNT	8,042	9,088	2,144	2,145 / 13,737					
	REVENUE	172,184	216,980	133,363	156,519	42,953	58,546	348,500	432,045	380,000
TOTAL	COUNT	48,015	49,388	13,630	13,737 / 25,279				97%	
	REVENUE	921,870	985,775	848,184	942,965	299,916	326,531	2,069,970	2,255,271	2,100,000

13-039

MARINE HIGHWAY
TRAFFIC & REVENUE

vessel SUMMARY SHEET - SOUTHEAST SYSTEM 1979-80 FY

MONTH		PASSENGERS		VEHICLES		STEWARD REVENUE		TOTAL REVENUE		ESTIMATED REVENUE
		PREVIOUS YEAR	CURRENT YEAR	PREVIOUS YEAR	CURRENT YEAR	PREVIOUS YEAR	CURRENT YEAR	PREVIOUS YEAR	CURRENT YEAR	
JULY	COUNT	40,896	44,710	8,483	9,003					
	REVENUE	1,220,720	1,535,994	1,054,243	1,257,555	476,376	683,970	2,751,339	3,477,519	3,200,000
AUGUST	COUNT	43,275	46,274	8,623	9,317					3,300,000
	REVENUE	1,346,021	1,520,109	1,161,781	1,220,729	648,392	657,477	3,156,194	3,398,315	
SEPTEMBER	COUNT	23,708	25,342	095	6,136					2,200,000
	REVENUE	747,697	866,326	874,504	902,561	409,300	514,135	2,031,901	2,283,022	
OCTOBER	COUNT	11,689	13,255	3,807	4,278					
	REVENUE	286,176	214,005	539,646	656,737	188,544	196,570	1,014,366	1,067,312	1,100,000
NOVEMBER	COUNT	9,894	10,981	2,835	3,368					900,000
	REVENUE	173,075	123,155	371,437	481,429	125,929	146,478	670,442	751,062	
DECEMBER	COUNT	10,546	12,128	2,745	2,994					900,000
	REVENUE	177,363	141,825	346,389	440,581	117,777	134,011	641,529	716,417	
JANUARY	COUNT	8,023	8,943	2,056	2,215					800,000
	REVENUE	146,666	119,156	307,613	373,466	126,577	135,072	580,856	627,694	
FEBRUARY	COUNT	9,910	10,431	2,010	2,330					700,000
	REVENUE	159,997	121,934	293,955	365,393	118,086	131,150	572,038	618,477	
MARCH	COUNT	10,789	13,353	3,068	3,328					800,000
	REVENUE	189,677	168,463	414,207	493,166	128,312	212,175	732,196	873,804	
APRIL	COUNT	12,951	14,652	3,617	3,710					1,000,000
	REVENUE	227,655	223,553	419,243	524,533	184,984	220,058	831,882	968,144	
MAY	COUNT	18,925	17,047	4,928	4,515					1,800,000
	REVENUE	567,631	459,310	750,372	551,170	270,952	221,190	1,588,955	1,231,670	
JUNE	COUNT	31,940	34,467	7,341	7,528					2,800,000
	REVENUE	1,079,283	1,245,719	1,060,830	1,081,661	498,256	558,495	2,638,369	2,895,875	
TOTAL	COUNT	232,546	251,583	55,608	58,722				9.9%	
	REVENUE	6,321,962	6,739,549	7,594,620	8,348,981	3,293,485	3,820,781	17,210,067	18,909,311	19,500,000

ALASKA MARINE HIGHWAY
TRAFFIC VOLUMES
BY PORT
1979

S.E. MAINLINE VESSELS
MV TAKU
MV MALASPINA
MV MATANUSKA
MV COLUMBIA

State of Alaska
Department of Transportation
and Public Facilities
Div. of Marine Highway Systems
Pouch R
Juneau, Alaska 99811

PASSENGERS AND VEHICLES - EMBARKING

MONTH	SEATTLE		PR. RUPERT		KETCHIKAN		WRANGELL		PETERSBURG		SITKA		JUNEAU		HAINES		SKAGWAY		TOTAL ON	
	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.
JANUARY	705	351	455	183	828	171	381	75	531	92	242	72	1411	290	982	350	346	116	5611	1700
FEBRUARY	770	384	281	126	1001	175	425	54	713	75	500	62	950	245	729	208	202	63	5571	1402
MARCH	1230	674	705	309	935	187	500	89	503	103	196	59	1340	355	829	317	466	110	6704	2203
APRIL	1175	570	841	376	1339	340	263	86	317	120	275	67	1428	366	1262	482	697	151	7597	2558
MAY	2586	820	1255	521	1301	298	481	130	813	163	467	130	2090	565	1730	632	1263	222	11986	3481
JUNE	4300	934	3661	1070	2405	587	848	218	1129	277	857	196	4255	904	3893	1188	2928	461	24276	5835
JULY	4586	815	4739	1067	3040	576	1157	256	1396	322	1430	313	5991	1066	6302	1752	4758	642	33399	6809
AUGUST	3979	787	4143	931	2901	626	1154	260	1665	365	1373	269	6986	1335	7658	2085	5613	780	35472	7438
SEPTEMBER	2173	570	1282	338	1904	446	791	156	972	204	669	173	3263	746	3318	1152	3176	488	17548	4273
OCTOBER	1175	524	675	288	1316	388	425	128	648	188	327	107	1426	516	1657	703	680	187	8329	3029
NOVEMBER	772	453	429	251	1003	271	329	115	599	141	195	89	1546	368	1044	457	435	129	6352	2274
DECEMBER	926	427	277	143	1277	299	523	78	658	103	262	77	1270	335	929	348	394	108	6516	1918
TOTAL	24377	7309	18743	5603	19250	4384	7277	1655	9944	2153	6793	1614	31686	7091	30333	9674	20958	3457	169361	42920

PASSENGERS AND VEHICLES - DISEMBARKING

MONTH	SEATTLE		PR. RUPERT		KETCHIKAN		WRANGELL		PETERSBURG		SITKA		JUNEAU		HAINES		SKAGWAY		TOTAL OFF	
	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.
JANUARY	600	324	305	113	988	199	338	80	657	112	203	87	1231	365	915	304	374	116	5611	1711
FEBRUARY	427	257	276	93	951	187	494	66	705	110	672	86	1114	278	704	250	228	75	5571	1402
MARCH	483	260	315	106	1172	361	399	106	581	138	288	89	1657	516	1224	475	585	152	6704	2203
APRIL	739	278	594	227	1476	429	403	115	636	166	170	87	1483	505	1401	592	695	159	7597	2558
MAY	1144	271	822	272	1387	467	515	155	912	204	667	204	2487	720	2276	885	1776	303	11986	3481
JUNE	2196	504	2471	633	2508	596	988	252	1326	323	1130	266	4638	1092	4855	1535	4164	634	24276	5835
JULY	3321	658	4684	1084	3274	677	1084	253	1598	350	1569	335	6235	1204	5655	1481	5979	767	33399	6809
AUGUST	3522	623	5450	1331	3059	700	1002	279	1596	389	1402	292	7081	1262	6137	1561	6223	1001	35472	7438
SEPTEMBER	2924	646	2539	773	1705	425	685	136	1014	212	657	206	3248	796	2273	750	2503	329	17548	4273
OCTOBER	1634	636	1014	425	1144	370	341	121	597	157	325	115	1519	537	1037	468	718	200	8329	3029
NOVEMBER	711	357	510	253	1102	310	410	106	704	140	143	93	1437	476	902	403	433	136	6352	2274
DECEMBER	1242	406	521	220	956	239	460	85	613	88	252	70	1307	421	787	288	378	101	6516	1919
TOTAL	18943	5220	19501	5530	19683	4960	7119	1754	10939	2389	7478	1930	33437	8172	28166	8992	24056	3973	169361	42920

ALASKA MARINE HIGHWAY
TRAFFIC VOLUMES
BY PORT
1979

M.V. LE CONTE

State of Alaska
Department of Transportation
and Public Facilities
Div. of Marine Highway Systems
Pouch R
Juneau, Alaska 99811

PASSENGERS AND VEHICLES - EMBARKING

MONTH	SKAGWAY		HAINES		JUNEAU		HOONAH		TENAKEE		ANGOON		SITKA		KAKE		PETERSBURG		WRANGELL		HOLLIS		KETCHIKAN		PELICAN		FALSE IS.		TOTAL ON	
	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.
JANUARY	OUT		OF		SERVICE																									
FEBRUARY	5	1	14	2	35	8	182	8	4	0	44	1	393	29	60	4	12	7	13	0	72	3	87	8					921	71
MARCH	53	15	178	21	902	124	263	52	40	0	316	32	371	55	338	45	217	35	23	4	74	26	82	20	19	3			2886	432
APRIL	85	25	138	48	1091	170	410	43	40	0	226	25	157	45	167	18	253	31	81	5	22	15	257	33	20	4			2947	462
MAY	131	30	218	58	1192	187	270	44	84	0	257	36	442	66	357	57	340	65							33	0			3324	543
JUNE	271	49	340	100	1290	241	295	49	28	0	302	53	648	108	405	38	559	79							31	2			4169	719
JULY	572	106	724	174	1755	309	329	45	50	0	278	33	776	93	387	40	431	67							84	0	15	0	5401	867
AUGUST	462	85	861	236	1706	308	315	57	56	0	296	31	542	56	527	49	495	58							48	3	34	0	5342	883
SEPTEMBER	238	59	376	127	841	178	324	69	29	0	319	41	520	65	335	55	311	49							37	1	23	0	3353	644
OCTOBER	132	41	163	93	771	185	258	71	33	0	151	36	259	49	157	29	188	28	47	7	106	29	86	38	31	3	25	0	2407	609
NOVEMBER	101	16	201	54	786	166	392	101	87	0	306	52	367	51	258	56	189	42	41	11	224	86	184	81	18	3	41	0	3195	719
DECEMBER	38	7	123	12	778	94	251	50	124	0	285	42	398	47	387	49	337	42	88	15	255	81	250	71	18	3	9	0	3341	513
TOTAL	2098	434	3336	925	11147	1970	3289	589	575	0	2780	382	4873	664	3378	440	3332	503	293	42	753	240	946	251	339	22	147	0	37286	6462

PASSENGERS AND VEHICLES - DISEMBARKING

MONTH	SKAGWAY		HAINES		JUNEAU		HOONAH		TENAKEE		ANGOON		SITKA		KAKE		PETERSBURG		WRANGELL		HOLLIS		KETCHIKAN		PELICAN		FALSE IS.		TOTAL OFF	
	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.
JANUARY	OUT		OF		SERVICE																									
FEBRUARY	32	3	81	5	188	24	196	8	3	0	60	4	185	11	62	9	6	0	17	0	34	4	57	3					921	71
MARCH	59	13	112	29	955	99	451	70	43	0	296	33	253	44	333	51	140	34	46	3	83	23	102	30	13	3			2886	432
APRIL	84	26	157	47	955	121	273	43	33	0	253	27	450	91	259	26	131	20	15	4	76	21	237	27	24	5			2947	460
MAY	195	69	379	112	1169	119	161	37	73	0	337	44	273	59	301	51	380	51							56	1			3324	543
JUNE	410	94	425	144	1082	203	374	55	49	0	380	58	561	97	468	35	377	33							43	2			4169	721
JULY	893	129	746	211	1573	244	363	58	57	0	332	34	575	109	377	47	385	34							77	1	23	0	5401	867
AUGUST	445	79	860	195	1597	318	412	68	72	0	322	34	597	86	455	53	505	48							57	2	14	0	5336	883
SEPTEMBER	176	49	294	81	943	205	310	52	38	0	353	56	602	96	273	54	318	50							20	1	32	0	3359	644
OCTOBER	76	29	216	69	541	165	288	71	42	0	168	34	387	79	149	30	156	39	35	6	99	37	205	44	18	6	27	0	2407	609
NOVEMBER	63	10	191	58	733	150	423	92	83	0	308	45	435	74	194	31	188	36	60	11	172	77	283	133	8	1	54	0	3195	719
DECEMBER	20	1	61	13	780	88	330	67	108	0	314	32	432	62	338	45	265	43	93	19	176	50	393	89	25	4	6	0	3341	513
TOTAL	2453	504	3522	965	10516	1736	3581	621	607	0	3123	401	4750	808	3209	433	2051	388	266	43	640	212	1277	326	341	26	156	0	37286	6462

ALASKA MARINE HIGHWAY
TRAFFIC VOLUMES
BY PORT
1979

M.V. AURORA

State of Alaska
Department of Transportation
and Public Facilities
Div. of Marine Highway Systems
Pouch 8
Juneau, Alaska 99811

PASSENGERS AND VEHICLES - EMBARKING

MONTH	PR. RUPERT		KETCHIKAN		HOLLIS		WRANGELL		PETERSBURG		JUNEAU		KAKE		SITKA		ANGOON		TENAKEE		HOONAH		HAINES		SKAGWAY		PELICAN		OTHER		TOTAL ON	
	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.
JANUARY			287	79	209	56	40	2	180	27	375	57	171	20	304	38	243	18	44	0	240	31	189	22	73	13	20	0			2375	363
FEBRUARY			162	42	65	23	87	6	156	14	389	59	85	16	276	32	212	19	17	0	162	20	139	16	103	10	30	2			1883	259
MARCH			OUT		OF		SERVICE																									
APRIL	37	26	2	1																									1	17	40	44
MAY	439	171	883	215	618	115	48	9	71	6	41	16																			2100	532
JUNE	747	238	1443	236	654	174	52	12	69	14	72	16																	9	0	3046	690
JULY	854	202	1820	320	687	164	111	12	154	30	253	44																			3879	772
AUGUST	540	121	1760	415	851	213	58	11	165	35	192	70																			3566	865
SEPTEMBER	362	94	1106	314	795	210	28	6	97	21	88	22																			2476	667
OCTOBER	3	2	39	14	15	4																									57	20
NOVEMBER			OUT		OF		SERVICE																									
DECEMBER			OUT		OF		SERVICE																									
TOTAL	2982	854	7502	1636	3894	959	424	58	892	147	1410	284	256	36	580	70	455	37	61	0	402	51	328	38	176	23	50	2	10	17	19422	4212

PASSENGERS AND VEHICLES - DISEMBARKING

MONTH	PR. RUPERT		KETCHIKAN		HOLLIS		WRANGELL		PETERSBURG		JUNEAU		KAKE		SITKA		ANGOON		TENAKEE		HOONAH		HAINES		SKAGWAY		PELICAN		OTHER		TOTAL OFF	
	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.
JANUARY			259	62	284	76	38	4	88	16	551	58	202	28	305	33	203	26	54	3	201	25	127	25	39	12	24	1			2375	363
FEBRUARY			160	36	123	27	95	6	86	9	306	45	90	14	523	54	169	17	27	1	146	19	59	11	65	9	33	3	1	8	1883	259
MARCH			OUT		OF		SERVICE																									
APRIL	2	1	38	43																											40	44
MAY	194	55	923	229	702	172	62	15	68	20	151	41																			2100	532
JUNE	476	104	1441	315	677	172	72	16	148	35	164	48																	58	0	3046	690
JULY	757	160	1650	298	855	200	111	19	209	39	297	56																			3879	772
AUGUST	891	267	1463	295	876	225	73	19	128	28	136	31																			3560	865
SEPTEMBER	480	145	1032	267	770	221	53	6	75	13	66	15																			2476	667
OCTOBER	31	7	15	5	11	0																									57	20
NOVEMBER			OUT		OF		SERVICE																									
DECEMBER			OUT		OF		SERVICE																									
TOTAL	2831	739	6981	1550	4298	1093	504	85	802	160	1670	294	292	42	828	87	372	37	81	4	347	44	186	36	104	21	57	4	69	16	19422	4212

ALASKA MARINE HIGHWAY
TRAFFIC VOLUMES
BY PORT
1979

M.V. CHILKAT

State of Alaska
Department of Transportation
and Public Facilities
Div. of Marine Highway Systems
Pouch R
Juneau, Alaska 99811

PASSENGERS AND VEHICLES - EMBARKING

MONTH	KETCHIKAN		METLAKATLA		HOLLIS		THORNE BAY		TOTAL ON	
	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.
JANUARY										
FEBRUARY	600	109	531	73	181	37			1312	219
MARCH	1069	281	671	154	410	111			2150	546
APRIL	1093	277	765	157	302	84			2160	518
MAY	705	179	816	177					1521	356
JUNE	657	156	815	153					1472	309
JULY	606	160	635	135					1241	295
AUGUST	719	189	819	166					1538	355
SEPTEMBER	640	206	710	194					1350	400
OCTOBER	834	257	588	162	231	85			1653	504
NOVEMBER	932	287	669	184	250	98			1851	569
DECEMBER	1029	269	863	215	177	51	32	6	2101	535
TOTAL	8884	2370	7882	1770	1551	466	32	6	18349	4612

PASSENGERS AND VEHICLES - DISEMBARKING

MONTH	KETCHIKAN		METLAKATLA		HOLLIS		THORNE BAY		TOTAL OFF	
	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.
JANUARY										
FEBRUARY	712	110	448	79	152	30			1312	219
MARCH	1081	265	710	172	359	109			2150	546
APRIL	1067	241	752	161	341	116			2160	518
MAY	816	177	705	179					1521	356
JUNE	815	153	657	156					1472	309
JULY	635	135	606	160					1241	295
AUGUST	819	166	719	189					1538	355
SEPTEMBER	710	194	640	206					1350	400
OCTOBER	819	247	624	177	210	80			1653	504
NOVEMBER	919	282	742	205	190	82			1851	569
DECEMBER	1072	272	924	220	91	43	14	6	2101	535
TOTAL	9465	2242	7527	1904	1343	460	14	6	18349	4612

ALASKA MARINE HIGHWAY
TRAFFIC VOLUMES
BY PORT
1979

M.V. BARTLETT

State of Alaska
Department of Transportation
and Public Facilities
Div. of Marine Highway Systems
Pouch R
Juneau, Alaska 99811

PASSENGERS AND VEHICLES - EMBARKING

MONTH	CORDOVA		VALDEZ		WHITTIER		ELAMAR		TOTAL ON	
	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.
JANUARY	200	43	193	51			31	0	424	94
FEBRUARY	77	35	75	34			5	0	157	69
MARCH	108	42	101	59			44	0	253	101
APRIL	270	68	374	141			4	0	648	209
MAY	303	87	1157	309	613	136	5	0	2078	532
JUNE	281	102	2600	623	2317	493			5198	1218
JULY	260	79	3914	794	3314	633			7488	1506
AUGUST	624	176	3656	766	3211	610			7491	1552
SEPTEMBER	257	106	1898	485	975	229			3130	820
OCTOBER	305	162	274	139			6	0	585	301
NOVEMBER	273	72	265	76					538	148
DECEMBER	221	58	242	61			32	0	495	119
TOTAL	3179	1030	14749	3538	10430	2101	127	0	28485	6669

PASSENGERS AND VEHICLES - DISEMBARKING

MONTH	CORDOVA		VALDEZ		WHITTIER		ELAMAR		TOTAL OFF	
	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.
JANUARY	221	51	179	43			24	0	424	94
FEBRUARY	80	34	74	35			3	0	157	69
MARCH	139	59	70	42			44	0	253	101
APRIL	377	141	267	68			4	0	648	209
MAY	407	163	860	207	808	162	3	0	2078	532
JUNE	368	137	2451	557	2378	524	1	0	5198	1218
JULY	357	95	3420	696	3711	715			7488	1506
AUGUST	427	149	3557	765	3507	638			7491	1552
SEPTEMBER	188	86	1142	315	1798	419	2	0	3130	820
OCTOBER	279	139	298	162			8	0	585	301
NOVEMBER	265	76	258	72			15	0	538	148
DECEMBER	231	61	242	58			22	0	495	119
TOTAL	3339	1191	12818	3020	12202	2458	126	0	28485	6669

ALASKA MARINE HIGHWAY
TRAFFIC VOLUMES
BY PORT

M.V. TUSTUMENA

State of Alaska
Department of Transportation
and Public Facilities
Div. of Marine Highway Systems
Pouch R
Juneau, Alaska 99811

PASSENGERS AND VEHICLES - EMBARKING

MONTH	SEWARD		PORT LIONS		KODIAK		HOMER		SELDOVIA		CORDOVA		VALDEZ		SAND POINT		KING COVE		OTHER		TOTAL ON	
	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.
JANUARY	73	42	21	11	145	113	175	107	111	64											525	337
FEBRUARY	128	41									89	5							1	0	218	46
MARCH	OUT		OF		SERVICE																	
APRIL	110	81	21	9	158	104	242	129											41	42	572	365
MAY	297	110	31	13	361	174	616	281	184	75	101	26	69	31	57	1	47	1			1763	712
JUNE	639	171	85	20	744	265	940	348	263	115	276	38	183	65	34	0	42	0			3206	1022
JULY	899	168	44	13	948	259	1455	390	561	198	483	49	299	82							4689	1159
AUGUST	1018	226	46	17	1169	330	1356	396	741	195	477	66	421	117							5228	1347
SEPTEMBER	351	125	38	20	500	198	678	270	313	156	322	74	153	62	32	3	50	5			2437	913
OCTOBER	162	108	8	5	319	176	316	189	143	98	5	15			39	1	30	1			1022	593
NOVEMBER	105	59	21	14	244	131	225	103	94	58											689	365
DECEMBER	136	93	35	11	146	100	159	85	60	40									5	1	541	330
TOTAL	3918	1224	350	133	4734	1850	6162	2298	2470	999	1753	273	1125	357	162	5	169	7	47	43	20890	7189

PASSENGER AND VEHICLES - DISEMBARKING

MONTH	SEWARD		PORT LIONS		KODIAK		HOMER		SELDOVIA		CORDOVA		VALDEZ		SAND POINT		KING COVE		OTHER		TOTAL OFF	
	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.
JANUARY	53	56	15	10	165	104	184	112	108	55											525	337
FEBRUARY	89	5									107	9							22	32	218	46
MARCH	OUT		OF		SERVICE																	
APRIL	95	84	259	163	109	60	99	54													572	365
MAY	180	72	47	18	597	257	396	176	259	113	108	31	54	16	71	14	51	15			1763	712
JUNE	503	121	60	18	931	312	739	276	415	162	307	56	180	64	35	8	36	5			3206	1022
JULY	868	156	82	19	1163	37	1112	358	664	186	475	46	325	77							4689	1159
AUGUST	943	193	165	50	998	296	1475	399	64_	188	557	86	449	135							5228	1347
SEPTEMBER	444	114	46	15	659	258	604	280	287	117	138	45	178	57	41	12	40	15			2437	913
OCTOBER	125	85	20	11	362	195	326	193	126	75	5	12			27	8	31	14			1022	593
NOVEMBER	77	48	28	32	228	106	260	133	96	46											689	365
DECEMBER	74	51	21	10	105	76	151	95	116	56									74	42	541	330
TOTAL	3451	985	494	187	5467	2084	5356	2082	2811	1052	1697	285	1186	349	174	42	158	49	96	74	20890	7189

ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
R05-TCA-A199(841)
GROSS PAY OF MARINE TRANS EMPLOYEES FOR CALENDER YEAR 1980

LAST	FIRST	GROSS PAY
ABBOTT	MICHAEL J	19,390.02
ACTOR	STEPHEN E	6,185.10
AGAHONA	PONCE B	32,792.47
AHLEN	SVEN Y	18,352.59
AKERS	MELVIN R	46,526.49
AKREP	ELIZABETH	19,002.54
ALEXANDER	BRUCE	15,499.92
ALEXANDER	JACK R	7,694.73
ALLAIN	JOSEPH L	32,213.22
ALLEN	WYLIE A	23,180.76
ALSUP	BILLIE	29,913.47
AMBES	ROBERT P	7,936.16
AMON	JOE W	30,714.75
ANDERSON	DAVID A	32,296.36
ANDERSON	LUCILLE R	4,647.91
ANDERSON	MICHAEL G	42,154.68
ANDERSON	TIMOTHY T	19,659.10
ANDREW	WILLIAM	934.47
ANDROES	JERRY	24,625.98
ANSLOW	GARY B	30,998.25
APLING	HENRY L	15,543.21
ARMSTRONG	DONALD F	14,887.33
ARMSTRONG	ROBERT H	35,064.78
ASPINWALL	THOMAS H	54,562.98
ATKINSON	THOMAS J	29,478.87
AUSTIN	JOE H	31,696.87
AUSTIN	WILLIAM C	1,233.82
AVART	CHARLES	2,744.00
AWBREY	LORETTA M	377.55
BACH	CURTIS E R	45,169.34
BAGGEN	HAROLD L	51,066.25
BAILEY	DANIEL F	9,893.51
BAILEY	OSCAR H	704.24
BAKER	MEDINA	7,690.05
BAKER	PHILLIP N	45,458.32
BALDRY	JOHN M	42,885.70
BALDWIN	BERT P	27,294.94
BALES	CHARLES D	39,054.33
BALLOCK	JOHN J	1,630.55
BALZER	ELDON D	37,745.31
BANIE	LAVERNE L	30,986.28
BANNING	HARVEY D	34,356.27
BARKER	GARY R	15,845.38
BARKLEY	ANDREA L	11,938.30
BARNES	DAVID B	16,581.00
BARNES	EDWARD W	64,301.88
BARNES	JAMES W	31,531.40
BARNES	NANCY M	662.35
BARNES	RONALD V	9,976.78
BARON	JANICE	28,271.49
BARONE	JANICE E	8,910.72

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GROSS PAY OF MARINE TRANS EMPLOYEES FOR CALENDER YEAR 1980

LAST	FIRST	GROSS PAY
BARRIERE	WILLIAM	2,051.10
BARRIL	CATALINO D	24,875.18
BARRON	GAYLORD C	10,701.82
BARTLETT	EVA M	27,369.87
BATES	CHARLES L	28,201.74
BAXTER	ANTHONY I	1,412.04
BAXTER	ROBERT G	19,213.40
BEARDEN	THOMAS L	28,055.01
BEECH	MICHAEL T	10,242.40
BEEDLE	JAMES R	32,713.85
BEGLEY	CURT	24,278.37
BENGAARD	PAUL	24,135.15
BERGERON	THOMAS	25,807.52
BERKEY	JOHN H	37,205.65
BERNARDI	GEORGE	58,570.82
BERNSEE	JUNE E	26,743.18
BERNSEE	RAYMOND B	32,131.11
BERRY	WILLIAM S	32,461.37
BERSON	THOMAS R	504.29
BERTHOLL	PHILLIP E	36,360.68
BESELIN	KENNETH E	62,922.10
BESSE	DONALD E	29,424.49
BEVIS	VERN	26,012.60
BIAGI	SEBASTIAN	28,552.74
BISHOP	ROBSON I	37,524.62
BLACKMAN	SHEILA M	376.07
BLACKWELL	WALLACE E	29,907.04
BLOSSOM	KARYN R	2,074.46
BLUNT	KIMBERLE C	8,303.36
BODDING	DOROTHY E	9,096.39
BRAGINTON	RAYMOND F	6,671.39
BRANDOW	RAYMOND	30,110.07
BRANDT	OWEN E	24,413.44
BRANOVITCH	LARRY L	7,012.12
BRAZ	EDWIN F	11,951.28
BRENDIBLE	LES	30,798.23
BRENDIBLE	LESLIE W	16,584.06
BRERETON	GEORGE M	51,937.77
BRESSETTE	RONALD L	28,381.41
BRESSLER	GLENN E	74.26
BRILEY	ROGER	215.04
BROOKS	DAVID B	11,476.85
BROOKS	LLOYD S	36,520.18
BROOKS	RUSSELL W	34,454.59
BROOKS	SHARON	9,564.79
BROOKSHIRE	ARCHIE	53,102.70
BROUILLETTE	HENRY M	31,146.03
BROUSSARD	CLIFFORD H	56,909.04
BROWN	BARBARA L	26,331.97
BROWN	DALE C	60,914.42
BROWN	FARRELL J	21,885.94

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GROSS PAY OF MARINE TRANS EMPLOYEES FOR CALENDER YEAR 1980

LAST	FIRST	GROSS PAY
BROWN	FRANK H	30,134.92
BROWN	LOWELL W	28,303.56
BROWN	MICHAEL O	15,666.59
BROWN	RICHARD R	56,760.96
BROWN	SCOTT A	3,402.60
BROWNE	RUBY M	25,040.82
BUCHANAN	PERRY N	35,666.66
BULIN	EUGENE E	55,959.91
BULKLEY	GERALD E	4,069.48
BURNS	BILLY L	36,159.11
BURNS	ROBERT	9,493.42
BURR	ROBERT	33,418.12
BUSH	MERVIN W	33,535.12
BUSTER	LAWRENCE	40,226.09
BUTLER	HENRY F	29,812.04
BUTLER	JOHN	35,135.45
BYERS	DANIEL M	17,643.63
CADE	WESLEY R	22,321.57
CAFFEE	ROBERT N	27,882.31
CAMERON	LEONARD B	141.74
CAMERON	RONALD	23,073.29
CAMILON	JUANITA	27,064.93
CAMPBELL	ALEXANDER	6,282.86
CAMPBELL	JENNINGS W	8,178.16
CAMPBELL	VIRGIL W	33,560.09
CANNON	JOYCE	27,141.09
CAPLES	JACK B	12,635.84
CAPRIO	JOSEPH	33,664.10
CARDER	JAMES R	9,150.09
CARLISLE	ROBERT P	14,750.82
CARLSON	AUBREY W	33,102.13
CARLSON	CARL E	27,062.28
CARLSON	CAROL A	25,930.66
CARLSON	FRANCIS E	35,155.34
CARLSTROM	ARTHUR R	30,505.99
CARNLAY	DONALD J	3,152.48
CARPENTER	CHARLES U	1,363.92
CARRILLO	MANUEL M	2,075.04
CARRILLO	NELSON R	27,621.93
CASAVOLA	JOHN M	52,440.83
CECIL	NONA M	29,060.75
CHADWICK	MELVA D	28,405.97
CHALCROFT	GEORGE T	19,554.73
CHALKER	HENRY C	37,485.89
CHAMBERLAIN	ROBERT R	31,990.15
CHAMBERS	GEORGE	33,566.69
CHAMPA	LOUIS M	2,336.73
CHANASYK	MARSHALL	36,055.10
CHAPMAN	BRUCE D	7,131.28
CHAPMAN	SCOTT C	30,206 98
CHARLES	CECIL D	34,472.09

ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
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GROSS PAY OF MARINE TRANS EMPLOYEES FOR CALENDER YEAR 1980

LAST	FIRST	GROSS PAY
CHASE	DONALD E	95.04
CHATHAM	CLIFFORD E	29,352.10
CHENAULT	MARTIN	8,618.14
CHENAULT	WILLIAM D	16,754.48
CHERRY	DOUGLAS A	35,674.79
CHU	ENG KIM	30,149.04
CLARK	EDWIN V	31,049.19
CLARK	LARRY L	37,837.38
CLAY	JAMES M	36,659.26
CLINKSCALES	MICHAEL	52,451.12
CLINTON	JAMES R P	2,368.10
COGO	WILLIAM E	15,812.94
COHN	JONATHAN G	4,254.56
COKER	PERRY L	35,470.05
COLE	CHERYL K	25,937.77
COLE	THELMA	16,671.52
COLLINS	DALE O	52,555.16
COLLINS	MICHAEL E	13,794.11
COLLINS	TIMOTHY J	17,649.55
COLOMBO	JOHN J	8,377.20
COLTON	JOHN W	43,750.60
COMER	LEO G	47,657.98
COMPTON	WILLIAM E	25,111.54
COMSTOCK	VERNON	34,525.87
CONLEY	WILFORD L	35,296.88
CONNOR	JAMES L	5,141.74
COOKSIE	JAMES E	32,749.98
COOPER	PAUL K	16,143.40
COOZENNOY	FLOYD N	37.91
CORBETT	ROBERT F	31,753.12
CORCORAN	GERALD E	29,934.11
CORPIN	ANDREW C	28,059.55
CORYELL	SCOTT A	8,567.95
COSTELLO	WILLIAM J	4,941.28
COWAN	STEPHEN L	32,585.25
CRAMER	GARY A	30,589.73
CROFT	MICHAEL D	56,310.75
CROSBY	MICHAEL E	35,029.63
CROWL	MARIA L	30,409.04
CROWLEY	ROBERT T	34,451.86
CRUEGER	RICHARD G	32,540.23
CRUISE	ROBERT J	14,343.89
CUFFE	MICHAEL J	42,608.46
CULLINS	THOMAS	501.28
CUNNINGHAM	STEVEN F	7,691.22
CUPLIN	DORENE D	1,690.07
CURELL	ERWIN L	46,328.80
CUSACK	ERNIE B	8,440.14
DAGLE	TILMAN T	14,366.64
DAHLE	MARK	11,401.96
DALY	JAMES J	26,980.13

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GROSS PAY OF MARINE TRANS EMPLOYEES FOR CALENDER YEAR 1980

LAST	FIRST	GROSS PAY
DANIELS	LYNN R	36,626.00
DANIELS	WILLIAM T	22,964.19
DANNER	GEORGE	30,408.23
DAVENPORT	HAROLD E	36,681.10
DAVIS	CURTIS D	41,002.45
DAWSON	DAVID G	37,306.37
DAY	MARY ANNE	7,713.20
DEEMS	DONALD L	39,919.55
DEISING	RICKY D	23,910.39
DEMMERT	HENRY D	25,301.13
DENUPTIIS	JOSEPH D	30,868.09
DENUPTIIS	TIMOTHY	1,821.30
DERKE	MICHAEL C	2,864.26
DERUSHA	DONALD A	35,382.81
DESHETLER	LAWRENCE A	18,278.25
DEVERNA	WILLIAM R	24,337.01
DIAMOND	JOE E	32,151.25
DICKSON	PRESTON	898.64
DIXON	MICHAEL P	25,842.43
DODSON	DANIEL	24,118.30
DOHM	WALLACE E	27,778.84
DORAN	JAMES W	57,775.42
DORAN	THOMAS C	19,944.58
DOTSON	ROBERT L	34,916.27
DOWNS	JAMES A	35,907.41
DRISCOLL	JAMES L	36,912.84
DROOGS	LARRY W	8,891.89
DROUILLARD	ALBERT J	39,235.25
DUDLEY	LILLIAN	26,632.22
DUFF	ROBERT B	15,983.93
DUFFY	JAMES P	113.81
DUFRESNE	JOSEPH A	23,040.27
DUKES	ARDITH A	17.50
DUNCAN	PATRICK H	1,383.30
DUNN	JOHN C	25,909.45
DUNN	WILLIAM F	60,817.25
DURKIN	PATRICK R	33,400.91
DURNEY	HENRY J	5,537.28
DWYER	RUBY K	24,923.59
DYMESICH	ADOLPH J	36,087.53
EARLY	DENNIS	33,188.10
EBERHARD	ROBERT L	35,068.14
EBERLE	PETER H	41,048.64
ECKLUND	VICTOR H	33,563.65
EDENSO	VICTOR	33,655.16
ELDE	KARL A	676.63
ELESHANSKY	MIKE M	191.84
ELKINS	DONALD W	8,398.59
EMMERT	ALAN G	10,297.50
ENGE	REIDAR	1,292.04
ERICKSON	DENNIS	33,202.82

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GROSS PAY OF MARINE TRANS EMPLOYEES FOR CALENDER YEAR 1980

LAST	FIRST	GROSS PAY
ERICKSON	ELROY C	31,508.78
ERICKSON	ROBERT E	31,240.24
ESTES	JAMES H	38,784.32
ESTES	JOHN H	47,997.16
EUBANKS	JOHN E	54,723.03
EVART	JOHN J	31,589.05
EWING	FRANK R	32,564.90
FAGERNES	MICHAEL O	13,527.48
FARO	ROBERT L	14,158.71
FARRAR	DONALD L	34,653.81
FAULKNER	JULIAN T	37,204.28
FAWCETT	EDWARD	24,195.48
FENLIN	GEORGE W	39,551.15
FENN	KENNETH C	37,166.39
FERRIANS	LOU C	20,299.21
FERRIS	DANIEL	10,888.66
FISHER	CALVIN L	6,874.74
FITZTHUM	TERRY L	48,168.22
FJARLIE	LINDA Z	34,497.92
FLEEK	CLAYTON A	16,140.29
FLEMING	JAMES C	9,764.70
FLORESCA	ARTEMIO C	31,383.17
FOLEY	RICHARD A	44,744.20
FORBES	KENNETH J	28,207.29
FORCHEMER	DAVID G	49,251.24
FOX	ALICE M	29,990.70
FRACZAK	THOMAS D	4,450.64
FRANKLIN	HARRY T	33,513.94
FREDRICH	JUDITH	22,674.20
FRENCH	ALBERT E	1,300.35
FRENCH	GREGORY C	59.83
FRICKE	FRED E	8,281.38
FRIES	VICTOR L	23,759.42
GABOR	FRANCISCO	2,826.90
GANNAWAY	ROBERT C	16,873.95
GAUSE	BEVERLY J	8,411.57
GEARE	DAVID A	7,814.88
GERWER	THEODORE J	39,936.55
GIACHINO	ROBERT A	31,927.43
GIBBONS	MARTIN L	5,104.34
GIFFEN	NORMAN L	10,165.02
GLINIECKI	RAYMOND F	9,997.71
GODDARD	DAVID B	10,167.43
GOOCH	RALPH W	35,868.16
GOODRICH	PAUL R	487.48
GORRELL	SAMUEL B	10,321.49
GOTTSCHALK	FRANK R	33,827.32
GRAY	DENICE A	3,600.96
GREEN	ELSIE	27,384.96
GREEN	WALLACE I	27,868.00
GREENE	BARBARA L	13,664.72

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GROSS PAY OF MARINE TRANS EMPLOYEES FOR CALENDER YEAR 1980

LAST	FIRST	GROSS PAY
GRIBBLE	RICHARD A	28,838.11
GRICE	KENNETH M	5,180.77
GRIFFALL	R KEITH	4,026.15
GRUNOW	R WAYNE	28,446.16
GULLUFSEN	GEORGE	547.36
GYPIN	DAVID J	41,697.30
HAGERTY	WILLIAM F	3,341.44
HAGERUP	ERVIN E	10,314.43
HAGERUP	ERVIN L	54,334.62
HAKKINEN	FELIX F	982.46
HALE	HOLLIS L	8,574.52
HALES	GEORGE W	28,404.92
HALES	STEVEN D	26,927.73
HALL	JEFFREY P	4,190.61
HALL	MILFORD L	43,459.99
HALLINGSTAD	LUELLA	13,202.86
HAMILTON	DEWIE R	1,316.07
HAMILTON	LEONARD	726.46
HAMMER	KENNETH J	31,454.59
HAMRICK	RONALD D	55,700.60
HANCOCK	GEORGE E	49,114.45
HANES	DAN E	59.24
HANLEY	MARVIN	443.44
HANSEN	LAWRENCE N	13,403.48
HANSEN	RICHARD D	40.82
HARPER	CYNTHIA	26,488.90
HARPER	VIVIAN LEE	26,336.26
HARRIS	STARLING	735.77
HARROLD	BENJAMIN	24,573.45
HART	GLENN D	32,788.76
HARVEY	DWAYNE K	33,195.47
HARVEY	PAUL	9,452.34
HASSELL	JOHN R	42,084.45
HASTINGS	BENJAMIN M	27,245.16
HATCH	EDGAR A	33,229.14
HAUGEN	MARTIN C	58.52
HAWKINS	WILLIAM A	31,408.30
HEIBEL	WILLIAM P	43,420.17
HEITSTUMAN	THEODORE	32,752.70
HELLER	TIMOTHY P	6,741.06
HELPENSTILL	JOHN E	22,023.82
HENDERSON	ROBERT G	38,644.59
HENDRICKSON	ROBERT W	28,774.99
HENRIKSON	MARY I	8,240.42
HENRY	WILLIAM P	40,608.52
HERNDON	HOMER T	43,926.78
HERZ	GREGORY J	116.03
HESTAD	MIKE C	14,807.03
HILDEN	GERALD L	42,513.88
HILL	BETTY Z	29,994.64
HILL	CRISTINA K	6,714.73

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GROSS PAY OF MARINE TRANS EMPLOYEES FOR CALENDER YEAR 1980

LAST	FIRST	GROSS PAY
HILL	JAMES J	964.74
HILLBERRY	JACK L	31,517.39
HILLEY	LAWRENCE A	34,751.67
HINES	TERRY L	11,237.95
HJORT	STANLEY D	45,309.20
HOBSON	CLYDE B	26,784.39
HOEFER	WALTER K	35,336.80
HOFSTAD	RICHARD T	63,073.99
HOLDAL	DONALD	44,194.35
HOLIAN	MARK	19,714.50
HOLLENDER	ART L	10,688.58
HOLLINGSWORTH	DENNIS L	30,407.79
HOLLINGSWORTH	ROBERT E	45,299.55
HOLM	CARL	30,437.11
HOLMGREN	RUTH	205.03
HOPKINS	TOM R	21,100.38
HOPKINS	WILLIAM M	49,144.53
HOPPE	DOROTHY M	9,754.08
HORN	PAUL G	11,359.59
HOSNI	FARID	9,237.03
HOUGH	JOHN T	26,640.23
HOUTARY	HERBERT H	55,255.78
HOUTARY	SONDRA	13,930.41
HOWARD	SHARON P	6,132.60
HOWITZ	GEORGE	2,862.00
HUFF	EUGENE W	29,956.74
HUGGINS	RICHARD W	341.99
HUNNEWELL	JOHN H	51,953.99
HUNTER	MELVIN S	38,646.91
HURM	JOSEPH W	34,310.70
HUTSON	MARK H	30,211.90
HUTTON	CLYDE R	51,554.83
IBESATE	PRISCILLA	8,090.98
IBIAS	PEDRO S	31,553.94
ICHINAGA	STEPHEN E	25,621.36
INGLEDUE	FRANKLIN W	30,839.04
INGRAM	REUBEN B	356.02
INMAN	ALBERT J	31,257.39
ISAIA	F TALA	7,119.55
IVINS	DELORES E	2,569.14
IVINS	DONALD P	35,852.13
JACKINSKY	WALTER	71,461.07
JACKSON	RICHARD	7,163.42
JACOBSEN	KARL	31,231.08
JACOBSON	CHARLES A	37,039.33
JAMES	VICTORIA L	32,593.17
JAMES	EVERETT B	12,960.89
JANSEN	GABRIEL	58,957.40
JEBE	HENRY W	31,180.21
JENKINSON	LEIF	5,297.70
JENSEN	DARRELL G	33,188.21

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GROSS PAY OF MARINE TRANS EMPLOYEES FOR CALENDER YEAR 1980

LAST	FIRST	GROSS PAY
JENSON	SANDRA K	26,164.28
JEWELL	RUBY	23,389.77
JIMMY	LEE F	1,956.50
JOERS	JAMES I	37,655.86
JOHANNES	JOE A	71,284.68
JOHANSEN	JERRY P	12,224.50
JOHN	RICHARD R	35,821.89
JOHNSON	ARTHUR L	55,212.82
JOHNSON	CARL A	434.19
JOHNSON	DOUGLAS	43,232.40
JOHNSON	EDWARD R	7,795.26
JOHNSON	ERNEST L	46,050.24
JOHNSON	JACK V	27,606.13
JOHNSON	LANE M	2,608.41
JOHNSON	REGINALD L	30,242.25
JOHNSON	ROBERT M	56,268.06
JONES	LOUIS L	40,728.25
JORGENSEN	DAMON R	41,435.74
JORGENSEN	MALDEN U	27,310.79
JORGENSEN	STEWART A	31,955.00
JUDD	PAUL K	33,482.63
JULIAN	DALE L	49,867.78
JULIAN	HENRY J	4,300.49
JUSTICE	RAY W	8,338.61
KAMPS	LELAND E	32,975.27
KANARR	JOHN C	33,714.45
KANGAS	PATRICK J	33,899.44
KARLSEN	KARL J	28,419.07
KASTE	ROBIN L	2,178.96
KATZ	DAVID S	1,788.36
KELESKE	CAROL	23,969.74
KELLEY	JOSEPH R	12,074.66
KELM	ERIC S	29,738.25
KENNEDY	DENNIS F	10,052.94
KENNEDY	JOHN F	2,700.41
KENNERLEY	HAYDN J	243.84
KERN	ROBERT J	34,821.21
KESSLER	ALBERT M	1,903.77
KEY	LYNNE K	15,075.48
KIEFER	JACK R	10,473.92
KIEL	CHARLES P	14,214.55
KIEL	JOHN	16,386.44
KIEL	THOMAS M	9,173.52
KIENEL	LE ROY	35,413.97
KINDRED	HERBERT	30,601.49
KING	IVAN J	49,580.46
KINNEAR	RICHARD J	57,214.50
KINTNER	THOMAS P	58,015.21
KIRKHAM	GLEN J	36,559.47
KISTLER	MARK S	4,971.40
KLABO	JOHN A	60,241.83

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GROSS PAY OF MARINE TRANS EMPLOYEES FOR CALENDER YEAR 1980

LAST	FIRST	GROSS PAY
KLEIN	ALLEN	33,944.37
KLINE	RONALD P	32,374.70
KNIGHT	CHARLES H	33,161.91
KNIGHTLINGER	HAROLD L	8,667.75
KNIGHTLINGER	THOMAS D	415.61
KNODEL	NORBERT	1,244.47
KNUTHSON	VERNON E	38,605.24
KOFFARD	EDWARD J	33,057.43
KOKO	DAVID G	3,753.90
KOLAR	JOHN G	35,438.62
KOSSMANN	GOTTLIEB	38,108.04
KREPPS	JAMES D	74,984.83
KUBBS	CYNTHIA S	826.80
KUEHNY	A WALT	46,356.75
KUEHNY	WILBER H	57,425.40
KUTZ	DAVID J	27,436.19
KUTZ	RONALD J	54,196.66
LAEMMLE	WAYNE H	34,984.69
LAIRD	STEVE	28,283.63
LAKEY	JON P	25,986.80
LAM	JOHN W S	36,504.89
LAMM	GEORGE S	28,063.16
LAMPHIER	WILLIAM J	23,547.03
LANDINGHAM	WALTER L	31,126.05
LANE	AUDREY	26,009.16
LANFELL	LAURA R	26,173.10
LANGBEHN	FRED H	132.49
LANTZ	MARK A	125.30
LAPINSKI	RAYMOND	26,467.76
LARSEN	JOHN L	44,188.41
LARSON	JOHN A	20,644.28
LEE	ALAN F	46,172.56
LEE	ROBERT E	43,680.13
LEE	VERA L	11,128.47
LEPONIS	DENNIS C	56,255.78
LESLIE	MARY F	13,080.50
LESLIE	PAUL	33,296.77
LETSINGER	EARL W	19,551.39
LEVORSEN	WILLIAM P	43,807.02
LEWIS	GEORGE L	63,134.38
LEWIS	THOMAS W	33,111.45
LIMON	PETER W	211.64
LINDEMANN	DEWIGHT P	49,236.39
LINDEMANN	JEROME H	44,197.80
LINDLEY	RONDA	18,863.05
LISLE	DAVID T	28,718.11
LITTLE	DIANE L	1,749.27
LITTLE	WILLIAM D	34,945.44
LLOYD	REO L	4,895.20
LOCKERT	JOHN C	52,995.91
LOGAN	FORDYCE B	9,250.18

ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
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GROSS PAY OF MARINE TRANS EMPLOYEES FOR CALENDER YEAR 1980

LAST	FIRST	GROSS PAY
LORENTZEN	BETTE JO	16,860.95
LORTON	DEBORAH E	27,870.36
LOTT	ERVIN G	31,20[illegible].56
LOWELL	GALE H	41,507.46
LUND	WILLIAM A	33,536.96
LUNDIN	BERNARD E	32,785.87
LUPRO	BRIAN E	9,254.60
LUPU	THEODOSE N	9,244.15
LYNCH	BROGAN	24,219.42
LYNCH	ROBERT A	16,749.31
LYNESS	WILLIAM J	46,423.18
LYNNE	TORE	25,586.30
LYSHOL	BRYNJULF	24,654.82
MACHALE	DANIEL R	29,597.19
MACKEY	CLEO W	61,736.91
MAHONEY	THOMAS P	957.09
MALILAY	SID N	26,712.28
MALLOTT	CHARLES	22,681.28
MALONE	TIMOTHY P	402.37
MARCONTEL L	JAMES H	26,634.18
MARI	NORMA L	23,421.55
MARINICH	ANTHONY J	42,741.55
MARKHAM	LAWRENCE E	36,948.26
MARKLE	JOHN M	34,807.72
MARKSHEFFEL	EDWARD E	36,128.33
MARSTON	MICHAEL D	138.00
MARTIN	EDDIE L	7,022.50
MARTIN	LLOYD A	32,946.12
MARTIN	ROBERT	49.50
MARX	DAVID L	10,944.69
MASON	STEPHEN M	30,484.83
MASTERS	CLIFFORD R	45,300.53
MASTERSON	DONALD J	36,547.30
MATIASHOWSKI	RAY	31,698.93
MATIASHOWSKI	RAYMOND	6,721.24
MATSON	ROBERT E	579.60
MAYO	KENNETH C	52,111.57
MCCAMY	ERVIN E	36,398.76
MCCAUSLAND	JAMES W	87.12
MCCLURE	LEON D	40,545.84
MCCOLLEY	ROY	30,415.87
MCCONNELL	ERNEST T	6,046.70
MCCONNON	KATHLEEN	22,100.25
MCDONALD	ALFRED R	26,798.68
MCDONALD	JAMES R	44,562.43
MCDOWELL	ROBERT L	45,742.23
MCGILLVRAY	DONALD E	13,547.30
MCGRAW	DONALD E	31,845.32
MCGUIRE	RALPH K	36,372.08
MCHUGH	CATHERINE	11,090.81
MCKAY	BRUCE W	1,891.40

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GROSS PAY OF MARINE TRANS EMPLOYEES FOR CALENDER YEAR 1980

LAST	FIRST	GROSS PAY
MCKELVEY	KATHLEEN E	21,433.61
MCLEAN	BERNEDA R	30,606.98
MCLEAN	KELLY L	10,507.64
MCLEOD	CHARLES E	11,151.32
MCMAHON	JOHN A	33,616.38
MCMAHON	PETER J	23,813.72
MCNULTY	CYNTHIA	26,331.64
MCNULTY	MARIA	8,109.07
MCROBERTS -	MICHAEL D	31,743.16
MCWILLIAMS	QUINTON A	4,945.06
MEADORS	FRED E	49,374.48
MEDLIN	EDWARD M	1,523.05
MERCER	RICHARD F	29,735.68
METCALFE	VERNON	315.92
MICKELSON	CARL	13,816.45
MILES	TERRY E	1,876.00
MINCH	WALTER C	57,620.43
MIRTO	AGUSTIN K	1,142.59
MITCHELL	WILLIAM W	56,771.63
MIX	KENNETH E	9,061.40
MOERCHEN	RICHARD F	24,937.04
MOLVER	LAURENCE R	36,125.18
MONSAAS	PETER H	59,239.08
MONTEZ	FRED	22,105.60
MONTEZ	MICHAEL	20,358.85
MOORE	CHRISTINE	9,940.74
MOORE	JEROME R	25,618.45
MOORE	PATRICK A	1,097.77
MOORE	RALPH	37,712.11
MOORE	THOMAS O	17,255.77
MORFORD	MCKEAN	25,509.23
MORRISON	JERALD R	23,011.95
MULKEY	WAYNE R	27,819.79
MULLINS	DORNEY D L	30,648.42
MUMA	JUNIOR F	5,350.20
MUNRO	DANIEL R	6,308.01
MURPHY	JOHN W	37,518.73
MURPHY	LAURENCE J	13,889.07
MURPHY	SHEILA	27,254.92
MYERS	LYNWOOD	8,532.61
MYKING	JOHN R	35,701.97
NAMUR	ROBERT J	33,346.03
NANCE	THOMAS C	83.16
NAP	DANIEL R	229.75
NEAL	JOHN B	33,461.28
NEASE	STEVEN	21.15
NELSON	CALVIN A	22,028.25
NELSON	DAVE E	28,610.63
NELSON	DAVE E	32,189.56
NELSON	EARL A	774.17
NELSON	IDA J	24,072.35

ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
R05-TCA-A199(841)
GROSS PAY OF MARINE TRANS EMPLOYEES FOR CALENDER YEAR 1980

LAST	FIRST	GROSS PAY
NELSON	JON E	24,087.14
NELSON	PAUL R	54,492.62
NELSON	RANDALL O	783.17
NELSON	RICHARD V	717.73
NELSON	STEVEN D	43,611.01
NELSON	VIRGINIA	1,023.61
NESSLAGE	JACK M	6,396.00
NEVERS	HAROLD	45,116.54
NEVILLS	BILL	25,819.57
NEWMAN	CHARLES D	1,200.35
NICHOLS	JOHN K	1,468.60
NICKERSON	NORVAL E	44,906.41
NICKICH	DONALD L	30,853.69
NORTON	LEO W	17,254.52
NORTON	WALLACE	32,185.62
NYBECK	RICHARD G	29,498.60
OAKES	JOHN P	3,424.90
OBRIEN	JOHN J	38,795.84
OBRIEN	JOHN A	36,020.15
OBRIEN	WILLIAM	23,172.94
ODELL	JACK A	30,525.38
ODELL	T M	45,579.13
OGILVY	GARY L	46,395.38
OHMER	LANCE D	18,479.91
OLDACRES	DENNIS E	41,675.29
OLIVAS	HARRY L	34,894.62
OLIVER	EVERETT	295.91
OLIVERI	VINCENT T	40,911.91
OLSEN	ALF G	20,974.74
OLSEN	HARLAN D	7,584.30
OLSON	ERICK E	55,936.19
ORNELAS	RAOUL A	45,340.46
ORTH	LEROY D	91.73
OSENGA	JOHN W	41,338.98
OSHEA	WILLIAM H	40,642.01
PARKER	DAPLENE	24,015.41
PARMENTER	ALLEN C	9,074.38
PATRICK	MICHAEL S	27,435.31
PATTERSON	JOHN N	16,700.88
PATTERSON	VERA	336.78
PAULICK	WILLIAM G	159.36
PAYNE	HAROLD	54,115.94
PEABODY	FRANK P	1,230.30
PEARCE	LARRY N	36,644.29
PEARSON	FRANK N	4,813.84
PEAVEY	ROBERT A	28,193.29
PEGUERO	JOSE	4,611.00
PERATROVICH	GIFFORD J	31,192.12
PERDON	FRANK S	30,996.66
PERKINS	LESSLEY R	10,775.60
PERLEY	EDWARD L	10,695.98

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GROSS PAY OF MARINE TRANS EMPLOYEES FOR CALENDER YEAR 1980

LAST	FIRST	GROSS PAY
PERRY	IVA L	27,459.74
PERSAVICH	HELEN S	26,761.57
PETERS	BERTHA B	26,622.12
PETERS	GARY L	26,582.65
PETERS	RALPH J	29,600.17
PETERSON	CHRISTIAN	27,082.95
PETRICH	KURT K	33,189.71
PETRICH	WILLIAM A	23,106.63
PIVONKA	ROBERT J	1,244.66
PLEVKA	EDWARD	34,079.07
POET	DONALD E	32,775.02
PORCELLA	RICHARD J	843.27
PORTER	GEORGE R	45,481.40
PRICE	FRANK E	6,640.90
PROVOST	ROBERT J	26,826.63
PULJU	DALE H	33,529.73
PUTNEY	GEORGE A	4,576.82
RAINS	ESTLE L	43,554.70
RAMIREZ	JAMES A	9,527.58
RANDAZZO	VIRGINIA C	3,035.36
RANTA	CARL	273.24
RASMUSSEN	GREGORY B	10,686.41
RASMUSSEN	RALPH	27,729.69
RATHBUN	OTIS R	931.22
RATIGAN	WILLIAM	14,767.56
RECTOR	GLENN	19,873.79
REESE	CLINE M	6,970.67
REESER	MAYNARD L	57,040.27
REICHERT	RONALD E	46,322.79
REIFENSTEIN	GEORGE H	37,432.63
REMLY	MILES D	9,388.41
RENFROW	JAMES S	69,460.24
RENWICK	DAVID F	58,178.05
RHODES	CHARLES	28,711.74
RICE	CECIL H	53,007.91
RICE	MICHAEL V	27,477.16
RICHARDS	TAMRA S	27,356.28
RICHARDSON	KENNETH E	598.35
RITTER	RAYMOND	14,082.72
RITTER	RONALD	63.81
RITTER	WILLIAM P	34,667.24
RIXE	DON F	13,855.25
ROBERTS	DAVID	32,452.37
ROBERTS	ROBERT L	7,358.54
ROBERTS	STEVEN D	29,546.91
ROBINSON	CALVIN A	26,494.58
ROCKWOOD	STEPHEN K	37,972.80
ROD	HAAKON W	7,038.23
ROE	DAVID	23,512.21
ROGERS	EDITH D	6,347.41
ROGERS	R DALE	1,732.76

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GROSS PAY OF MARINE TRANS EMPLOYEES FOR CALENDER YEAR 1980

LAST	FIRST	GROSS PAY
ROHLOFF	ANTHONY R	42,510.87
ROHM	JUDY A	15,302.76
ROLLMAN	ROBERT T	9,561.19
ROMERO	GILBERT	14,042.17
RONNE	WAYNE G	2,565.07
ROPPEL	ROBERT	55,575.66
ROUGH	DANA S	33,240.49
RUARO	JEROLD L	38,699.19
RUARO	PETE R	26,459.58
RUPPLE	VICTOR	1,017.71
RUTLEDGE	PIERRE L	29,945.12
SADLER	JOHN L	10,533.74
SAGOR	ROY D	5,946.71
SAINDON	MARY L	523.18
SALAMANCHUK	MIKE	31,093.01
SANCRANT	JOHN W	40,314.66
SANDE	JAMES W	53,767.27
SANDE	JAN W	51,263.68
SANFORD	WILLIAM H	37,126.47
SANTOS	ANDY D	60,198.54
SANTOS	JOHN J	35,774.45
SAWA	ICHIROW	22,836.47
SAWYER	MARK L	34,453.73
SCHAEFER	STEVEN K	8,246.60
SCHAEFLER	WILLIAM J	1,846.30
SCHE[illegible]	WALTER C	28,312.73
SCHOE[illegible]	KARL M	50,544.82
SCHULMA[illegible]	EVE J	197.87
SCOTT	GLEN A	25,423.66
SCOTT	PATRICK E	7,402.60
SCOTT	THOMAS W	48,449.12
SCRAFFORD	MARK	382.80
SCZEKAN	FRANK	36,757.03
SEABOLT	WILLIAM J	36,721.89
SEARBY	ELLEN	19,227.68
SEARS	RAYMOND J	10,100.00
SEBADE	JACK	411.83
SEGO	RONNIE L	2,581.10
SEIDMAN	ROBERT	29,251.93
SEIGEL	RICHARD F	14,907.56
SELFRIDGE	ROY R	339.60
SEVERSON	ALBERT C	30,629.86
SEYMOUR	DEWEY E	46,682.08
SHANNON	STEVE O	28,459.45
SHARMAN	MITCHELL	14,506.50
SHEETS	ANTHONY B	21,476.30
SHEETS	ARLINE G	29,170.58
SHEPARD	JAY S	6,837.36
SHERMAN	WILLIAM G	33,060.28
SHERREN	DOUGLAS H	38,862.85
SHERVA	CHARLES R	35,217.68

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GROSS PAY OF MARINE TRANS EMPLOYEES FOR CALENDER YEAR 1980

LAST	FIRST	GROSS PAY
SHOCKEY	RODNEY J	28,733.15
SHOEMAKER	CAROL	26,973.55
SHOTT	MICHAEL W	37,772.34
SHRIEVES	ROBERT F	41,260.18
SIGUE	MARY ANN	31,540.24
SIME	SCOTT E	47,795.98
SIMPSON	BARBARA A	11,169.81
SIMPSON	RUDY M	467.08
SINGH	SAMI S	9,246.14
SIS	GAYLE E	28,319.65
SMILEY	TINA M	7,056.56
SMITH	BOBBY F	28,066.89
SMITH	ROBERT C	7,656.94
SMITH	ROBERT E	28,866.86
SMITH	ROBERT W	70,600.21
SMITH	RONALD E	18,852.29
SMITH	STEVEN P	34,269.28
SNYDER	THOMAS R	27,612.30
SOGGE	IRVIN N	55,761.57
SORENSSON	JOHANN	15,193.48
SOUCIE	JAMES M	66,520.78
SPEER	DENNIS E	35,780.91
SPENCE	MICHAEL C	1,559.16
SPERL	WALTER M	60,977.82
SPIEGLE	CALVIN	35,400.92
SPROMBERG	ALBERT J	36,797.93
SPROMBERG	GARY	22,244.05
SPROMBERG	RICHARD W	33,055.08
STABLES	JOHN	1,705.33
STACK	THOMAS	28,990.79
STANKER	MANIER C	8,905.22
STANTON	LETA J	22,565.47
STEELE	LELAND O	24,942.47
STEINER	MARLENE A	28,229.38
STENSLAND	LLOYD W	23,731.01
STEPPER	WILBERT W	30,827.20
STERNBERG	FLOYD	33,091.30
STETSON	JONATHAN H	33,755.37
STEVENS	DAVID L	28,865.97
STEVENS	HOWARD D	36,883.79
STEVENS	MARLYS	20,715.17
STEVENS	PAULINE	764.90
STICKLIN	ROBERT H	8,523.07
STIDD	WILLIAM E	39,643.14
STLOUIS	DONALD L	48,363.54
STOREY	HERBERT E	54,545.56
STOREY	RANDALL K	32,347.32
STRANGIO	DAVID	8,254.08
STREEPER	THOMAS W	36,478.96
STREEPER	THOMAS W	12,862.18
STRONG	ELLSWORTH	31,435.58

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GROSS PAY OF MARINE TRANS EMPLOYEES FOR CALENDER YEAR 1980

LAST	FIRST	GROSS PAY
STUBBS	CHARLES J	32,527.30
SUCH	DENNIS E	13,185.32
SULLIVAN	HOWARD E	51,402.65
SULLIVAN	JASPER J	26,207.98
SULT	JOHN R	50,268.33
SUND	WERNER	44,344.70
SUNDT	MARK R	44,271.66
SWARTZ	JAMES	34,622.84
TAGART	DONNELL C	25,433.73
TATE	RUBY A	8,614.14
TATSUDA	JIMMY T	32,220.05
TAYLOR	ANDREW A	36,330.71
TAYLOR	CHRISTY	16,368.15
TAYLOR	LESLIE A	4,098.60
TAYLOR	LORRAINE O	2,429.61
TAYLOR	PHILLIP E	29,558.91
TAYLOR	TRACY	6,917.41
TEE	RAYMOND B	46,385.00
TEMPLETON	PETER G	13,466.61
TERENCIO	SUSANNE A	27,325.71
THATCHER	JOHN F	62,140.22
THOMAS	WILLIAM E	28,431.42
THOMPSON	DOUGLAS	30,846.48
TILL	DAVID G	17,555.38
TOWLE	CLIFTON J	29,080.44
TRIMBLE	GEORGE	23,415.04
TRIPP	HAROLD D	14,289.69
TROXEL	HAZEL	14,028.87
TRUETT	ROBERT D	228.76
TSCHETTER	LOWELL S	11,606.08
TUCKER	EDWARD L	7,945.72
TURNER	WILLIAM P	27,527.76
TYNER	WILLIAM	19,309.67
TYRRELL	RONALD P	24,435.36
UNDERHILL	ROBERT M	1,833.66
UNERTL	ROLAND L	6,058.91
UNKEL	WILLIAM L	18,315.30
URQUHART	EARL G	21,908.50
UTTERBACK	ROSALIND	14,960.37
VALLEY	DAVID J	28,001.05
VANAART	PETER B	19,201.66
VANASSE	JOSEPH E	29,227.62
VANDAL	JOHN P	28,497.59
VANDELINDER	JEFFREY B	3,784.20
VANHORNE	WENDY	14,936.02
VANVLEIT	STEVE	37,161.81
VASSILIADIS	TIMOLEON	2,082.90
VAUGHAN	GEORGE D	36,448.35
VEAZEY	JAMES E	6,285.46
VICK	CHARLES H	9,737.81
VICK	ROLF M	32,195.31

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GROSS PAY OF MARINE TRANS EMPLOYEES FOR CALENDER YEAR 1980

LAST	FIRST	GROSS PAY
VICKERS	WILLIE E	321.75
VILLALOBOS	GEORGE A	28,954.14
VIOLA	SANDRA	13,242.58
VOGEL	REX E	16,108.56
VOGEL	TIMOTHY H	48,361.73
VOORHIES	KEITH M	19,189.33
WAHTO	JOAN F	10,874.16
WALKER	ERNEST	20,628.22
WALLIN	JAMES K	47,105.75
WALROD	LEROY A	31,967.36
WARBIS	MONTE J	7,769.97
WARD	JONATHAN E	42,840.68
WARD	VIRGIL D	38,751.50
WARREN	LARRY L	2,622.47
WASHBURN	GLEN N	68,265.43
WASSOM	WILLIAM	28,316.21
WATSON	WOODROW G	27,952.88
WATSON	WOODROW G	29,478.49
WEBB	GERALD	25,924.35
WEBB	JOHN K	29,989.69
WEBB	WANDA L	27,134.79
WEBBER	GRANT R	26,761.20
WEBSTER	FRED E	1,344.11
WEIMER	BILLY B	5,239.45
WEINRICK	ROD [illegible] D	34,229.57
WEIR	WILLIAM A	18,877.12
WERNER	GARY L	14,196.17
WERNER	GEORGE H	35,908.21
WEST	BARRY R	41,518.71
WEST	GLEN H	33,068.92
WESTFALL	RAY L	27,944.51
WHALEN	RONALD E	51,739.24
WHEELER	JOYCE E	5,054.45
WHITE	BENNETT K	24,410.20
WHITE	STEPHEN G	52,438.04
WHITESIDES	DALE R	44,494.08
WHITMAN	MARY J	26,666.55
WHITNEY	MORRIS D	17,544.51
WICK	GERALD G	31,488.42
WICKENS	PATRICK S	40,690.42
WILCHINSKI	CLEMENT C	30,133.20
WILKENS	ROGER W	730.80
WILKINSON	WILLIAM H	74,588.10
WILLCUTT	JAMES T	19,616.10
WILLIAMS	EDMOND W	58,572.37
WILLIAMS	JESSE L	29,018.75
WILLIAMS	NAOMI L	26,910.22
WILLIAMS	ROBERT L	32,441.45
WILLIAMS	WESLEY	44,309.27
WILLIS	JIMMY A	37,035.13
WILLITS	JOHN J	5,628.00

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GROSS PAY OF MARINE TRANS EMPLOYEES FOR CALENDER YEAR 1980

LAST	FIRST	GROSS PAY
WILSON	BEN A	25,431.25
WILSON	MICHAEL J	27,943.43
WILSON	RICHARD N	28,401.37
WILSON	TIMOTHY J	2,549.28
WINSTON	NORMA O	4,633.47
WINTZER	ELIZA P	10,127.92
WIRTANEN	MARILYN C	8,252.39
WITTANEN	FRED C	28,230.62
WOLFE	DONALD J	34,567.83
WOLFE	LOYD D	27,947.56
WOLFE	RALPH W	40,928.65
WOODS	TIMOTHY P	4,084.72
WOZENCRAFT	JOHN	73,610.38
WRAY	CURTIS C	58,193.19
WRIGHT	DON	1,304.14
WRIGHT	HAROLD T	32,834.22
WYNN	JOHN	33,020.92
YADAO	ROMY L	21,492.17
YARRINGTON	JACK	31,861.80
YOUNG	CHARLES H	7,667.82
YOUNG	HAZEL A	25,888.99
YOUNG	SAMUEL E	22,197.05
ZEIS	MICHAEL J	717.42
ZELLWEGER	MARK F	36,593.85
ZOLNIEREK	EDWARD S	7,808.55
FINAL TOTALS		23,430,536.30

943 RECORDS TOTALED

MONTHLY BASE SALARIES
MARINE HIGHWAY SYSTEMS

SOUTHEAST VESSELS *

COLUMBIA, MALASPINA & MATANUSKA

Licensed Deck Officers	Amount
Master	$4232
Pilot	3872
Chief Mate	3670
2nd Mate	3355
3rd Mate	3355

Licensed Engine Officers

Chief Engineer	$4040
1st Assistant Engineer	3482
2nd Assistant Engineer	3254
3rd Assistant Engineer	3049

TAKU, LeCONTE & AURORA

Licensed Deck Officers

Master	$4070
Chief Mate	3526
2nd Mate	3229
3rd Mate	3229

Licensed Engine Officers

Chief Engineer	$3878
1st Assistant Engineer	3325
2nd Assistant Engineer	3116
3rd Assistant Engineer	3049

ALL SOUTHEAST VESSELS

Unlicensed Personnel

A. B. Bos'n	$2209
Able Seaman	2146
Ordinary Seaman	1978
Ordinary Seaman Porter	1978
Watchman	1978
Chief Purser	2626
Senior Assistant Purser	2189
Junior Assistant Purser	1957
Junior Engineer	2230
Oiler	2168
Wiper	2001

* Including Pilotage for Southeast Licensed Deck Officers.

Unlicensed Personnel (con't.)	Amount
Oiler/Wiper	$2001
Chief Steward	2626
2nd Steward	2189
Storekeeper	2091
Chief Cook	2268
2nd Cook	2091
Assistant 2nd Cook	1957
Cashier	1946
Head B.R. Steward	1957
Bartender	1957
Cashier Steward	1946
Officer Steward	1946
Crew Steward	1946
Steward	1929

CHILKAT

Master	$3269
Chief Engineer	3460

Note: All Southeast Vessel positions work 12 hours a day, 84 hours, in a two week period for a total of 2184 hours per year.

SOUTHWEST SYSTEM **

TUSTUMENA

Licensed Deck Officers	Amount
Master	$4726
Chief Mate	4241
2nd Mate	3911
3rd Mate	3730
Junior 3rd Mate	3730

Licensed Engine Officers

Chief Engineer	$4680
1st Assistant Engineer	3391
2nd Assistant Engineer	3194
3rd Assistant Engineer	3194

Note: All Licensed Officer positions on the TUSTUMENA work 8 hours per day, 56 hours a week, for a total of 2920 hours per year.

** Including non watch pay Southwest Licensed Engineers and Chief Mate TUSTUMENA.

Unlicensed Personnel	Amount
A.B. Bos'n	$2362
Able Seaman	2302
Ordinary Seaman	2141
Watchman	2141
Chief Purser	2726
1st Radio Officer	3461
2nd Radio Officer	2988
Junior Engineer	2388
Oiler	2330
Wiper	2165
Chief Steward	2726
Chief Cook	2410
Bartender	2112
Assistant 2nd Cook	2112
Head B.R. Steward	2112
Crew/Steward	2102
Steward	2088

Note: All Unlicensed positions on the TUSTUMENA work 8 hours per day, 56 hours per week, for a total of 2920 hours per year.

BARTLETT

Licensed Deck Officers

Master	$5396
Chief Mate	4971
2nd Mate	4803

Licensed Engine Officers

Chief Engineer	$5543
1st Assistant Engineer	4957
2nd Assistant Engineer	4792

Note: All BARTLETT Licensed positions work 12 hours per day, 56 hours per week, for a total of 4380 hours per year.

SOUTHWEST VESSELS

Unlicensed Personnel

A. B. Bos'n	$2362
Able Seaman	2302
Ordinary Seaman	2141
Watchman	2141
Chief Purser	2726
Oiler	2330
Chief Steward	2726
Chief Cook	2410
2nd Cook	2242
Assistant 2nd Cook	2112
Steward	2088

Note: All BARTLETT Unlicensed positions work 8 hours per day, 56 hours per week, 2920 hours per year.

VIII

The following formulas were used:

OVERTIME: Experience Factor 14% of Gross - Budget Year FY 82

FICA: .613 of $32,700
$2,004 x No. of Positions

UI: .007 of Gross Salaries

SICK LEAVE: Budget Year - 90 x No. of Positions x Rate

HOLIDAY PAY: 11 Holidays x No. of Hours per day x No. of Positions x OT Rate
Unlicensed Personnel work eight (8) hour days both vessels.
Licensed Deck and Engine work eight (8) hour days on M/V TUSTUMENA.
Licensed Deck and Engine work twelve (12) hour days on M/V BARTLETT.

H&W: Licensed Engineers - $137.25 per month per man = $1,647 x No. of Positions
Licensed Deck and Unlicensed - $1,464 x No. of Positions

PENSION: Licensed Deck and Unlicensed - $2,556 x No. of Positions
Licensed Engineers - $17.16 per day x No. of Positions x 360 days.

PENALTY PAY: Licensed Engineer only = 10% of Gross

LICENSE INSURANCE: Mates - .3% on one (1) month salary per year per man.
Masters - 5.625% of one (1) month pay.

NON WATCH: Chief Engineer - M/V Bartlett $210.00 per month and C.E. M/V TUSTUMENA - $210 per month
Chief Mate M/V TUSTUMENA - $105 per month

SOUTHEAST VESSEL EMPLOYEES

For the Purpose of computing Benefits, the following formulas per Pay Period were applied:

CY FICA: .613% of first $32,700 x man years
(Maximum of $2,004 per employee) (No. of employees)

UI: .007% of Gross Salaries

HEALTH AND WELFARE: IBU and MM&P - $61 per Pay Period per man
MEBA = $68.62 per Pay Period per man

PENSION: IBU and MM&P - $106.50 per Pay Period per man
MEBA = *$17.16 per day worked = $102.12 per Pay Period per man
(*Paid for vacation and sick leave used as well as days worked)

OVERTIME: 11% for Overtime and Minimum Guarantee for early call out

HOLIDAY PAY: 5.1 hours per Pay Period per man = 2.6 @ Regular Time and 2.5 @ Overtime
(Note: Crewing is required for all positions on all holidays, therefore one half of employees or one (1) full Crew per Vessel will earn Holiday Pay at Overtime rate.

SICK LEAVE: 3.5 hours per Pay Period per man

PILOTAGE: $273 per Pay Period per man

PENALTY PAY: 5% Gross Wage License Engineer only

LICENSE INSURANCE MATES AND PILOTS: 3% on one (1) month's salary per year=
$13.00 per Pay Period for M/V's TAKU, LeCONTE and AURORA
$27.50 per Pay Period for M/V COLUMBIA
$20.00 per Pay Period for M/V MALASPINA
$27.50 per Pay Period for M/V MATANUSKA

Southeast Vessel Employees (Cont.)

MASTERS: 5.625% of one (1) month pay = $15 per Pay Period for M/V's TAKU, LeCONTE and AURORA
$16 per Pay Period for M/V's COLUMBIA, MALASPINA and MATANUSKA
$11 per Pay Period for M/V CHILKAT

LEAD CHIEF ENGINEER COMPENSATION: 3 hours OT per Pay Period
(One (1) Chief Engineer only per vessel)

AGENCY Transportation and Public Facilities
(Southeast Vessel Operations)

PROGRAM Transportation

BRU Marine Highway Systems

COMPONENT 25-82-1-01-01-00

Page 2 of 2

REVISED DATE

FY82

23 11 CONTINUED

01-1154(8/80)

DOTPF:
Aviation
design &
Const budget

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DEPUTY COMMISSIONER – DESIGN AND CONSTRUCTION

POUCH Z
JUNEAU, ALASKA 99811
(907) 465-3900

March 9, 1981

200H-

Re: Request for Information
by House Transportation
Committee

The Honorable Bette M. Cato, Chairman
House Transportation Committee
Alaska House of Representatives
Pouch V
Juneau, Alaska 99811

Dear Representative Cato:

Following is information requested during the February 13, 1981 House Transportation Committee Hearing on our Aviation Design & Construction Budget.

1) Priority listing on intended useage of the $4,719,000 appropriation for airport lighting under Ch 50/SLA 80.

The enclosed "Executive Summary" from the Rural Airport Lighting Report by Wince Corthell, Bryson, Freas, provides the requested information.

2) Delays incurred in obtaining permits and clearances.

There are a variety of Federal and State laws and regulations that must be complied with in gaining approval to proceed with construction. Those most often impacting schedules on state funded aviation projects are wetlands permits (Clean Water Act - Public Law 95-217), permits for activities affecting navigable waters (River and Harbor Act of 1899 - 30 Stat. H51; 33 USC 403) and archeological clearance (AS 41.35.070). The wetlands permits and navigable waters permits are issued by the Corps of Engineers and typically take 4 to 6 months to process. During this period the permit application is circulated among various state and federal agencies and given public notice. Objections are frequently raised, and it takes time to resolve them. We are making a concerted effort to expedite this process.

3) List of Federal ADAP funded projects that may not be advertised due to no Federal ADAP Funding.

This list is being submitted by our Planning & Programming Unit.

25A-T4LH

4) A status report on plans to improve the terminal area at Anchorage International Airport.

It is our understanding that our Planning & Programming Unit will furnish a response to this request.

Sincerely,

R. D. Shumway, P.E.
Deputy Commissioner
Design & Construction

Attachments

cc: John Bates
Deputy Commissioner
Planning & Programming

Clayton Hueners
Director
Aviation Design & Construction

Riley Snell
Planning & Programming

RDS/sh

EXECUTIVE SUMMARY

I. INTRODUCTION

Pursuant to the mandate of Chapter 50, SLA 80 that the 33 designated rural, general aviation facilities be equipped with airport lighting, the Department of Transportation and Public Facilities contracted with Wince-Corthell-Bryson-Freas Consulting Engineers in association with Arctic Consulting Engineers for the professional services of performing this Resources and Conditions Inventory Report. The report develops a site-specific scope of work for each facility, evaluates potential power sources, defines specific components of the airport lighting system, and identifies factors which may either enhance or deter the implementation of the Chapter 50 mandate at each location.

Five village airports designated in Chapter 50; Kiana, Noorvik, Selawik, Arctic Village, and Ruby have received lighting systems concurrent with the formulation of this report.

II. SELECTION OF LIGHTING SYSTEM AND POWER SOURCES

Criteria for the selection of a lighting system:

1. Must provide not less than the minimum required lighting, with the requisite reliability.

2. Must be composed of sturdy, durable, and maintainable components of standard manufacture and having assured availability on a long-term basis.

3. Must be amendable to future upgrading with maximum utilization of original components.

4. Must be designed to afford optimum protection to the various components from damage caused by maintenance activities, illicit vehicle traffic, and valdalism.

The important variables of the aiport lighting system are fixture type, location, spacing and the arrangement of circuitry, conduits, and conductors. The use of local electrical power sources has several desirable aspects; it eliminates the burdens of maintenance and supply of separate power sources by the State, and benefits the utility at each location by contributing to its economic viability. Where public or privately owned power sources are not currently available or cannot now be economically extended to a particular airport, an independent power source is required on an interim basis until reliable, economical utility service becomes available.

III. CONCLUSIONS

Reliability is one prime consideration for determining airport lighting system components and methods of operation. Failure of lighting system components must be minimized; however, vandalism is a major variable effecting reliability which, in some cases, could inhibit the maintainability of the lighting system. Lengthy outages of a local utility are not tolerated for reasons of public dependence, and similarly, since other facilities served by the utility cannot tolerate a prolonged outage, having the airport lighting powered by the local utility can be regarded as dependable and thus reliable.

Standardization is another major consideration for determining lighting system components and methods of operation. Lighting fixtures of a standard type and system configuration reduce initial design and construction

costs and also lessen supply and maintenance problems with system components. The best system of lighting components and circuitry for the rural, general aviation airport is the FAA standard medium intensity runway lighting (MIRL) system. Having the lighting system controlled by activation on pilot demand reduces energy consumption as well as provides a standard method for operation of the system.

IV. RECOMMENDATION

The airports in this report should be grouped in the following prioritized categories:

1. Construction plans and contract documents should be prepared for 1981 construction of the airport lighting system.

   A. Airports north of 66° latitude except those listed under C.

   B. Airports south of 66° latitude except those listed under C.

   C. Airports which may require reconstruction or relocation.

2. Construction of the lighting system should be either deferred until the planned major runway improvements have been completed or preferably, included with the contract for the other major improvements.

   A. Airports North of 66° latitude except those listed under C or D.

   B. Airports South of 66° latitude except those listed under C or D.

   C. Airports which require school electrical power or completion of village electrification.

   D. Airports requiring an independent power source.

Since the total of all the cost estimates included for each location is more than the amount allocated for this work, the allotted funds will be expended on this prioritized basis. Also due to the shortness of funds and the lack of engineering and maintenance experience with the Visual Approach Slope Indicator (VASI) system in rural areas, the VASI's will only be installed in the following prioritized locations:

1. Chevak
2. Huslia
3. Emmonak
4. Ambler
5. Grayling
6. Noatak
7. Kipnuk
8. Hoonah, Skagway, Haines

Provisions will be made when installing other lighting system components to provide for the simplified installation of VASI's at all other listed airports if future funding becomes available.

It is recommended that the airports which will have lighting systems installed in 1981 be combined so that from three to five airports are grouped for advertising as one contract. This will provide for the most cost effective method of accomplishing these installations in a timely manner.

A service arrangement with the local utility (Alaska Village Electric Cooperative or individual village agency) should be established which includes provisions for the utility to assume ownership and maintenance of all distribution line extensions constructed to serve the airport

lighting systems. A portion of the initial capital cost of the distribution line extensions constructed to serve the airport lighting systems. A portion of the initial capital cost of the distribution line extensions should also be rebated the State by the utility lowering the charge per kilowatt-hour of electricity consumed while operating the lighting system. Right of entry or easements must be obtained from local land holders prior to the construction of the distribution line extensions. As the location of these extensions are generally fixed, processing of these permits or easements should begin immediately. Also a line extension should not introduce materials, voltages or construction methods which differ significantly from those of the existing local utility system.

It is anticipated that the scheduled aiport lighting system can be designed and advertized for constrction bids prior to June 15, 1981, but the lead time required for the supply of the hardware is three months or more for most of the components. In order to accomplish a major portion of the Chapter 50 mandate during the 1981 construction season it is imperative that the State purchase all the hardware of the lighting system prior to actual contracting for the installation of the lighting system at each site. Along with accomplishing the goal of having these airports lighted in 1981, a major maintenance benefit is derived by having State-supplied materials for the contractors which accomplishes another goal of standardized components within all the lighting systems.

Operating funds for maintenance of those lighting systems which have been budgeted for FY81, but which will not be installed until early FY82, must now be added to the FY82 budget. Operating funds should also be budgeted as projected for the estimated yearly maintenance costs of

*Pending the availability of funding

each location. A large overall statewide increase in operating budget for rural airports must be anticipated, for not only are the lighting systems causing additional direct maintenance costs such as utility bills, fixture replacements and general lighting system work, but also indirect costs such as increased snow removal and grading work are incurred.

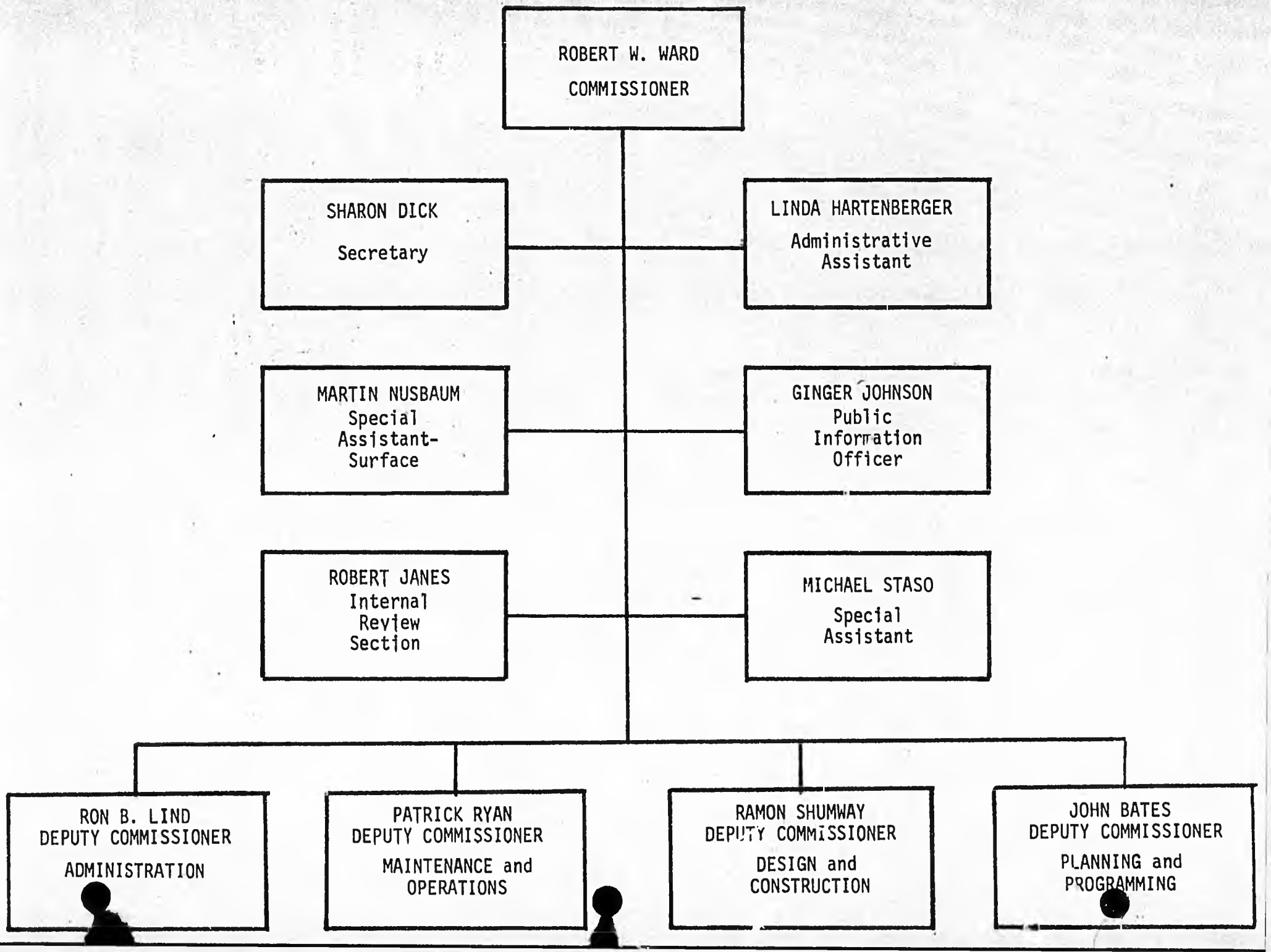
In synopsis, the recommendations contained in this Resources and Condition Inventory Report for Rural Airport Lighting should be adopted and implementation should begin immediately.

DOTPF

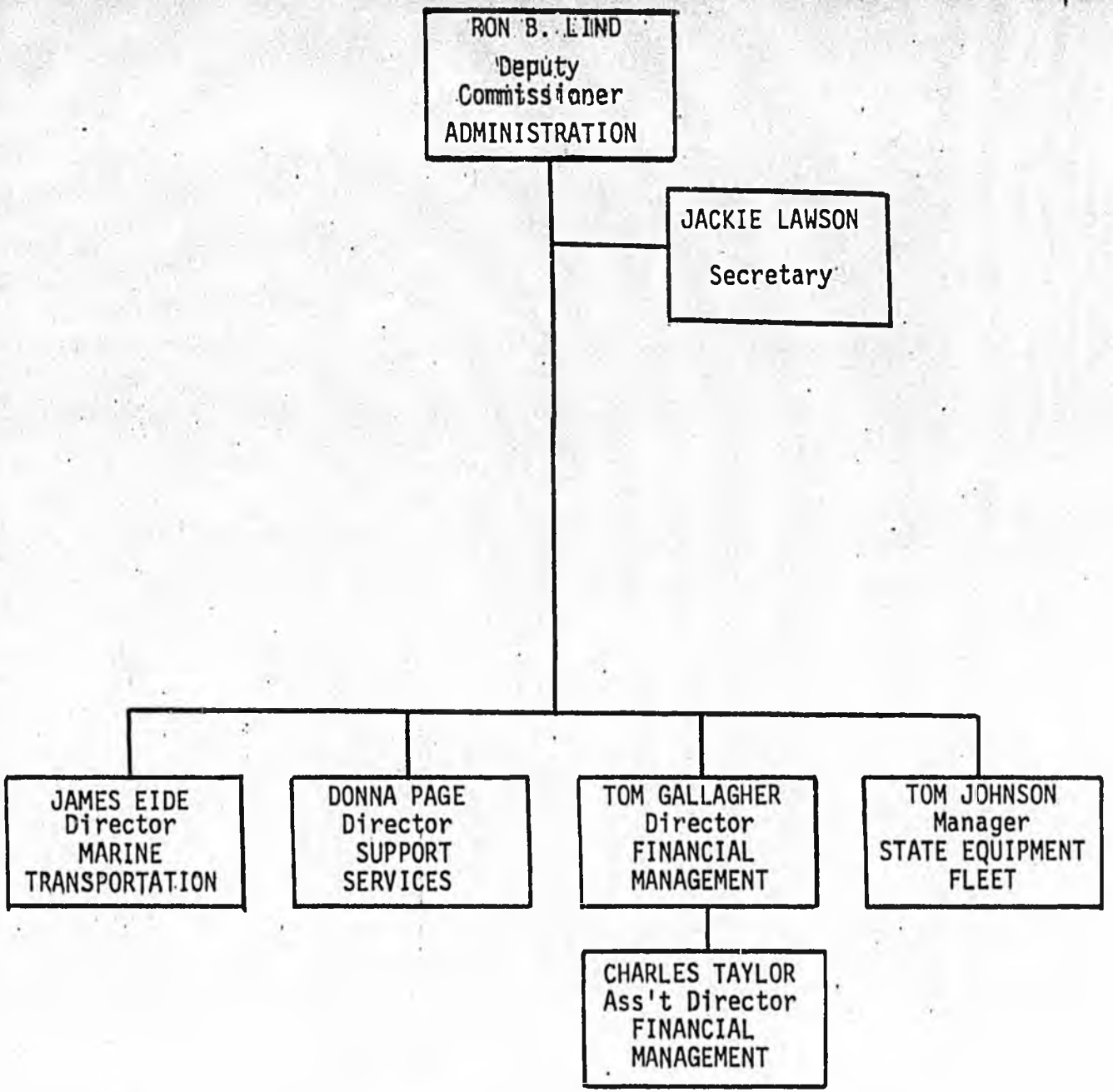
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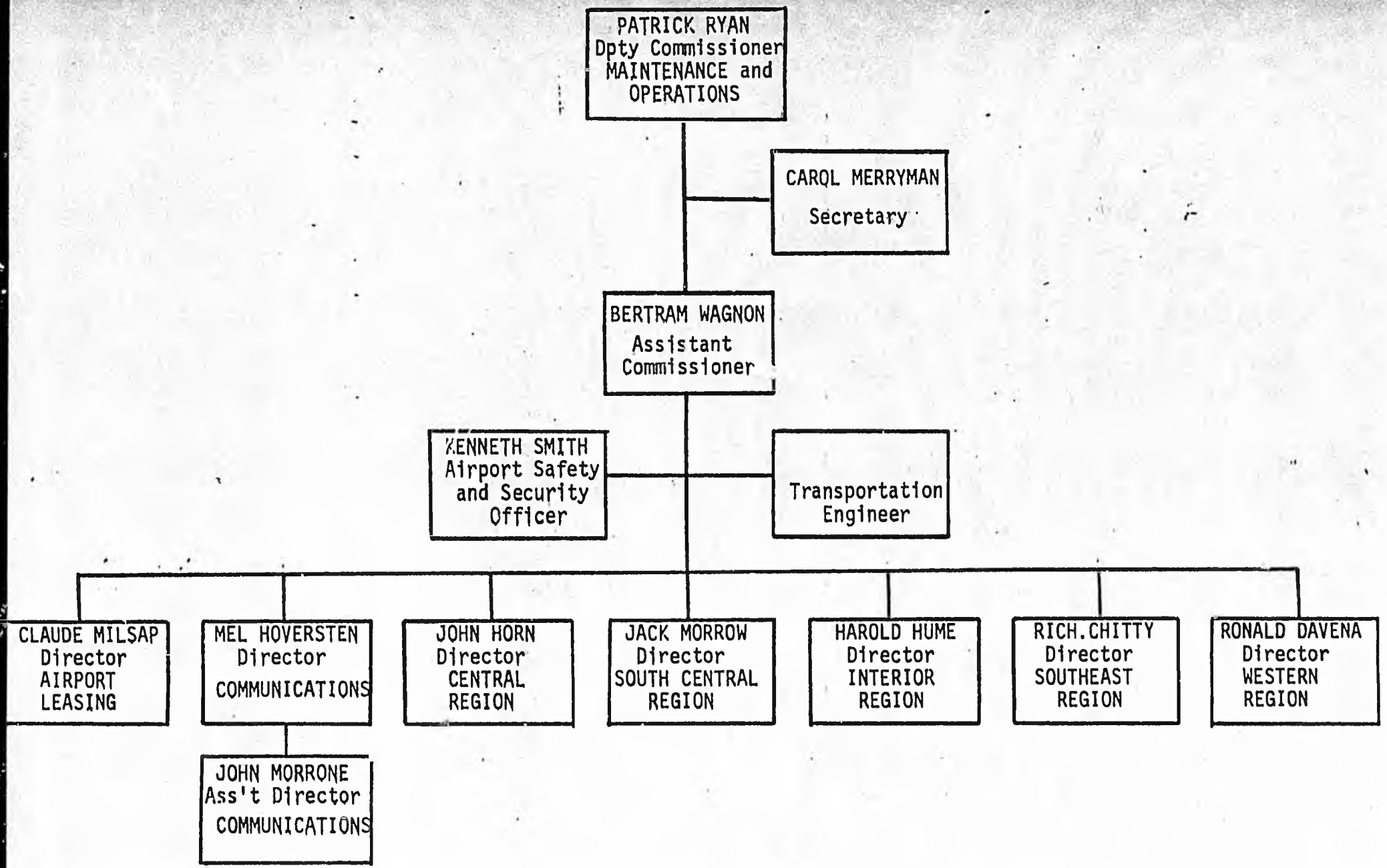
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES



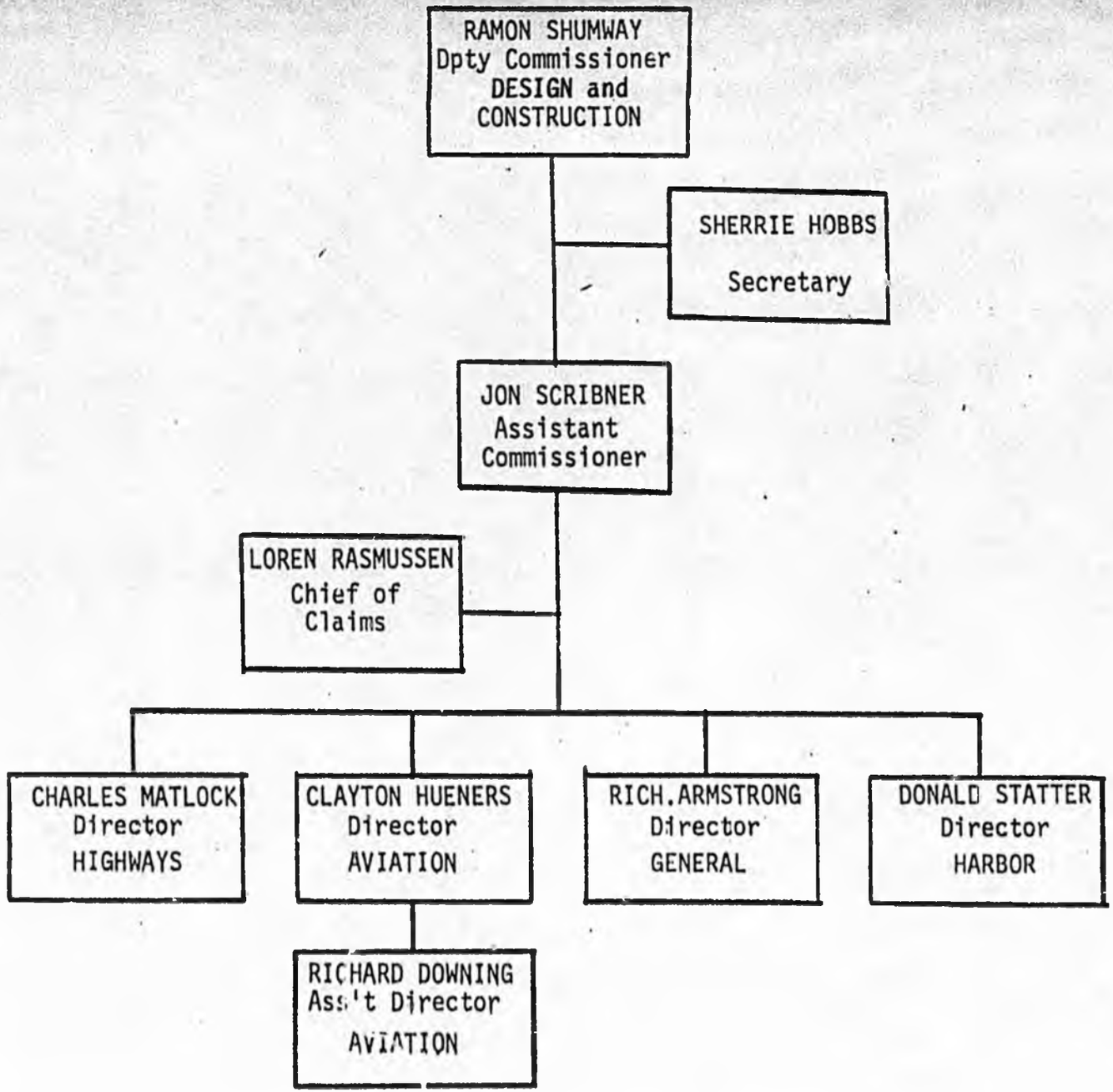
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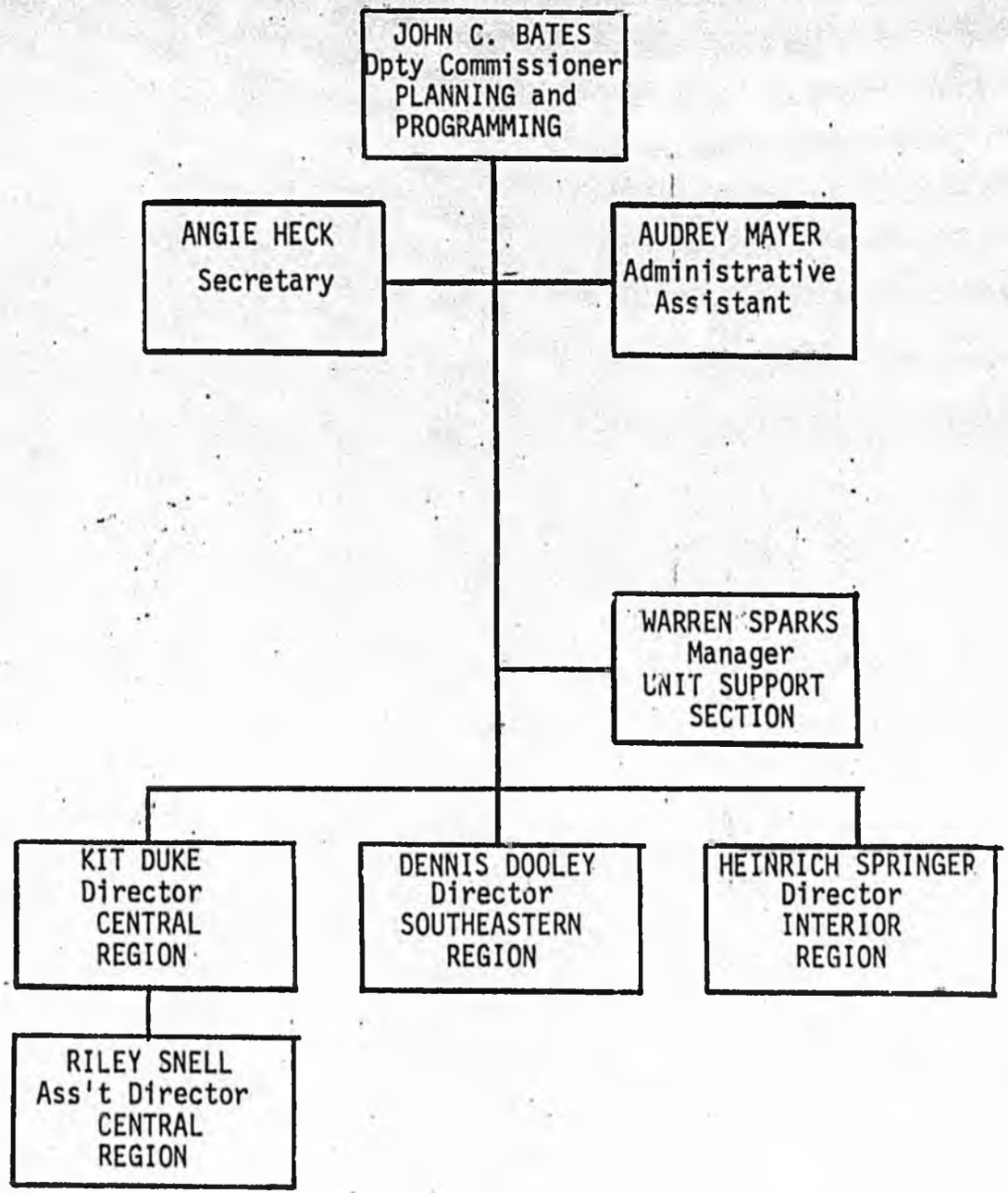
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Knik Arm Crossing

THE CROSSING QUESTION

Anchorage simply was built in the wrong place—there is no place for the city to expand but straight up or straight across. Since up has its limitations, the preferable way to grow would be across—either across Turnagain Arm or Knik Arm. One—or both—of the proposed crossings will be needed in the near future. Here is the full report, compiled by Associate Editor Robert G. Knox. (For a look at Cook Inlet's historical development, see page 42.)

DINE some evening at the Crow's Nest restaurant atop the Captain Cook Hotel in downtown Anchorage and you will get a splendid view of Cook Inlet and Mount Susitna on the opposite shore. Just below your window is the end of busy Fourth Avenue. A bit beyond are the narrow waters of Knik Arm and Point MacKenzie on the opposite shore. Above that lies the sleeping lady in all her serene beauty. It all seems close enough to touch.

This deceptive bit of scenery makes up one of the biggest stumbling blocks in Anchorage's economic development. That tiny stretch of water—it looks like you could almost hop across from ice cake to ice cake in winter—has been cussed and discussed ever since Anchorage was a tent town if there was just some way to bridge that little stretch of water then all of the vast Susitna Valley would immediately become available for expansion.

Such room for expansion has become a must for future growth for just one main reason: Anchorage was built in the wrong spot. Just as Juneau was built on a practically vertical hillside for no reason other than the nearby gold—and Fairbanks was built in the muddy, flooding bend of the Chena slough for similar economic reasons—Anchorage grew up at the mouth of Ship Creek because of the railroad's construction. There was certainly no other reason for a town at this particular place.

Look at the disadvantages. Leave out all of those clay cliffs that sluffed off in the 1964 earthquake, and all those acres of swamp that have had to be filled (and are still forever plagued with a water table practically to the surface). Just look at the mountains that hem the city in on three sides and the inlet completing the fence along the fourth. Of course there *is* one narrow exit. But that is completely plugged with Elmendorf Air Force Base and Fort Richardson.

There is no way to go but up or across. Up the homes have been going until now they are building practically atop the Chugach peaks. The only other practical solution is to reach the far far shore. But how to get there?

Even the builders of the Alaska Railroad considered that question. They gave some thought to the possibility of a causeway which would take the tracks across right at Anchorage rather than having to go all the way up and around Knik Arm before they head inland to Fairbanks. But in that day and age a crossing could not be justified economically. Can it now? That is one of the two big twin questions facing planners of the state Department of Highways right now.

The other—which is due to be answered even sooner—can best be illustrated this way: Rent a car in Anchorage and drive to Kenai. By the time

you drive past Potter you have put a dozen miles on the odometer but you have many, many more than that to go on down the side of Turnagain Arm, across the end, and up over the mountains, before you actually start heading for Kenai. But here at Potter you can actually see the far shore of the arm and it looks even closer than the 3.5 miles it measures. A bridge in this area would cut the Anchorage-Kenai trip mileage from 154 miles to 94. But the saving in time—with a direct, low-level route rather than one of winding roads and mountain passes—would be even more than that suggests.

Part of the question about the Turnagain crossing has already been answered: It *is* economically feasible, provided it is feasible from an engineering standpoint. That second part of the question is to be answered in the year to come.

A just-completed study, conducted by a consulting engineer firm—Porter, Armstrong, Ripa & Associates — has placed the Turnagain project on a timetable for engineering investigation and a final decision on construction. The engineers estimated it would be possible to actually advertise the construction job early in 1971 and complete the work by October of 1974. Since then Governor Walter Hickel has asked the Highway Department to give the work priority and shave a year off this timetable.

If a bridge across Turnagain Arm should actually be open to traffic in 1973 or 1974 it would mark the completion of some thirty years of consideration, investigation and study because such a crossing was first considered in the early years of World War II.

THE IDEA of a possible crossing of Knik Arm, of course, far predates that period by going back to the early days of the Alaska Railroad. The projected Knik Arm Causeway also came to public light in its present form several years before the project to span Turnagain Arm.

The date was mid-1954. The individual who gets credit for awakening interest in the Knik Arm crossing is Ken Hinchey. Long active in the construction supply business in Alaska (as well as a variety of other enterprises) Hinchey was then chairman of the Anchorage Chamber of Commerce's Port Committee. A man never to back away from a fight, Hinchey was to go on to serve as mayor of the city for a brief period (before resigning in the midst of a controversy over city contracts) and always remain active in pushing the plan for a Knik Arm crossing.

His first presentation of the idea came July 19, 1954 and actually put forth the crossing as only the means to an end—a dam to provide calm waters and less silting and ice problems for navigation. His real aim was to turn Anchorage into a seaport and ironically, the port would come to be built and prosper long before the Knik Arm question was finally settled. But to Hinchey at the time it seemed a causeway provided the solution to problems of getting an Anchorage port started.

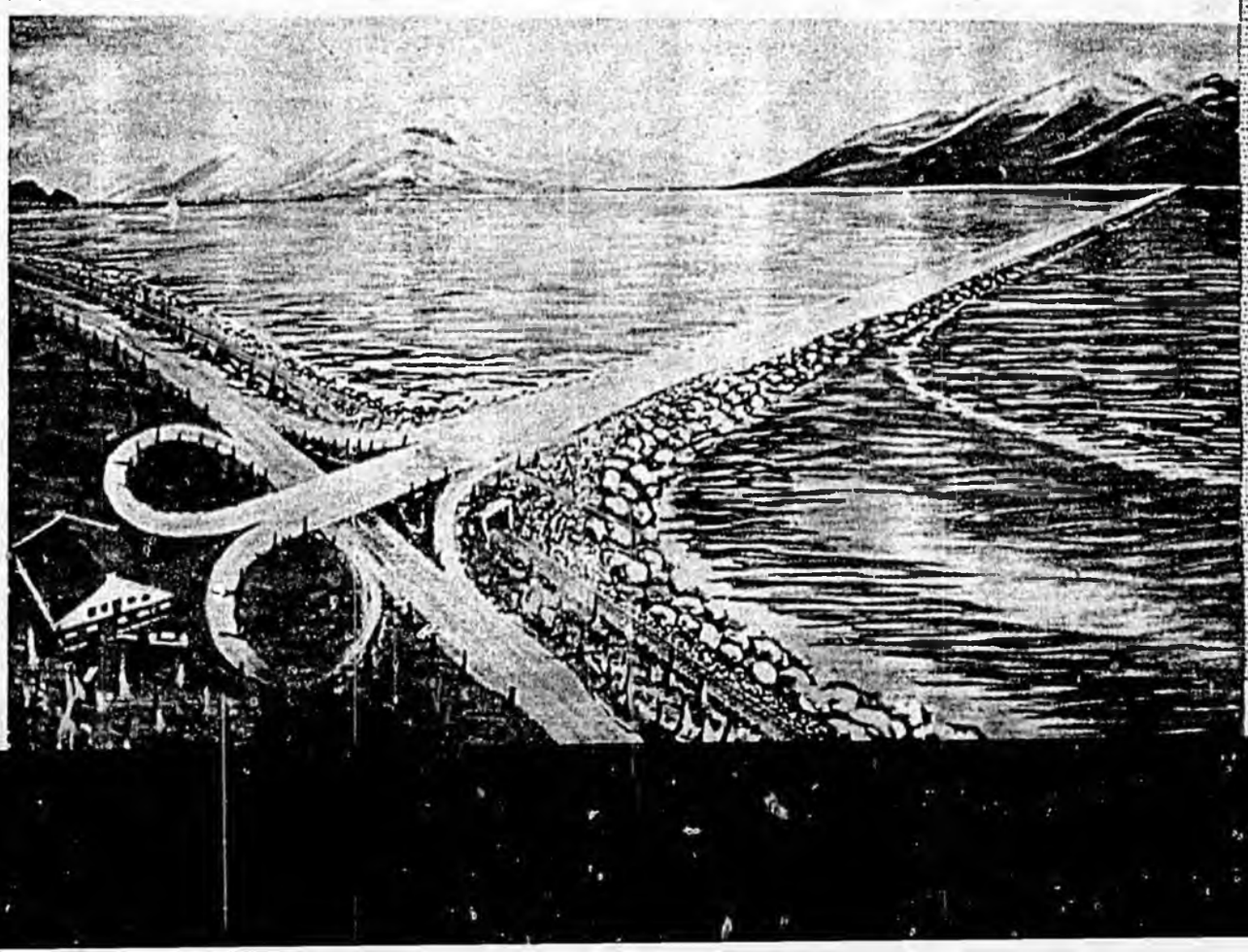
"It has been proposed by several engineers that it would be possible to control the severe currents in Knik Arm, thereby alleviating much of the silting and icing problems which are now nearly unsurmountable," Hinchey said. "The construction of a causeway between Point Cairn and the north bank of Knik Arm seems feasible."

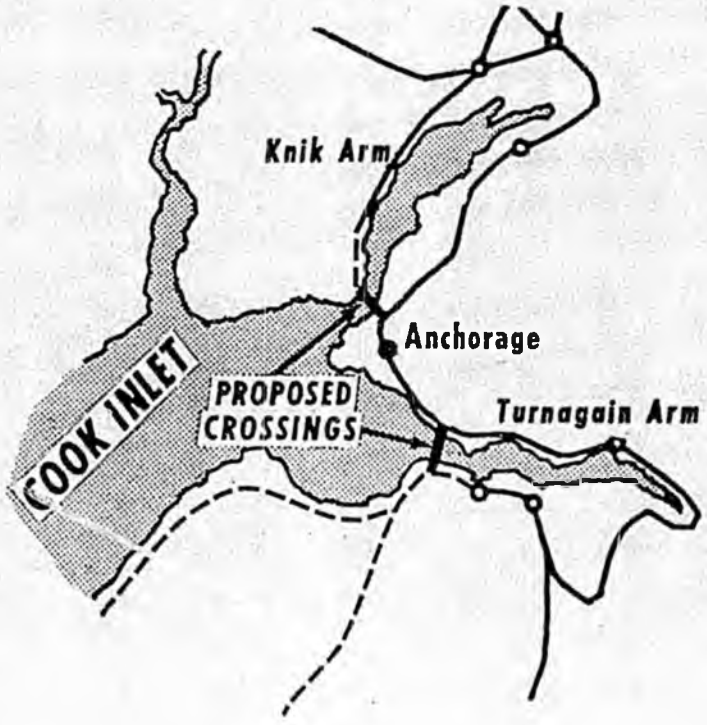
He did envision other advantages to be brought about by construction of such a dike-causeway: "That a shorter rail route to the Fairbanks area be made practical" and "that an immense area north of Knik Arm be opened for development of any nature most practical."

But basically he saw the causeway-dam as an aid to navigation in upper Cook Inlet and to growth of Anchorage as a seaport city. He continued to expand on the idea in remarks before the Anchorage Chamber of Commerce meetings on November 1, 1954, and again on May 23, 1955, by which time

—Continued

This artist's conception shows the causeway across Turnagain Arm which was proposed in 1959 by engineer Floyd Harmon. At the time he estimated the structure would cost $8 million and carry a roadway as well as power lines and a natural gas pipeline. In more recent studies a bridge structure has been favored rather than the impervious rockfill causeway as proposed originally by Harmon.





The Crossing Question

—Continued

he was chairman of a "Causeway Committee" formed by the chamber.

The idea started to gain support, too. On May 25, 1955, the Anchorage Times carried the first of what would become a series of editorials extending across the years in support of the causeway idea. In that initial editorial, The Times said:

"Building a causeway across Knik Arm from Anchorage is a dreamy sort of proposal. It would cost millions of dollars. It would involve engineering problems of great magnitude. It would require cooperation of many agencies and immediate interest among them seems to be approximately nil.

"But the project is the type of dream that has been a dominating factor in the development of Anchorage . . . The size or cost of a project has not deterred the people of Anchorage in their efforts to get things done. They have seen many of their dreams blossom into reality. They have created interest where none existed when they started . . .

"The causeway project, even though it looks financially impossible now, fits squarely into the picture . . ."

Hinchey's dream picked up other support, also. The Chamber organized a $100 club to seek a fund of $5,000 to help pay for a preliminary feasibility study. Such a study was actually made, dated December, 1955, by Ivan Block and Associates. In later years an Army Corps of Engineers study of Knik Arm would be authorized but stagnate due to lack of funding.

A lack of funds has continued to plague progress of the Knik Arm project over the years, as it has had to take a back seat to other projects and developments time and again. (This is a situation true even today with the Legislature hesitating to approve even $100,000 for a feasibility study.)

Despite that initial burst of enthusiasm and support back in 1954 and 1955 the project soon began to lag. In fact, it almost seemed to disappear from the scene and by mid-1961 the Times was questioning in an editorial:

"What has become of the proposal to build a causeway across Knik Arm?"

The editorial seemed to answer its own question when it went on to say:

"Another causeway proposal is getting attention. It is the Turnagain Arm project, south of Anchorage . . ."

The Turnagain project had come on the scene in 1959. At that time Chugach Electric Association was considering a possible crossing of Turnaagin Arm to bring its Cooper Lake power into the Anchorage area. Anchorage Natural Gas Corporation was also considering a crossing of Turnagain to bring its Kenai natural gas into Anchorage. But the man who really should receive the credit for sparking public interest in the crossing was connected with neither organization. He was a civil engineer working then for Federal Electric Corporation by the name of Floyd Harmon. The Turnagain crossing was just as much a personal project to Harmon as the Knik Arm crossing was to Hinchey.

BACK in the early 1940s a crossing of Turnagain Arm had been given some consideration but as a highway bridge. Harmon was thinking rather of a fill-type causeway and that was the way the idea was presented in 1959.

The presentation was made in November at meetings of two chamber of commerce groups. It is interesting to note that the chamber of commerce director leading the discussion was Walter J. Hickel. He described the project as having a "lot of economic merit" and said he felt the project would not be a difficult one. "It could be done with conveyor belts, bulldozers and dynamite," Hickel said at the time.

As Harmon envisioned the causeway, it would stretch across Turnagain Arm starting from Mile 97 on the Alaska Railroad (near Potter) some 3.5 miles to Gull Rock. It would be 75 feet wide on top which would allow ample room for a standard-width roadway plus parking strips and walkways on each side. He estimated cost at that time, for construction of the rock-fill impervious causeway at about $8 million.

Harmon noted that the causeway would make the then-new oil and gas fields of the Kenai closer to Anchorage and open up new country on the peninsula. A side benefit would be creation of a new recreational area as the causeway dam would create a 25-mile-long lake in what had previously been the main body of Turnagain Arm.

The causeway idea got no real support from Chugach Electric or Anchorage Natural Gas. CEA was to decide shortly to carry its transmission line around the head of Turnagain Arm. Later, Anchorage Natural would lay its pipeline under Turnagain Arm rather than on a bridge or causeway. But the causeway was adopted by the

Chamber of Commerce and it started a vigorous campaign of support.

The name of another Anchorage resident who has long been associated with the campaigns for the two crossings came into the story at this point. He was Jack White, real estate developer and businessman, who has been serving the chamber for many years as a leader in its highway development program.

On January 29, 1960 he was writing a letter to Richard Downing, then state commissioner of public works (and at that time responsible for the highway program). The letter noted:

'During the past several months considerable interest has developed locally concerning the economic and engineering feasibility of building a causeway or bridge across Turnagain Arm in order to shorten the distance between Greater Anchorage and the communities of the Kenai Peninsula . . ."

White went on to tell the results of an open meeting held with representatives of interested agencies and to list the advantages which it appeared would accrue from construction of such a span. He closed by urging the state to act favorably and "order the necessary study."

At this point the wheels of government seemed to spin at an amazingly fast speed. On March 1, Downing was replying:

"My opinion is that this project is worthy of investigation." He added that it appeared the Alaska Division of Highways, which was then under his control, would be able to provide funds for the study.

In less than two months, H. M. Pentecost, then planning director of the Division of Highways, completed a document titled: "Preliminary Report, Proposed Crossing, Turnagain Arm."

While the action was speedy, the results were far from what the Turnagain Arm boosters might have hoped. In his recommendations, Pentecost turned thumbs down on further study:

"A thorough feasibility study of a Turnagain Crossing might cost from $50,000 to $300,000 depending on the extent of borings and other foundations investigations. Such an expenditure would hardly seem justified unless the Highway Division is definitely prepared to program a minimum of 18 million dollars for construction of a crossing if its feasibility is conclusively demonstrated. If the programming of this amount is not considered to be a possibility, then no further study should be undertaken at this time . . ."

And, just before he had given *his* opinion of programming that amount:

". . . However, an initial investment of about 18.5 million dollars would be necessary before any benefits could be enjoyed. This would represent approximately 40 per cent of the total annual highway construction funds available at present, and the wisdom of such an expenditure in Alaska's present circumstances might be questioned by the general public, the state government, and the U.S. Bureau of Public Roads . . ."

The reasons and reasoning behind the speedy report and its unfavorable recommendations can only be guessed. Pentecost was apparently a sincere critic of the project. Five years later, when the project was again in the limelight, he would write a letter to the editor of the Anchorage Times defending his report. He said in part:

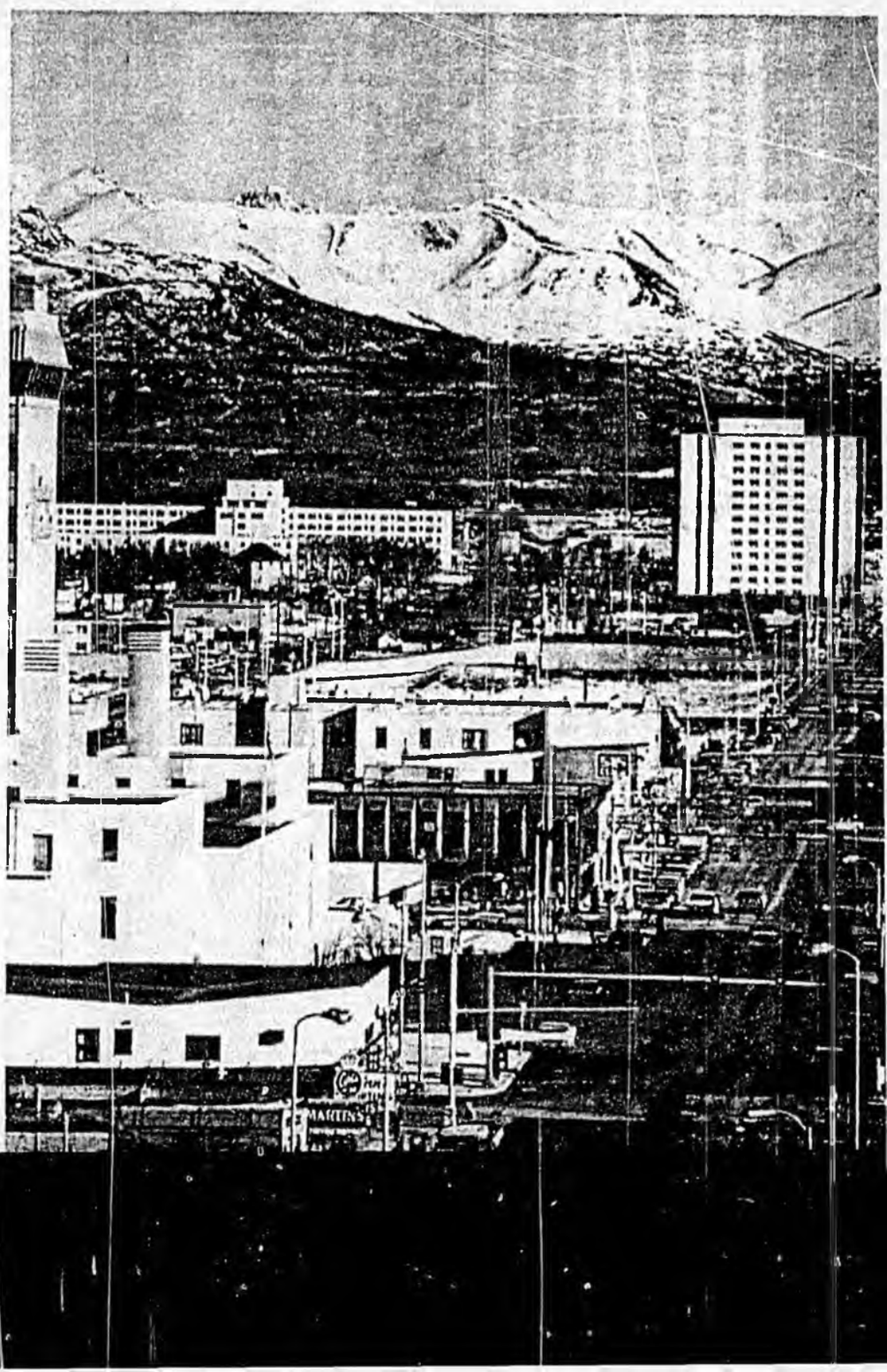
". . . In Alaska there are many potential highway and bridge projects which would produce annual benefits 5 to 10 times their annual costs. A Turnagain crossing will not do that well, even if the earthquake damage has greatly changed the cost factors in favor of its feasibility."

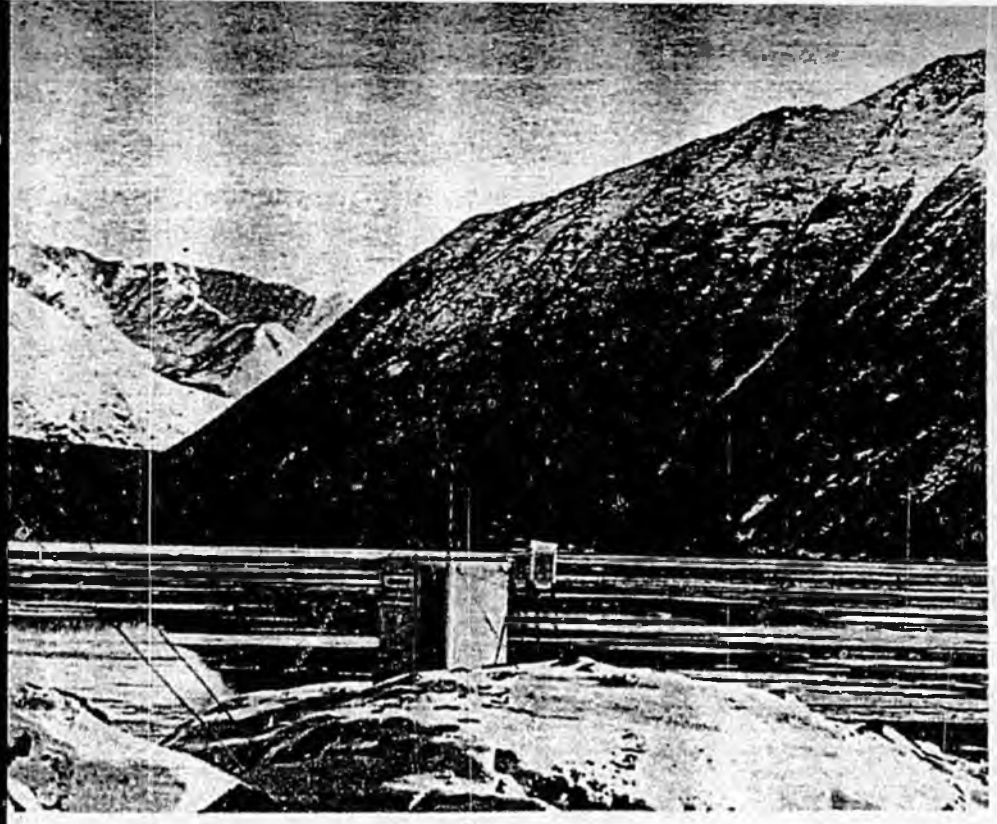
In the letter—written from Santiago, Chile where he was then employed—Pentecost concluded this way:

"Cautious planning reports deserve just as much consideration by the public, and by the press, as those which are highly favorable. In both cases they are a sincere attempt to estimate how the people will be served by a proposed improvement. Chambers of commerce and public figures play an im-

—Continued

The fast-growing city of Anchorage is hemmed in by the Chugach Mountains that rise right at the end of its main streets and encircle it on three sides. Crossing of the two arms of Cook Inlet could provide the needed room for future expansion.





This is the proposed site for the Turnagain Arm bridge crossing looking from the Anchorage side. In foreground is weather equipment station erected in mid-channel beyond this point. Mountains in background are on far shore of Turnagain Arm, 3.5 miles away.

The Crossing Question

—Continued

portant part in the U.S. drive for constant improvement, but the feasibility of large engineering projects should not be decided by civic programs and pressures alone."

There could be little arguing with that thought but it did appear that in this particular case there might have been some pressures from the other side to dispose of the Turnagain Arm crossing idea with as much speed as possible. It did seem the report was issued with more than usual speed (according to some sources Pentecost received exactly one week to write the report) and there was no denying that it was effective in at least delaying the project. The crossing plan was to take on some of the aspects of a political football in the still-continuing game of sectional politics in Alaska before it advanced its next step.

It would get to the point in fact where two state senators—from Nome and Sitka—would enter a bill providing an election on the question of a sale of $10 million in bonds to build a causeway across Turnagain Arm.

To the Anchorage Times this appeared only an effort to "cloud the issue" and damage chances for approval of another then-pending bill to provide $300,000 for serious engineering studies of the project.

Whatever the motives of the sponsors, the bond-issue bill quietly disappeared and the funds were approved for the first full-scale engineering study of the proposed project.

The state invited proposals in July, 1962 and signed a contract on September 28 after looking over some 22 proposals. Selected to make the study was a joint venture of two engineering firms: Porter, O'Brien & Armstrong of Sacramento, California and Tryck, Nyman and Associates of Anchorage. The contract covered a study to be conducted in four phases—but all of them were not to be completed.

FIRST phase consisted mainly of research of existing data and it was completed and a report submitted on March 8, 1963. On April 1 the order was issued to go ahead with Phase II—consisting primarily of alternate crossing studies—and this report was submitted in January, 1964. By this time some estimates were beginning to be made:

- Construction costs were estimated in a range from about $14.1 million to $95.3 million depending on the location and type of structure used.
- Of the three possible crossings studied, it appeared the most feasible was Cape to Isle which would be 18,500 feet long. This would leave the Seward Highway four miles south of Potter and connect with the Kenai Peninsula near Gull Rock.
- At this location, costs were estimated to range from $27.8 million for a bridge to $93.7 for a fill-type crossing with three-foot shoulders; and $95.3 million for a fill with 10-foot shoulders.

These were only general estimates and there were no specific recommendations made as traffic data for the various crossing locations were yet to be developed and evaluated under later studies. The preliminary cost estimates presented were also based on very meager foundation and ice-load data. The detailed foundation studies were to be made in the following phase—which was never ordered.

However, some general shapes of the project were beginning to emerge. For instance, engineer Harmon's original plan for an impervious-fill causeway-type of crossing was fading further and further into the background. Too, the Isle-Cape crossing site seemed to be the obvious choice of locations for what apparently would be a bridge-type crossing.

While the Phase II report was still under study in the offices of the Department of Highways the March, 1964 earthquake struck. This changed the whole situation.

The then-existing highway around Turnagain Arm was a shambles. Nearly every one of the numerous bridges across creeks and rivers flowing into the arm had been destroyed. In many spots the highway itself was now under water of the arm at high tide due to the sinking of the land level in the quake. It appeared quite likely it might be more feasible now to build the arm crossing rather than rebuild the highway.

With this in mind, the state did not order Phase II of the study but instead started on a route study to determine which would be most feasible: Build a crossing of the arm at one of four possible locations or rebuild the existing highway around the arm. (Of course, if a crossing was selected it would still be necessary to rebuild the existing road but not to first-class standards. It would then become a secondary road and department officials say it probably would not be maintained during the winter months.)

This route study took the remainder of 1964 and meanwhile the existing

highway around the arm was being patched up so that it was at least marginal for traffic. That was the only possible description as the road often closed—during high tide periods—and traffic between Anchorage and the Kenai Peninsula was a mere trickle that summer.

Early in January, 1965 the state announced its recommendation and it appeared the causeway boosters had won at least a partial victory.

The state recommended construction of a bridge crossing of Turnagain Arm at the Isle-Cape site. It estimated the cost of the bridge crossing and the connecting roads (a short road connection to Hope and a completely new road west of the Kenai Mountains to the Sterling Highway) in excess of $60 million. The recommendation did torpedo the original causeway plan but at least it recommended a crossing of the arm rather than rebuilding the existing highway around the arm. Also, it came out for the Isle-Cape crossing, the most westerly of the possible crossings and the one long sought by the Anchorage boosters.

But while the state recommendation was at least a partial victory it was far from the end of the war. Because it was only that: a recommendation.

If the crossing was to be built—at least at this time—it would have to be done with federal emergency aid. The idea in the route study was to see if emergency earthquake aid could be obtained for building the crossing by substituting it in effect for rebuilding of the highway lost in the quake. Unfortunately, for the crossing backers, the federal government did not see fit to go along with the state recommendation.

The federal refusal was known by spring, but the announcement did not come officially until June. Then Rex M. Whitton, federal highway administrator, said the crossing plan had been rejected in favor of rebuilding the quake-damaged portions of the highway. He gave two reasons: The crossing was beyond the scope of the emergency repair program and the negative decision was also prompted by the recently-completed U.S. Department of Commerce Alaska highway needs study.

With that plan shot down in flames the crossing backers had to regroup. Jack White suggested a closer look at paying for the crossing with tolls:

"I suggest charging a reasonable toll —say $3 per car," White said. "At the rate of 2,000 cars a day this would raise enough money to finance the whole bridge without cost to taxpayers . . ."

OPENING of the next session of the Legislature, in January 1966, saw a bill tossed into the hopper to build the crossing. Four state senators, Howard Pollock, Brad Phillips and Nick Begich, all of Anchorage, and Yule Kilcher of Homer, introduced SB210 which called for a $28 million general obligation bond issue to finance the project.

The session passed several other bond issues but not the one for the crossing. In fact, that was the last heard of the crossing until after the fall elecions that year. When the elections were over the man who had made the first presentation of the causeway plan back in 1959 was in the governor's mansion in Juneau. Not surprisingly, the Turnagain crossing was soon back in the headlines. On March 1, 1967 the main story on the front page of the Anchorage Times started out like this:

"Gov. Walter J. Hickel today said he is 'completely confident' a vehicular causeway and bridge across the Turnagain Arm of Cook Inlet near Anchorage will be operational within five years."

By the middle of May the state was announcing it had signed a contract with the Newark, New Jersey engineering firm of Porter, Armstrong, Ripa and Associates for a financing study of the crossing. The contract called for a review and analysis of all methods which might be used to finance the proposed crossing and the study was also to include a review of available traffic data for the area. The study was to determine first if the project was feasible from a financial standpoint and, if so, how best it could be financed.

Results of that study were announced early this year and they came in the form of seven chief findings:

"1. The Turnagain Arm Crossing is an economically justified project.

"2. The average saving per passenger car using the crossing would be $8.43 and would be $28.71 per truck.

"3. On the basis of present data and assumptions, the estimated cost of the crossing is $47 million.

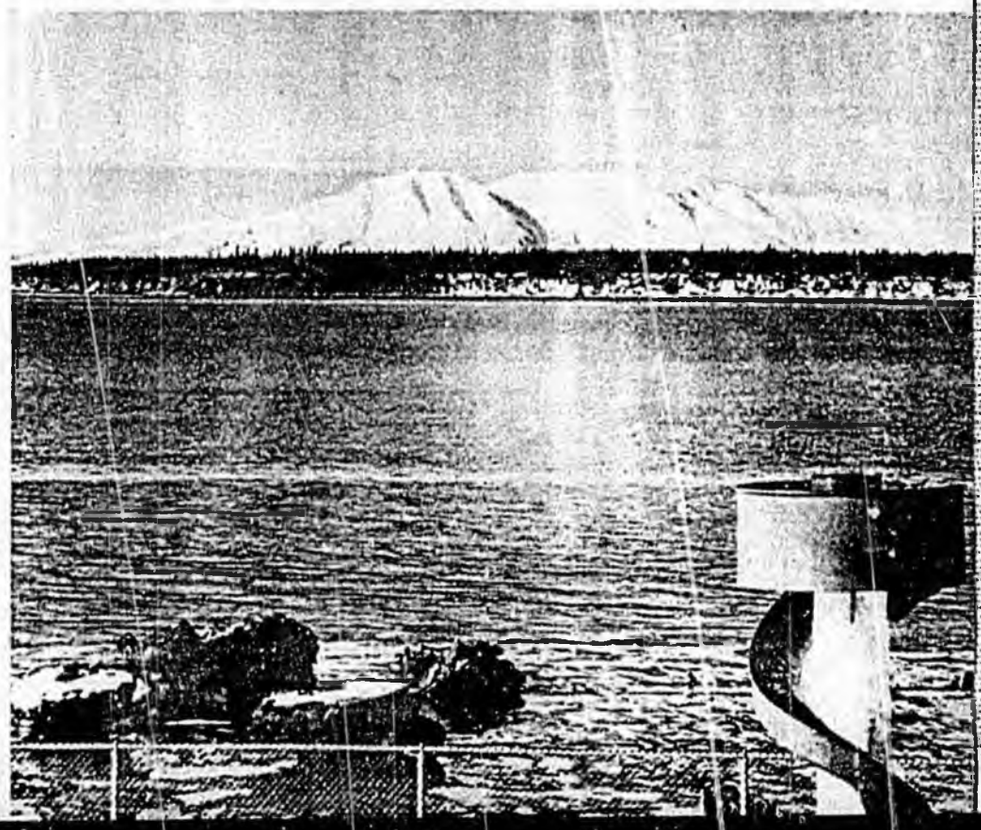
"4. The crossing could be financed with a bond issue supported by tolls of $3 for passenger cars and $15 for trucks, on the basis of assumptions made in this report. Extensive foundation and ice investigation studies will be required before decision to proceed.

"5. Utilizing Federal Aid to assist with the financing of the project can be accomplished in several ways. Determination of the best method will require evaluation at the time decision is made to proceed with constructing the project, in view of the overall highway financing situation at that time.

"6. The state is justified in proceeding with detailed foundation and

—Continued

The children's slide is in a park in downtown Anchorage. The narrow unbridged stretch of water is Knik Arm. Rising above the far shore of Point MacKenzie is the sleeping lady — Mount Susitna.





Crossing Knik Arm can be done speedily now by airplane. This bush plane—landing on a strip on Point MacKenzie—brings supplies to homesteaders in that area who live just four miles from Anchorage but are hours and hours away by land.

The Crossing Question

—Continued

ice pressure investigations necessary to establish the engineering feasibility and firm up the estimated project cost. The major portion of this work can be financed with Federal Aid one and one-half per cent planning funds.

"7. The time required to complete the investigations, engineering and construction would be about six years."

The study continues the recommendation of earlier reports for a continuous plate girder structure with spans of about 130 feet, supported by eight-food diameter, concrete filled caissons. "The most economical solution appears to be a pier design using two eight-foot diameter caissons, 20 feet on centers, tied together by a six-foot thick concrete cap," the study noted. The wall thickness of the caisson steel is one inch and the piers were estimated at 150 feet in length, with an average of 80 to 90 feet embedded in the foundation. The study also noted:

Special provisions will be made in the design to provide integrated movement of the structure so that earthquake action will not result in sections battering against each other. On the basis of the assumptions made, it is believed the proposed design will withstand severe earthquake stresses satisfactorily."

Problems involving the ice movement in the arm were also checked. One special problem was researched and the report noted it will require further detailed study as design plans are firmed up. This involves the abrasion of the steel caisson shells by ice floes. "The ice in Cook Inlet and Turnagain Arm contains many particles of sand and silt," the report noted. "As the ice floes pass by the caissons, a sandpapering effect occurs on the steel shell with a consequent loss of section estimated at 0.3 mills per year."

Epoxy coatings were considered for stopping the erosion but were not considered durable enough. A stainless steel wrapper, applied within the ice-abrasion reach is suggested as a solution and is to be investigated further.

The problems caused by the extremely strong winds that sweep through the arm, and winter snow conditions, were also noted:

"In order to reduce wind resistance and to facilitate snow removal, solid curbs and parapets have been replaced by a standard guard rail system. This treatment will need further evaluation at the time of design. The protection supplied by a solid parapet to vehicles against strong winds needs further consideration."

The report also noted that some superstructure revisions had been made as a result of experience during the 1964 earthquake. "The precast composite concrete deck has been modified to a cast-in-place deck which is effectively tied to the girders with shear connectors to provide integrated action. Special stay-in-place bridge deck forms can be effectively utilized."

Due to the estimated increased cost of the proposed bridge structure, the report said further studies were made of the possibility of building an embankment across the arm—but the studies were not encouraging:

"Further detailed study was given to the method of effecting closure. This involves some tremendous problems and great difficulties with any method of closure which could be devised. Increasingly high velocities will result as closure progresses. This is the most difficult problem, as evidenced by the great difficulties encountered elsewhere in making similar closures . . .

"In view of these difficulties, it does not appear economically feasible to construct an embankment crossing as compared to a bridge structure. However, detailed foundation investigations may suggest additional consideration."

The report also noted that studies were made of a possible crossing which would utilize part fill and part bridge. It said that hydraulic calculations showed that any appreciable length of fill would increase tidal velocities and consequent scour at the bridge piers and at the ends of the fill.

"The economics of mass production or repetitive construction methods would be reduced because in Turnagain Arm mobilization for either type of operation is a major item. For the minimum height of fill the cost per lineal foot will be nearly the same as for a bridge.

"Thus, a combination type crossing does not offer economical advantages."

IN ADDITION to discussing its findings, and making its recommendations, the study pointed the way toward the next necessary steps. It noted that before studies can proceed to definitely establish the design and cost of the structure, extensive foundation investigations must be made to establish characteristics of the foundation material. "The density of the material in place at the various depths, along with its other characteristics need definition," it noted.

It was also suggested that a part of this investigation should include construction of a prototype pier with extensive instrumentation to provide data on ice pressures, including size and direction of travel of ice floes, for use in the final design. Information concerning the wind velocities at the actual location of the structure can also be obtained from this prototype test pier.

A short time after the report was made public in March, Governor Hickel announced that he had given the crossing priority engineering and testing status with the aim of being able to start construction a year earlier than proposed in the study.

Under the new timetable announced by the governor, the actual construction job would begin in May 1970 and be completed in October of 1973.

At the same time Charles S. Matlock, Anchorage area district engineer for the Highway Department, said that the observation and test pier was currently being designed and would be placed in the inlet this summer to collect wind and ice data next winter. He said the test pier would contain various weather data gathering instruments and would be equipped with a small helicopter landing pad on top to allow for servicing and checking of the pier.

Hickel noted that the next step planned by the Highway Department was to carry out extensive drilling in Turnagain Arm at the proposed crossing site to determine soil types and conditions and the bearing capacity of the underlying materials.

"If we can produce this material and get the data into final form a year

ahead of schedule, we will have crossed a major hurdle toward final completion of a Turnagain Arm crossing," Hickel said.

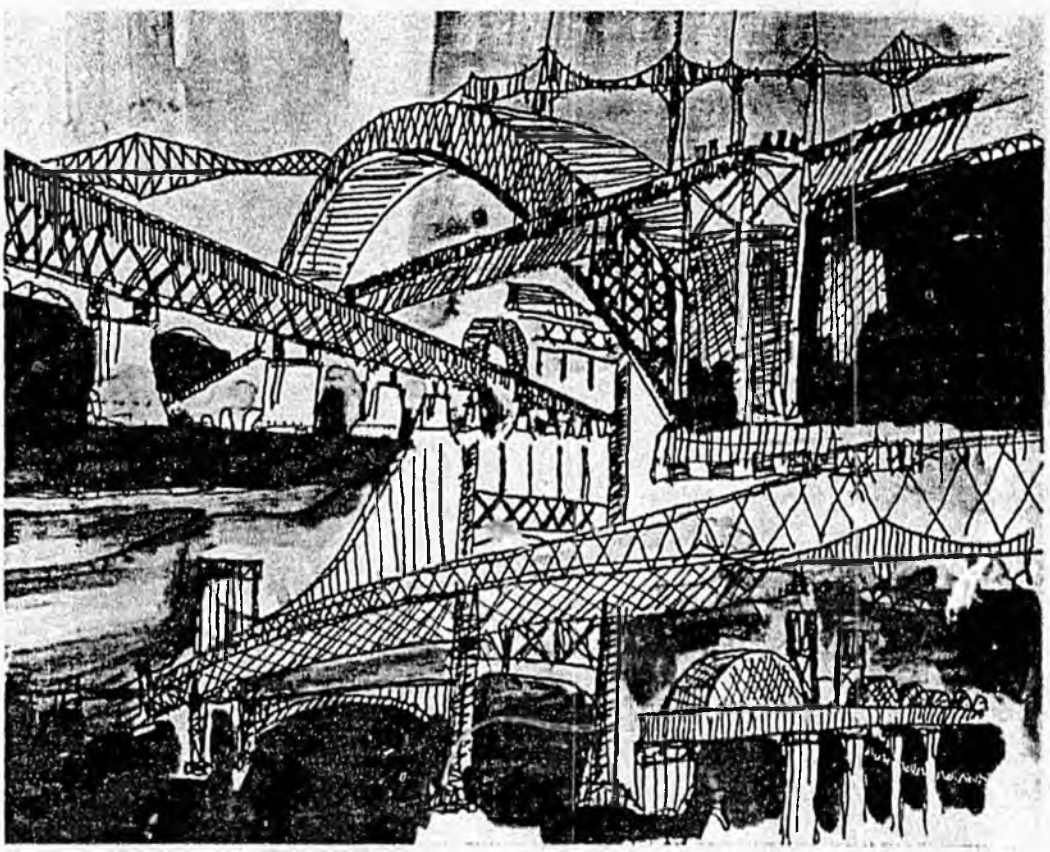
Thus it appears the crossing is on a timetable which will lead to an early engineering decision—the crossing will prove feasible and move on toward an actual letting of a construction contract or it may be necessary to modify the project or perhaps even drop it if it appears too costly to be feasible. But at the least now a real and final decision seems assured.

As yet no such definite answer is in sight for the other crossing question—the question about Knik Arm. At the start of the 1968 Legislature session a bill was introduced to appropriate funds for a new study but legislators were reluctant to give their approval. The thinking—even of supporters of the crossing—was that with Turnagain so close to getting final approval it would only confuse the issue and perhaps hinder the cause if Knik Arm was also pushed at this time.

But the Knik Arm project certainly has not been abandoned. The Highway Department is continuing to make some informal studies as time and funds permit and the civic campaign is still very much in existence. It appears it is only a matter of time until it will be vitally necessary to secure the answer to this second crossing question. At the present rate of growth of Anchorage the time remaining is not too long—if that growth rate speeds up as is very possible—the time remaining will disappear in a hurry.

It is more than just possible that the contractor who some day gears up to build a bridge—or other crossing—of Turnagain Army will be figuring bids on a second crossing, of Knik Arm, before he is finished with the first job.

(Cook Inlet—1998?)



Anchorage

March 26, 1981

CHAMBER of COMMERCE

Crossroads of the Air World

Representative Joe Hayes
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

Dear Joe:

Please accept this letter as our sincere thanks for making a special effort last Sunday to join us on our "Knik Crossing Day". We think the resulting media and press focusing the public's attention on this important transportation corridor for the future of our area was well covered and excellent in scope.

Our Knik Crossing Committee would like to state that our primary goal this year is to gain a 4.5 to 5 million dollar appropriation to update the 1972 DOT Knik Crossing Study and further explore the following points:

1) Sub-surface investigation including test piling.
2) Alignment and access corridors.
3) Abuttment structure.
4) Items necessary to establish an accurate construction cost estimate.

We would also like to see some sort of proviso either through a toll bridge authority, a bridge authority or some other vehicle that would allow the project to be constructed without going through the Department of Transportation of the State. We do ask you to consider introduction of new legislation or an amendment of existing bills to try and accomplish at least the funding as outlined above. We will be glad to work with you to see that sponsorship or approval is gained from the Anchorage, Eagle River, and Mat-Su Legislators.

We are having some 8"X10"'s made from pictures that were taken last Sunday. We would like you to sign them so that we can have them mounted in the Chamber's office.

We realize that every day many people call upon you for your time and consideration. It took a lot out of your day, you got your feet muddy, but when its all said and done, we have a hunch that the effort that all of us extended Sunday will maybe become a bit of history for the construction completion of the Knik Arm Crossing. You are to be complimented for your foresight and effort towards trying to accomplish this important goal. We all thank you again.

Sincerely,

Roger Riddell
CHAIRMAN-KNIK CROSSING

Robert C. Penney
PRESIDENT

Frank Van Zant
EXECUTIVE VICE PRESIDENT

Al Parrish
1ST VICE PRESIDENT

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DEPUTY COMMISSIONER -- DESIGN AND CONSTRUCTION

POUCH Z
JUNEAU, ALASKA 99811

(907) 465-3900

200H-3076

Re: Knik Arm Crossing

The Honorable Joe Hayes
Alaska State House
of Representatives
Pouch V
Juneau, Alaska 99811

Dear Representative Hayes:

Attached is a memo and attachments from our Highway Design and Construction Division which gives the information you requested on the estimated costs of route location and design studies (not including final design plans or right-of-way acquisition) which was discussed in your letter from the Chamber of Commerce.

If you have any further questions, please let me know.

Sincerely,

R. D. Shumway, P.E.
Deputy Commissioner

Attachments

25A-T4LH

MEMORANDUM State of Alaska

TO: R. D. Shumway
Deputy Commissioner
Design and Construction

DATE: April 24, 1981

FILE NO: 240H-3076

TELEPHONE NO: (907) 364-2121 Ext. 111

FROM Charles S. Matlock
Director
Highway Design and Construction

SUBJECT: Knik Arm Crossing

As requested, following is our best estimate of the work and funding which would be necessary to carry this project to the design study stage. That is, basic location and configuration would be established and a reasonably good cost estimate prepared based on an assumed time-table of development. It would not include final roadway or structure design and would not cover any right-of-way costs other than for information needed for preliminary location studies.

Also, this is based on a location at or very near to Crossing IV in the original consultant's study. It would not include other studies (e.g. tidal hydroelectric generation, etc.) or other locations.

CSM/kgm

Attachments

cc: R. D. Redick
Don Halsted

April 24, 1981

Knik Arm Crossing

Estimated costs in 1981 dollars to develop an approximate location and basic design criteria and estimated right-of-way and construction cost for a Knik Arm Crossing and connections to the Parks and Glenn Highways. This does not include final design and plan preparation or right-of-way acquisition.

A.	**Structure** (Crossing IV)	
1.	Foundation exploration and soil testing	$ 1,005,000
2.	Model testing and/or test structure	1,275,000
3.	Evaluate span lengths, bridge types and update structure estimates. (Does not include final design.)	750,000
	Subtotal	$ 3,030,000
B.	**Access Routes**	
1.	South access to connect to Glenn Highway in the vicinity of Elmendorf Air Force Base: Location route studies, traffic, environmental and right-of-way studies and determination of design criteria, preliminary right-of-way and construction estimates.	$ 1,000,000
2.	North access route on new alignment to connect with the Parks Highway in the Wasilla to Willow area: Location route studies, traffic, environmental, and right-of-way studies and determination of design criteria, preliminary right-of-way and construction estimates.	1,500,000
	Subtotal	$ 2,500,000
	Total cost exclusive of final design and right-of-way acquisition	$ 5,530,000
	or, rounded,	$ 5,500,000
		(1981 Dollars)

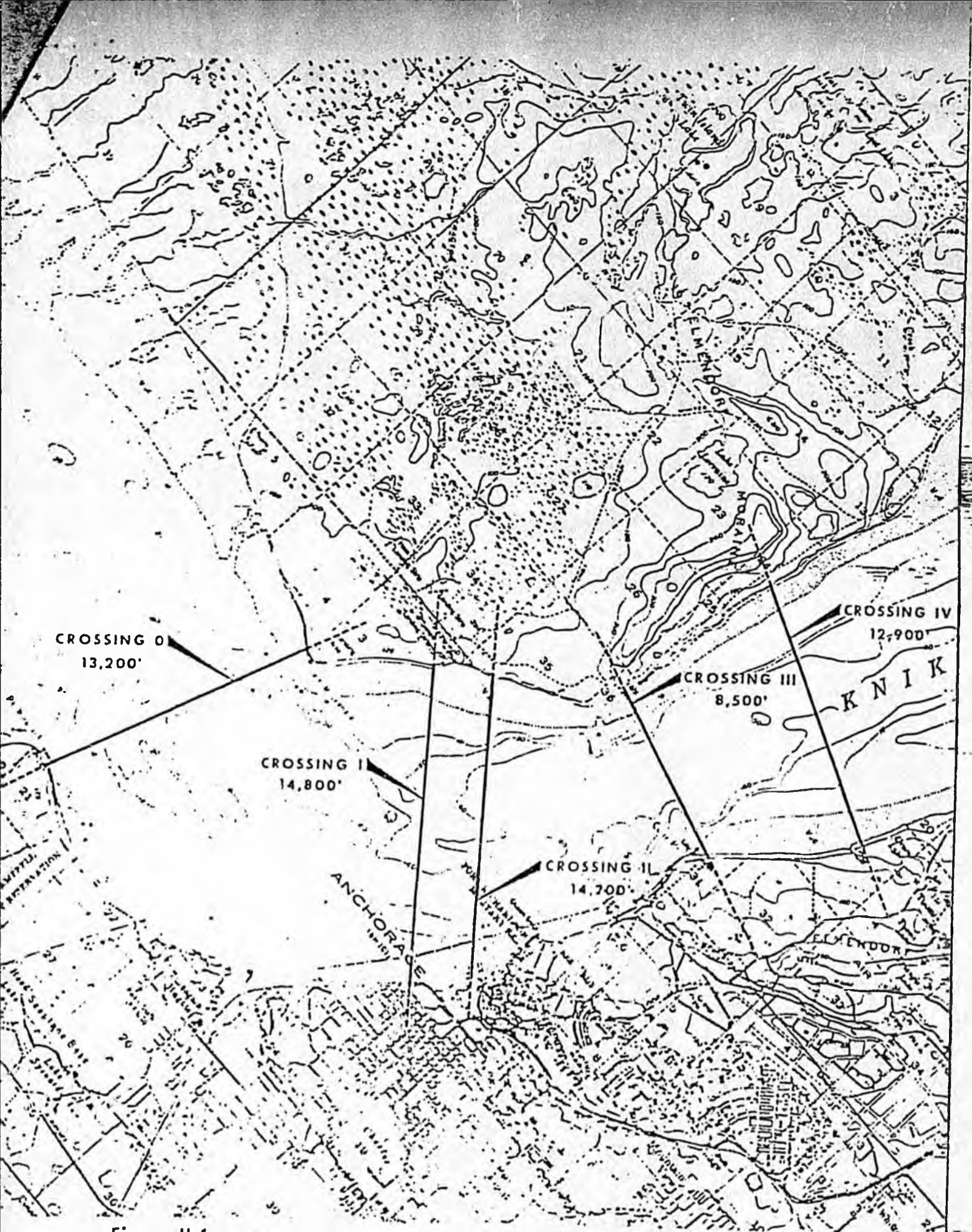


Figure II-1

TERNATIVE LOCATIONS OF CROSSING

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DEPUTY COMMISSIONER – PLANNING AND RESEARCH

(907) 465-3900

POUCH Z
JUNEAU, ALASKA 99811

February 4, 1981

Honorable Joe Hayes
Alaska State Representative
Pouch V
Juneau, AK 99811

Dear Representative Hayes:

The following is in response to an information request by Red Swanson of your office concerning the road system associated with the proposed Knik Arm Crossing:

Access to Port McKenzie will require construction of 20 miles of highway, connecting to the Wasilla-Goose Bay route at Mile 19, as shown on the attached map. The port route terminates about 0.5 miles below the proposed Knik Crossing on Alternate IV.

At present, the Matanuska-Susitna Borough has the first 12 miles from Goose Bay Road under construction, using funds from state grants totalling $4.5 million. We anticipate that the first and second phase, to gravel surface, will be complete this summer.

The design is basically complete for the remaining 8 miles in phase III, to the port, and could be advertised if funds were made available. The cost is estimated at $7.2 million. The Department of Transportation and Public Facilities has recommended a following base and pavement project for FY 1983 for $4.0 million to bring the entire route up to paved primary standards.

The Agricultural Project Access Road System, comprised of 16 miles of 24 foot gravel road is complete except for finishing touches. The Matanuska-Susitna Borough also managed that $1.0 million project. As shown on the map, access by automobile is possible to the north-west corner of the Agriculture Project, and southerly past the middle entrance to the Agriculture Project.

ELH

To complete the connection to the Parks Highway near Houston, it would require 2.0 miles along the Tyonek Route and about 18 miles on the Little Susitna alignment. As a matter of interest, our application for the right-of-way was for a 600-foot wide corridor so that all modes of transportation, including the railroad, may be accommodated.

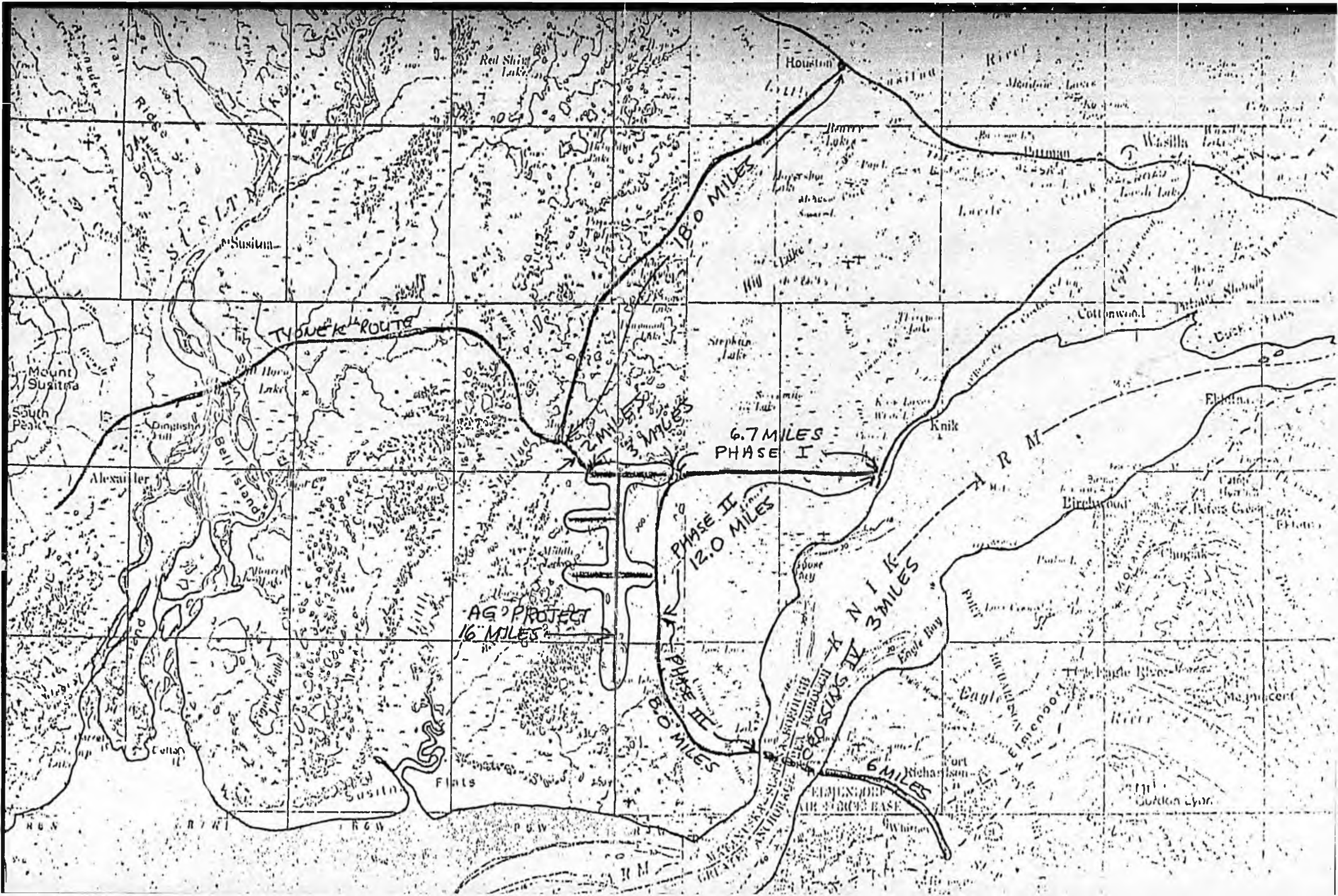
The Houston connection will take several years to develop because of the obvious problems associated with a new route. As of this date, we do not have an estimate of what road or railroad construction would cost.

If you have further questions, please feel free to contact my office or the office of Kit Duke, Director, Central Division Planning and Programming, Pouch 6900, Anchorage, AK 99502, telephone number 266-1462.

Sincerely,

John Bates
Deputy Commissioner

Attachment


TYONEK ROUTE
18.0 MILES
2 MILES
3 MILES
6.7 MILES
PHASE I
PHASE II
12.0 MILES
AG PROJECT
16 MILES
PHASE III
8.0 MILES
CROSSING
3 MILES
6 MILES
Houston
Wasilla
Susitna
Mount Susitna
South Peak
Alexander
Bell Island
Knik
Birchwood
Eagle River
Eagle Bay
Fort Richardson
ELMENDORF AIR FORCE BASE
Anchorage
Flats
Cottonwood
Eklutna
Big Lake
Red Shirt Lake
Trail Ridge
Lucile Lake
Stephan Lake
Spoon Bay
Golden Valley

ROAD CONSTRUCTION between bridge crossing and parks highway, Matanuska-Susitna Borough = 26 miles (phase III & 18 miles to Houston on attached map) @ a cost of $30 million.

Since phase III (8 miles) is similar terrain as the 18 miles to Houston, we can use the $7.2 million as our cost estimate base for every 8 miles of construction noted on the Feb 4 letter to Rep. Hayes. So the total cost of gravel top for 26 miles is $23,400,000. It costs an additional $4,264,000 for black topping the 26 miles at $164,000 per mile for a 34 ft width road. This allows for $2 million plus for contingencies ~~[redacted]~~ when one subtracts total from the 30 million appropriation. ~~[redacted]~~ Also, $1.5 million is estimated for land and right of way acquisition. Cost breakdown is as follows:

— ROAD CONSTRUCTION between KNIK Arm bridge crossing and parks highway, Matanuska-Susitna Borough:

Gravel top	= $23,400,000	$30 million Appr.
Black top	= 4,264,000	- 27,964,000
[redacted]	= [redacted]	$2,036,000 contingency
	$27,964,000 *	

Land and right of way acquisition = $1.5 million [redacted] Appropriation

[redacted]

* Figures supplied by Dept of D.O.T via Rep Simpson.

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DEPUTY COMMISSIONER – DESIGN AND CONSTRUCTION

POUCH Z
JUNEAU, ALASKA 99811

(907) 465-3900

January 14, 1981

200H-

RE: Surface Transportation
Route Estimates
(1) Juneau-Haines-Skagway,
(2) Knik Arm Crossing,
(3) Railroad Route Study
Nenana to Nome

Representative Joe Hayes
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

Attn: Red Swanson

In accordance with Mr. Red Swanson's request through the office of Representative Joe Hayes, I am attaching preliminary estimates for the following projects as prepared by our Highway Design & Construction Section.

(1) Juneau-Haines-Skagway Route

A highway conforming to minimum federal-aid standards connecting Juneau with Skagway with route as follows:

A highway with bridge and ferry crossings, connecting Juneau North of Berners Bay, and the West shore of Lynn Canal and Sullivan Island, with Haines and Skagway.

(2) Knik Arm Crossing, connecting Glenn Highway to Parks Highway.

(3) Railroad Route Study, Nenana to Kobuk to Nome with Spur to Allakaket to Bettles.

expanded [illegible]
of construction.

Sincerely,

R. D. Shumway, P.E.
Deputy Commissioner

Attachments

cc: Robert W. Ward
Commissioner, DOT/PF

John Bates
Deputy Commissioner
Planning & Programming, DOT/PF

Charles S. Matlock
Director
Highway Design & Construction, DOT/PF

RDS/sh

COST ESTIMATE

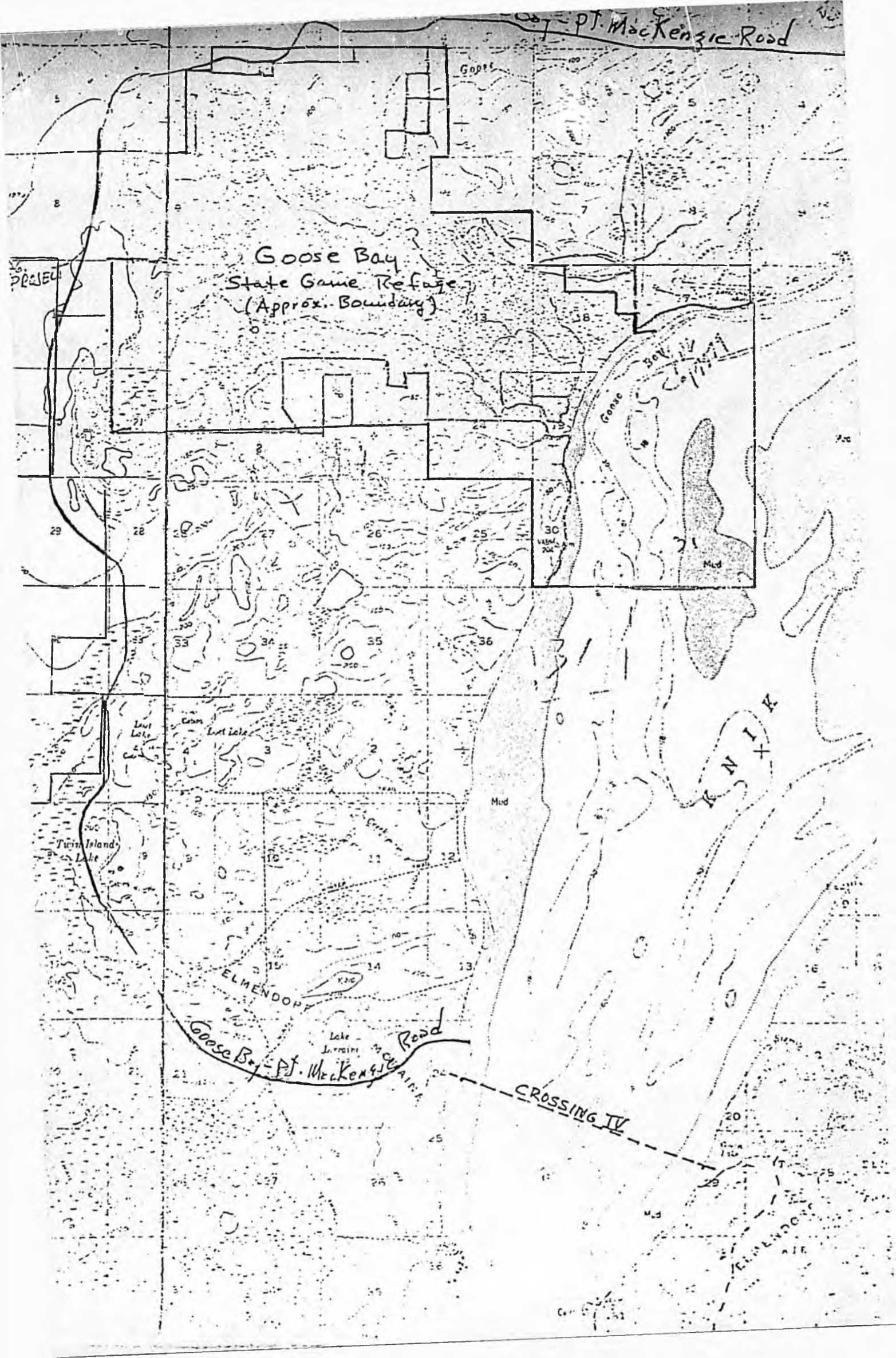
KNIK ARM CROSSING

	1971 Estimate		1981 Estimate	
	BRIDGE CROSSING IV	CAUSEWAY DAM CROSSING V	BRIDGE CROSSING IV	CAUSEWAY DAM CROSSING V
Total for Crossing	$114,938,200	$189,590,600	$281,598,600	$464,497,000
Contingencies and Variations (10%)	11,061,800	19,409,400	27,101,400	47,553,000
Estimated Construction Cost	* $126,000,000	* $209,000,000	308,700,000	512,050,000
Borings and Soil Testing	** 410,000	** 837,000	** 1,004,500	** 2,050,600
Hydrographic and Land Surveys (0.75%)	945,000	1,567,500	2,315,200	3,840,400
Model Testing and/or Test Structure	520,000	225,000	1,274,000	551,300
Engineering and Administration				
Basic Design (4.0%)	5,040,000	8,360,000	12,348,000	20,482,000
Construction Supervision (4.0%)	5,040,000	8,360,000	12,348,000	20,482,000
Administration (1.5%)	1,890,000	3,135,000	4,630,500	7,680,900
Estimated Crossing Cost	$140,000,000	$231,000,000	$343,000,000	$567,000,000
Estimated Approach Cost			88,000,000	84,000,000
Total Project Cost			$431,000,000	$651,000,000

(Based on January 1981 Dollars)

* Based on 1971 start and 1975 finish

** Includes Geophysical Surveys


Pt. MacKenzie Road
Goose Bay
State Game Refuge
(Approx. Boundary)
Goose
Mud
Lost Lake
Twin Island Lake
ELMENDORF
Lake Lorraine
Goose Bay - Pt. MacKenzie Road
CROSSING IV
T 14 N

Orientation interim disc:

Haul road,

AK. railroad

PLEASE NOTE: THE FOLLOWING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT

NORTH SLOPE HAUL ROAD - STATUS OF ROAD CONDITIONS, 1980

Prepared for:
ARCO OIL AND GAS COMPANY

By:
TETRA TECH, INC.
September, 1980

TETRA TECH

HISTORY OF THE HAUL ROAD

The North Slope Haul Road was built from the existing state highway system near Livengood to Deadhorse in 1973 and 1974. The Haul Road was constructed by the Alyeska Pipeline Service Company under an agreement with the State of Alaska, whereby Alyeska built the road as a subcontractor to the State, but retained control and responsibility of maintenance until the State accepted control of completed portions of the road. In 1975, the State of Alaska completed the Haul Road bridge across the Yukon River. Because this bridge also serves to carry the Trans Alaska Pipeline across the river, the State was reimbursed by Alyeska for a portion of the construction costs.

The State accepted control of the 55 mile stretch of roadway from near Livengood to the south bank of the Yukon River in 1974, and was reimbursed by Alyeska for maintaining the road until completion of the pipeline in 1977. The State accepted the remaining 360 mile stretch of roadway from the north side of the Yukon River to Deadhorse on October 15, 1978. As part of the agreement between the State of Alaska and the Alyeska Service Company by which the State took control of the Haul Road (amended June 17, 1977), the following items were agreed upon:

1. That Alyeska was not required to place a six inch layer of surface course material required

to bring the roadway to secondary road standards. However, Alyeska was to screen and stockpile 480,000 cubic yards of surface course type material to be used by the State for highway maintenance and/or improvement, and by Alyeska for Haul Road and pipeline maintenance.

2. That Alyeska was not required to replace the substandard bridge at Marion Creek or replace the culverts at Douglas Creek with a proper bridge, but Alyeska would reimburse the state for actual construction costs of those bridges up to a total of $476,000.

The State of Alaska has since maintained the Haul Road employing a combination of private contractors, used primarily in the middle and northern sections of the road, and State Department of Transportation and Public Facilities personnel and equipment. Access to the Haul Road north of the Yukon River has been limited to official, commercial and industrial traffic since its construction.

APPROACH

Three tasks were identified in the program plan for the Haul Road condition study. These include initial data and information gathering, the field investigation program and report presentation.

The data gathering effort included interviews with persons associated with construction, maintenance and present use of the Haul Road. Mr. James Stover, Materials Support Supervisor, and Mr. Tom Edmunds, Transportation Coordinator, of ARCO Oil and Gas Company were interviewed to determine areas of particular concern to the oil industry and specific problems with the road.

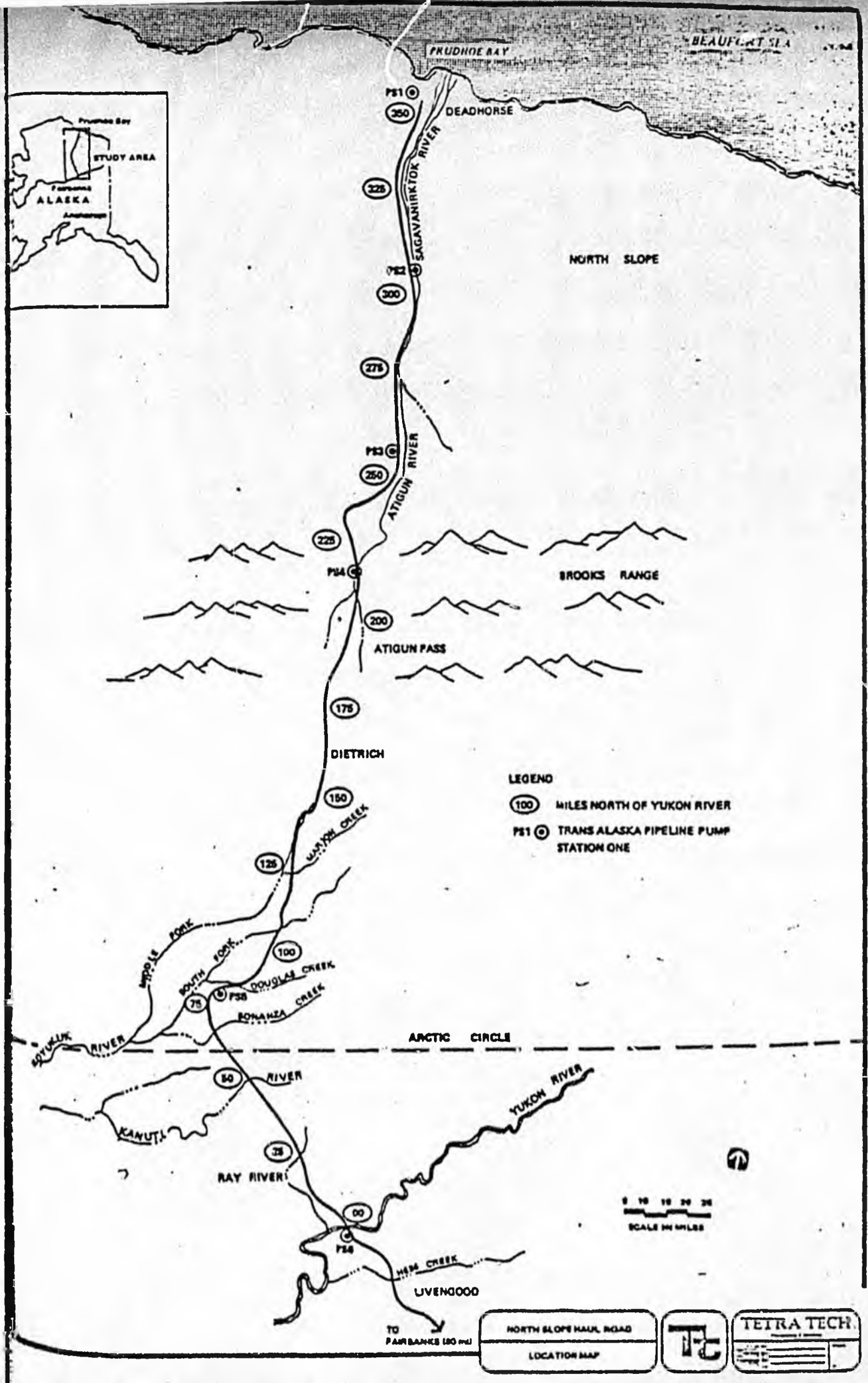
Alyeska personnel interviewed include Mr. Ron Merritt, Pipeline Superintendent, Mr. James Pulis, Manager of Pipeline Projects, Mr. Eldon Johnson, and Mr. James Harley. Information obtained was background material on the history, maintenance and original design standards, and as-built drawings of the entire Haul Road. Additionally, Alyeska officials made available an informal study of Haul Road conditions conducted by Alyeska personnel. Mr. Steve Matthews, Superintendent of Maintenance of the Haul Road for the State Department of Transportation and Public Facilities, provided information on maintenance practices and future plans for upgrading the road. Various members of the trucking industry supplied general information on the condition of the road at various times of the year;

descriptions of vehicle and tire damage; and reports of delays due to road closures. Persons associated with the trucking industry who were interviewed are Mr. Ben Hoisington, Operations Manager for Totem Ocean Trailer Express, Inc.; Mr. Ralph Durante, Dispatcher for Sourdough Express, Inc.; Mr. Bob Brown, Driver for Gold Streak Freight Lines, Inc.,; and Mr. Leroy Rogers, Dispatcher for Weaver Brothers, Inc. Information gathered in May of 1980 from the trucking industry by Alyeska for their Haul Road report was also examined.

The field investigation was carried out by Mr. Jim Swing, Senior Civil Engineer, and Mr. Dan Behnke, Staff Engineer, of Tetra Tech, Inc. Both drove the southern section of the road from Livengood to Dietrich, approximately 215 miles. Mr. Behnke then flew to Deadhorse and inspected the northern section of the road from Prudhoe Bay to Alyeska Pump Station Four, approximately 160 miles. Measurements of roadway and bridge widths, roadway embankment heights and material sizes, as well as visual examinations of unsafe conditions, were made. Substandard roadway and bridge conditions were noted and photographed for report presentation.

The report is a written and photographic documentation of the Haul Road conditions observed during the September, 1980 investigation, supplemented with descriptions and photographs of seasonal conditions and problems on the

road during other times of the year. The report is organized into specific types of roadway and bridge problems, with each written section accompanied by photographs showing examples of the problems discussed. Wherever possible, locations of bridges and photographic subjects are referenced by mileage from the Yukon River Bridge, and notable locations along the Haul Road are shown on the location map on the following page.


PRUDHOE BAY
BEAUFORT SEA
PS1
350
DEADHORSE
SAGAVANIRKTOK RIVER
225
NORTH SLOPE
PS2
300
275
PS3
250
ATIGUN RIVER
225
PS4
BROOKS RANGE
200
ATIGUN PASS
175
DIETRICH
LEGEND
100 MILES NORTH OF YUKON RIVER
PS1 TRANS ALASKA PIPELINE PUMP STATION ONE
150
125
100
75
PS5
DOUGLAS CREEK
BONANZA CREEK
SOUTH FORK
MIDDLE FORK
ARCTIC CIRCLE
50
RIVER
KANUTI
25
RAY RIVER
00
PS6
YUKON RIVER
HESS CREEK
UVENGOOD
TO FAIRBANKS (180 mi)
STUDY AREA
ALASKA
NORTH SLOPE HAUL ROAD
LOCATION MAP
TETRA TECH

4. Substandard Roadway

a. Northern Section:

The northern section of the Haul Road, from pump Station Four north to Deadhorse, is built, for the most part, on tundra which overlays ice-rich permafrost. The road was originally designed for a minimum fill depth of five feet, to prevent thaw degradation of the permafrost, but it was found during the September, 1980, investigation, that the actual average depth of fill is approximately four feet above the tundra. Four feet of gravel covering the tundra is a commonly accepted minimum depth of fill for roadways or construction pads required to prevent permafrost thaw, but it does not include a factor of safety to account for settlement or sinking of material into the tundra, removal of surface material by grading, or possible t' in spots in the fill. If the permafrost below the roadway is allowed to thaw, severe frost heaves will develop, the fill will settle, and eventually the roadway will sink into the tundra. In order to prevent thaw degradation of the permafrost, which will create the necessity of continued repair of frost heaves, the fill should be brought up to design grade, or at the very least an additional six inch lift of surface material applied, as discussed in the following section.

b. Inadequate Surface Course:

The design surface course of the Haul Road was generally intended to be a mixture of various sized materials ranging from fine sands up to three quarter of an inch rock. It was designed to provide a smooth driving surface that will hold together under heavy use, stay firm in wet weather, be easily maintained, and contain a minimum of very fine materials which might create a problem with dust in dry weather. Prior to turning the Haul Road over to the control of the State, and as part of the agreement between Alyeska and the State, Alyeska was released from spreading a six inch layer of surface course material, as required by secondary road standards.

The Haul Road presently suffers from a variety of problems due to the lack of a proper surface course and the problems will become worse with time unless remedial action is taken.

The southern section of the road, south of Dietrich, was in good driving condition at the time of the September examination. This is attributed to good maintenance by the State and an unusually long period of dry weather. During other times of the year, particularly in the spring break-up period and after prolonged rain, sections of the road develop extensive potholes and washboard due to the lack of proper surface materials. Other sections, which have an excellent driving surface when dry, become slippery and

soft when wet, because of the high clay content in the surface material. These conditions are both unsafe and expensive to maintain, since the roadway requires constant work to keep it in proper driving condition.

The northern section of the Haul Road is generally regarded as being the worst section of the road during all times of the year and all driving conditions. The original surface material ranged from very fine sands and clays to rocks two inches in diameter and larger. The material is adequate for the road embankment; however, the combination of heavy traffic and the almost constant wind of the North Slope have caused the finer materials to be blown off the roadway. This has left the large rocks on the surface of the road, which is extremely damaging to vehicles. Since the large materials are not suitable as roadway surface, normal maintenance procedures grade the rocks onto the shoulder of the road. This has two harmful effects on the permafrost along the roadway. The first is that this procedure will gradually decrease the thickness of the road fill, causing an increase in the amount of permafrost melt below the roadway. Secondly, some of this material is graded off the shoulder slope of the road into a low berm on the tundra alongside the roadway during normal shoulder maintenance. This causes the area of tundra affected by the roadway to increase, destroying more of the tundra and allowing the permafrost alongside the road

to melt. If not corrected, the continued widening of the roadway could also eventually threaten the natural gas fuel line, which runs alongside the Haul Road from Prudhoe Bay to Pump Station Four. The gas line is buried about 12 feet from the roadway over much of the northern section, and while it is not presently in danger, the roadway is now two or three feet closer to the pipeline in a few places than it was originally.

A proper surface course, consisting of a six inch lift of suitably grated material, would substantially decrease the problems of washboarding and potholes, thereby decreasing the amount of maintenance required to keep the road in good driving condition. The surface course would also solve the problems associated with the large material on the roadway in the northern section of the road, including damage to vehicles, grading of large material onto the tundra, and roadway widening.

Photographs No. 23 through No. 30 illustrate problems associated with the substandard surface course.

PLEASE NOTE: THE PRECEDING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT.

Alaska State Legislature

House of Representatives

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

Rep. Bette Cato, Chairman

Committee on Transportation

M E M O R A N D U M

TO: Rep. Bette Cato

FR: Steven M. Soenksen A.A.
House Transportation Committee

RE: Meeting Notes Re: Alaska Railroad

DATE: November 10, 1981

The following is a summary of my notes from the meeting with officials of the Federal Railroad Administration and others that may be pertinent to the Alaska Railroad Transfer.

November 3, 1981
Meeting with the Federal Railroad Administration (FRA)

Mr. Blanchette (FRA Administrator) said that FRA is not considering any amendments to the Railroad Transfer Bill at this time. He feels that in the Senate, the bill as written is "ready to go" and has the votes needed for passage. In the House there may be some problems, but none are anticipated. FRA's position is to "make sure that the State does not receive a lesser amount than the Federal Government has". He has stated that they are working with the Department of Interior. FRA also has stated that "the entire federal interest in the railroad should be transferred". Although, there are lands that have not transferred to the railroad from BLM and there have been claims on that land by native corporations. This is a grey area as to what will happen in this instance.

A question was asked about Page 3, line 15 Sec.2,a "Real or Personal Property. This, the department says, means the files and other records that the Federal Government may need. This is as far as this provision involves.

Questions were asked about the lands status and other issues regarding lands. Some right-of-ways (ROW) cross patented mining claims, and these are already cleared for the railroad and should be transferred at time of railroad transfer. There are claims on approximately 20% of the railroad properties. If there are valid claims against the railroad then either there could be a (1) monetary settlement or (2) a state petition to appropriate Federal Agency or Courts. **The lands that we are talking about are basically 200feet by 500 miles long, which amounts to 12,000 acres and 26,000 additional acres held by the railroad. The state can take and condemn native land for ROW or other state purposes. Then there has to be a monetary settlement.

Other lands issues. The Federal Department of Transportation is not interested in establishing additional corridors or rail spurs, but other Federal Agencies may. **Further research indicates that Defense and the Department of State are not considering corridors or spurs.

Upon request of the Senate Commerce Committee, (Sen. Stevens is a member), the Justice Department is reevaluating a past opinion regarding lands and the transfer authority. There is disagreement between the Department of Interior and the Department of Transportation in that the Interior Department feels that lands that have been used by the railroad for operation should be transferred and that lands that have not been used recently (Some gravel pits) be open and let as surplus lands, thereby open to selection by native corporations. Although this point is currently in question, the Justice Department opinion may clarify this.

The general mood of the Department of Transportation (original drafters of S.1500), is that the transfer should go as in the bill. Lands issues should be handled by the state condemning and through monetary settlement, establish rail corridors as necessary. Congress may be unwilling to transfer to the state large amounts of "corridor entitlements" and this point could be the downfall of this transfer. October 1982 is the last that the Federal Government will fund the railroad operations, this year $6.1 million.

The states right to condemn land should be upheld, but if possible, language should be included that provides for an expedited ROW procedure.

Meeting with Bill Phillips, Aide to Sen. Ted Stevens

I met with Sen. Stevens aide to discuss further and receive clarification on several points that were raised during previous meetings.

He reiterated that Defense is not considering railroad as important supply line and no new spurs are being considered. The best thing that he felt we could accomplish was to "clarify existing property importance and "use" necessary to operation". The problem lies in the "reserved but not used" difference between the DOT and Department of Interior positions. The Justice opinion may clarify this.

The House Commerce Committee has not held hearings since August and the bill hasn't moved in this committee yet.

I stressed the importance of corridors and ROW provisions as expressed by many people in the state, developing resources (asbestos, etc.), the fact that although the railroad operation is currently in the black, it must be able to expand in order to remain a viable operation. To this,

he was receptive and said that he wasn't aware of many of the things that I had mentioned. He wanted me to stay in contact and said that he would be interested in further information along these lines.

When asked about the possibility to put into legislation the corridors and allow regulations to further identify property involved, he said that this was possible, although difficult and also Congress would have to be sold on it. Given the opinion that Alaska is a rich state, it is unlikely that they will go along with giving lands and corridors to the state. Again he said that the Sec 3-E allows for relatively rapid settlement in these areas. (3-E is in the Lands Bill). This process is a fact finding process that takes about 18-24 months.

Mr. Phillips felt that the reversion clauses in the railroad transfer bill could be shortened. He stated also that in excluding this transfer from the Railway Labor Act, The Railroad Unemployment Act, and the Railroad Retirement Act (Sec.6.1), it was quite an achievement and the Unions were reluctant but conceded.

Meeting with Sen. Murkowski

The Senator is hoping that differences can be worked out on the transfer in the state and one unified proposal from the state is considered. The transfer could happen yet this calendar year. Sen. Murkowski would like to see two things;

1. Governors Administration with the Legislature, should direct Congress on their concensus on priorities of the transfer

2. Lands, 38,000 acres, should be decided upon and differences reconciled between, Fed.DOT, Interior and the State.

Carte Blanc across Federal Lands is not possible. He felt that a time line necessary for the state to accomplish goal setting and forwarding to congress should be within the next two weeks, by Nov. 29, 1931.

At this time Joyce Munson and yourself met with Mr. Bellig and a copy of the materials that he gave you is attached to this report.

Meeting with Bill Horn
Department of Interior

Mr. Horn said that the Department of Interior has a problem with the first Justice Department position as it goes against 20 years of Federal policy and decisions.

Interior position is that "Excess" lands should not go along with the transfer. Excess are lands that are not essential to the operation of the railroad. He also felt that corridors may be included in the legislation, but the time is not there to work this out and it would be fruitless attempt. He agreed that the 3-E process would be the best way of establishing corridors at this time, and for the foreseeable future. If the state cannot accept this, "then the Office of Budget and Management may just place a price tag on the whole thing and not allow any corridors anyway".

This concludes my notes taken from the trip to Washington D.C. as related to the railroad transfer issues. Addendum is a copy of proposed amendments from Attorney Bellig office and a copy of the first Justice Department position.

September 18, 1981

Transcription of the Haul Road tape.

September 7, Bette Cato and Brad on our way to Fairbanks. Mile 204, the last few miles of the road have been newly blacktopped. Most of the frost heaves taken out. On actual road there is a credit to the state of Alaska one of the few I've seen so far. We're right in the middle of the (Bette I couldn't understand what you said, it sounded like...) Growy Hole. Thank God it's not the wintertime. 1:50 pm, 3 DOT men, 1 with a shovel, 1 sitting on a truck top drinking a can of pop, 1 wandering around the road at mile 224, actually around 223½.

Sitting at Frontier 3600 South Cushman, getting ready to go up the haul road. Going to be riding up a driver don't know exactly who he is yet. The girl in the office invited me in. Hope we got things pretty much compact. The driver is John Bivins from Fairbanks. We have a load of pipe. I'm not sure how much, but I'll ask him later. We're in an 81 Kenworth Conventional. Good an 81 Kenworth Conventional.

John: (Apparently Bette this is where he was discussing the scale situation because I am not able to make out what he says.

Bette: You know it seems awfully strange to me they yell about overweights and all that but they never keep the dam scales open and every trucker knows every trick.

Bette: Just drove down the hill over Fox, the silver snake is following us all the way. Coming the other day you know it was really amazing I didn't realize how much it was above the ground. Livengood is 67 miles from Fox where we are. Portable scales aren't set up or open. By the way the date is Sept. 10. John and I are on our way up the highway. We're on the Elliott. We're stopping at Hilltop and have a bite to eat. He is carrying a load of pipe that weighs about 45,000 tons. The day is overcast and is sprinkling on the windshield not enough to curb anything. Haven't learned to read the gauges yet, be able to after a while. We're stopped at I think John said 27 mile, John is adjusting the brakes, there is 4 trucks here. The road is of course is paved isn't all that bad. He was telling me that right off to the left is where they kept all of the firefighters this year that fly in by helicopter and you can see kinda a meadow situation where they have it all cleared out. Pavements ends right at 28 mile on the Elliott, Yukon River 101 miles.

Bette is John is again talking and I can not make out what he is saying at all. Stopped at 30 mile John is going to fill up his water jug. Got a water running out of the mountain and is piped down here. John and I were talking about the roadway here. (37 mile) It's not all that bad it's down to the rock not very many fines and figures the weather will

deterioriate it pretty badly. We're right at 39 mile hill on the Elliott. Grader going by at 47 mile and in fact here comes another one both of them coming with their blades up and don't know where they are headed for. Can't understand why their blades aren't down. That was about 45 mile. 46 mile (couldn't understand again) got a pilot car coming down about 47 mile. Truck right behind us. Heavy load. This situation isn't all that bad. Passing another truck carrying a crane. Poppies all over the place. Again John is talking and I couldn't understand. We're on the new stretch that was built by Doyon last year. Marker 5a, John just said that the old road used to go behind the hill. This is a good road bed from what I could see. The ground isn't to high. This is pretty good. Slope is really good, shoulders look pretty good. We've been travelling right around 35 to 40 mph. Johns slows down every once in a while because of potholes. They're really not as bad I thought they would be this far. I'm really interested in seeing what going to find farther up the road. Of course there is truck vibrations. Speed limit is 45. Frontier trucks are equipped with a card system. That records the speeds all along the way. John makes out his logs by the charts that are kept by machine in the front of the truck. This chart then shows they put in a computer and average maintenance and so on and so forth, what it costs them to run the truck at the speed they run are the most efficient. Here it is at on blacktop at 55mph, since we've been up here we've been running since we hit the gravel running at about 30 miles per hour. We've been running right around anywhere from 35 to 43 mph. John leaves himself notes. We stopped at Hilltop at 6:40 and we was there until almost 7:30. They have a built in clock. Like a duplicate tachometer. We're stopped along the road. Trying to fix the camera. Interesting thing people stop by to see if you're alright. We're just now entering the Dalton Highway. No 2 takes off to the left steep grade for the next 56 miles according to the sign. Yukon River there. Bette, John is again talking and I can't understand him again. We've just passed a Frontier truck and he carrying a load of cement for Hali-Burton. 7 miles along to the south here..... A Pacific Western truck burnt last night didn't get burnt too bad they can get it fixed. A ..... no one in it. ..... Go ahead Bob..... Why don't you talk for him. Oh well.....Bob: The road is in alot better shape than it has been. We must have rattled the right cage somewhere along the line but there are spots such as 28 mile to Livengood you know what I mean. Got you. How long rattling the cage will work. Well... if it has to be done again it has to be done again but the road is alot better than it has been. I guess the guy that replaced Mr. Hume is going to get something done. Yes, it kinda looks that way, we've got to look at the performance record. Yes 10-4, we do have a problem at Coldfoot Camp yet though, we have a politician up there instead a road maintenance man and all he does is say the road is in good to excellent shape. I guess thats why he had his personal vehicle towed out of here of the back of a tow truck so figure it out. Good I'll try to talk to him without telling him who I am. Thanks Bob. John: It's already got more squeaks and rattles than my other truck had after 4 years up here and that kinda speaks for itself. It certainly does. That was Bob O'Keefe. Voice waivering... The road is just a little bumpy at mile 13. John was talking to another driver, they evidently filled a hole that had not been filled for along time, but it hadn't worked its way out yet so it was pretty good going around the

corner. .....Clear up to your knee? Oh yeah. .....Livengood..... just on up the road... Do you notice where the Livengood maintenance leaves off and the other maintenance camps start... Well the majority...yea, there is quite a bit of difference especially in the wintertime. Summertime...the stretch from Livengood is pretty good in the wintertime; they come and help the guys out of the ditch and stuff and they've always been good about that. I don't know this year ..... they have resurfaced most of that from over there about 25 mile I believe that's were they switch off at you know on up to the river there and ..... That's primarily because they opened it up to the public isn't it? No, last year they done the river they done quite a bit of work up from 25 mile up in there, they resurfaced pretty much up to the river half way up. They used that particular clay you probably heard them talking about, you know it is slick when it rains but it makes a fine road when it's dry. Is it like that stuff they use in Canada is it? Yea... the only thing in Canada where they use where you were talking about the ole crusher now they mix the fine stuff with that. Yeah... in with the clay and you can run about 80 to 90 mph on them. I know. Actually I'd rather be on those than when you hit the pavement when you get to Alaska. It is such a job to get up here in the wintertime. So you are a happy man when you get here. Yea. Bette I can't understand again. It's kinda along way down there isn't it? Yea. How wide is the road along here John? I don't know it probably roughly 27 ft. You see there's some of that gravel that Alyeska left isn't it stockpiled and left isn't it? No No, That's the states. Oh okay. They hauled this in from somewhere now I don't know where now maybe they may have a crusher in Livengood or somewhere in there. I noticed...There's an Alyeska pit up on top of the hill back up the access road, they may have gotten that from Alyeska I don't know. Well from what I understood, Alyeska gave the state all of that gravel. Bette You both were talking and drowned each other out....That wasn't there last year. That was just brought in there this year. Hess Creek bridge... again Bette I can't understand. If that would have been anything like the Lowe River that would have taken the bridge out. I was wondering when they were going to redo the bridge, it's been there a long time. In fact... last year they had a sign up on that bridge "You cross at your own risk." And all they did was take the sign down then? No they redid the brace here last year underneath there the logs got piled up underneath there. There has been a lot of weight come across that bridge. I betcha. There's got to be a lot of tonnage come across this road. It's gotta be in pretty good shape to be able to do that. Again Bette I can't understand... Culverts out of them..... Clay....Right in here is where one went off a state grader upside down LTI went off down in here..... The things that John was just describing to me had happened at about 28½ mile. The road is rather interesting we were talking about the red clay they've been putting on like John said it's really slippery in the wintertime but it compacts so beautifully and it does make one heck of a nice road when it's not raining it's almost like the roads in Canada where they...you almost think they're really really compacted. I haven't made to emphasis on the high crown as yet except in a few spots. You do see the light gravel on the side of the road rather than on the road where it should but that comes from trucks going along and throwing the gravel which is going to happen at any time. Good clay is right around 30 mile they just dig it out and put it on. They aren't kidding

when they say it's steep and winding however, not much much like any other road, I think the terrific thing about this is is that the tremendous amount of tonnage that's been hauled over this road. I'm going to get some statistic as to how much tonnage is going over a year. How many flats do you average a trip? 2 or 3 most of the time. Is that.. it isn't necessarily because of the road being extremely bad all the time would it happen if the road were a lot better...would you still have flats? Oh Yea.. because every truck loses a nail or bolt or something and someone comes along behind and picks it up. Again Bette I can't understand. Another thing too that you pick is scraping from the blades. You sometimes find bits of steel from a grader in your tire. In the summertime you do but in the wintertime you don't. When it gets real dry they scrape it down and bits of blade fly off and you get them in your tires. Chips break off. Or you hit a big rock in the road or something in the road... That's why they need some more fine stuff like you were talking about on top you know. So they wouldn't have to scrape...again Bette I can't understand...They would save alot of money in blades too huh? small graders. How do you feel about the graders they have up here? size... Do you think that the specs ought to be written differently for the type of graders or that they need up here. Yea...I think I know... they definitely a bigger grader. I would say it wouldn't hurt they should have a D-14 up here. Even a couple of small ones to do the small work with. Finish work and stuff like that. The thing about the 14's and 16's for slope work they can get down in these ditches and pull that stuff back up where the stuff blows off where the small one again Bette I can't understand....In order to get down in the ditch they have to flatten the road over on the side there to get in there and pull that up and where if they had a bigger grader they wouldn't have near the hassle you know getting it back up on the road. Bette the speed control went crazy on the machine and I couldn't slow it down.....you could do the same thing with a larger blade.... Well a larger blade could handle a longer slope.....the thing I like about Deere. It's like about a 1 to 1 slope isn't it.... yeah.... You've got to slant the road.... which leaves you with a high crown an all that.... The slopes here along 47 mile you can see whatever fines there are along the slopes. Lots of rocks very understandable particularly the depth of the slopes that the equipment being used on the road can not reach down and pick up the stuff that should be brought back to the middle of the road.....grade it every day..... what they do down there....it makes it almost like a steel post then..... the curve here.... once we go around this curve here and go back down this one there's another identical to this right on the other side and people get confused coming south here if there not used to running this road or forget about and uh people end up down in there. Oh boy, there's 2 S curves back to back. yea... I pulled a guy out of a truck right here 2 trips ago. Right here at Gold Creek. Was there anything left of the truck. Yea he's working for Alaska.....You see that curve we just come around there a minute ago. Look at that one it's identical...exactly... You come off of that hill you know in the wintertime right up there and you know one curve is here you can see that but you can also see the road down here..... they just got one out that was parked a few weeks ago....I don't know who he worked for..... there's another sign just right around that curve. I think they ..... do the companies make the guy ride along before they turn them loose are

they experienced driver? Frontier makes them take two rides before they turn you loose up here. That's a good idea. I don't know about the other companies. Most of the other companies, they operate a company truck. I know the first trip I ever made up here it was in the wintertime I had never been up no road that looked like this one? It took me about 3 days to get to Prudhoe the first trip. Now I wasn't getting there in no hurry. Left town at nighttime in the middle of winter. So Frontier evidently doesn't try to break any speed records. No.... The situation is a little bit different isn't it Johnny? on a owner/operator truck or leased trucks, in other words they want to get the most they can out of them right? Right....so consequently they faster they make the trip the better off they are....(Bette, someone came in on the CB and overrode you and I could not understand John's response to you) ....Big hurry.....We coming up on Pump 6....First side of the Yukon...Gosh it's amazing how different this looks in different spots. You know like Whitehorse or.... .We stopped at a maintenance camp up here...school bus on the trail...Why did they put that there?

I don't know..log scalper....it's been a long summer...looks to me like it's been out here but the only thing is it's running low on the bridge closed bridge holding the line up.....

Looks just like screening doesn't it? Yeah.... This is the pavement of the Yukon River Bridge...

Hovercross that used to cross the over yonder there... Oh... whenever they used to cross...

How did the Hovercrafts used to work anyway? Do they haul much freight?

Quite a bit. Do they? Yeah... Did they say where Michael was at?

No..I forgot to ask, I was going to...the troopers at the weigh station was over on the side and I didn't talk to him...They are grading the road here alongside the er right past the check point..Don't see the grader now but I can see berms...Looks like they are adding fresh materials to the road doesn't look they scraped the materials off the road. Small airstrip along the road they closed the road every once in a while and is used by Alyeska and by the state. Not a bad looking little strip. It's a strip that can land the Hercs so it's a lengthy strip and wide well gravelled lighted kind of a surprize to see strip way up here. Grader right in front of the entrance of the maintenance camp. You can see where he started at the entrance and is working his way down..up and down between here and the check point on the left hand side of the road going up. We going past state maintenance camp 7 called 7 mile DOT/PF, Johnny said he hasn't been in here since they started to build this, so now we are going to take a look at it. I see 5 mobile homes, a double wide, several storage shed, a large shop 4 garage door shop, that actually looks like a house over there isn't it?

That's probably the one they built for the trooper up there. They built them a new house here last year..

The house is probably the troopers house. Then there was a conversation with kids, you were discussing schools. How many guys on the crew?

3 operators, 1 mechanic a foreman. 2 buildings guys, 1 building superintendent and then I couldn't understand them.

How do you like living up here? If you think it's shitty, then tell me it's shitty....ha, ha, ha..

It's shitty. Well it's yes and no, being from a smaller town, I really don't care.. It's kinda rough going back and forth to town and then you only get your regular 2 days off you know your weekends. Makes it kinda rough when you want to go in and maybe you want to take a suitcase and spend a few days to get your grocery shopping done and personal leave done and you have to take annual leave or sick leave.

You better say annual leave day instead of sick leave day...

Annual leave, cause I never get sick you have to stay home.

My son works for DOT in Valdez.

Oh.. My name is Roy Vault..

As I told you my name is Bette Cato.. What do you do...school...

We have quite a few people right here in the area and Yukon Flats set up ready to set up a new trailer out here and we're just waiting. We thought you might be the lady that would be the teacher...

I used to teach school for 18 years. That's really kinda neat.

We've been getting correspondence courses for the kids.. Should make it easier on the kids it's been kinda rough on the kids.. Parents and kids..

Oh yea because well..let's say it's the next best thing to nothing..or no school at all..sometimes though it's not all that great particularly when the kids don't want to do it and that puts a strife between the mom and kids they say I'd rather go play. I think probably the biggest thing is fact they miss they peer association. Are you guys getting any overtime?

Now we are...

When did that start?

4 weeks yesterday I guess it was. They started giving us overtime. We were working straight 5 days 7½ hours a day.

37½ hours a week...

37½ hours and we just weren't keeping up with it. They got us a temporary hire operator. He worked until last Friday and then he quit. He couldn't take it...

Now it's 12 hours a day.. 5 days a week. Saturday and Sunday now...

In other words they plan on. What I'm trying to say is theres not just the restriction no you'll only work 37½ hrs a week like there was prior to that.

BETTE I COULD NOT FIND THE OTHER TAPE THAT I HAD ORIGINALLY STARTED BUT THIS IS THE PART OF THE HAUL ROAD TRIP THAT TAKES IN THE PER DIEM FOR THE MAINTENANCE PERSONNEL**********

Bette: Drawing regular salary without absolutely no per diem?

We're getting subsistence.....the same as Deadhorse and Chandalar and Seven-mile.

Bette: And they have facilities

Yes, we don't pay rent...they do pay rent.

Bette: Yeah, but you don't have anything to pay rent on either....

Right, right, we just sleep in a rental.....we have electricity because we are using a spare generator that we have.....

Bette: The contractors' spare generator....

The one they use for their power tools so they leave it running all night.

Bette: So if they weren't building the shop out there.

We wouldn't have any lights....

Bette: You wouldn't have a generator and...

And once in a while through their generiousity we can use their showers too...I've been here for three months and I've used their shower one time...I feel it a real inconvenience to ask them to use their shower...

Bette: You really don't want to put upon them....

Yeah....they are up here trying to do their job.....and we're up here trying to do our job...They have never refused us anything that we have asked them...

Bette: I can recognize that....

But we still try to ask as little as we possibly can....

Bette: And you bring your own groceries in and you cook them; whereas if you were in another camp you would have your trailer set and you would have your facilities and your families and you're not getting any per diem for this?

Right...not now.

Bette: How much is the subsistence?

I believe it is $42.50 a day...and that's without taxes...and that is taxable....

Bette: In other words it's like Valdez they get a higher rate of pay than Anchorage...and thats what you guys are getting...

We get a higher rate than anybody else in the state....

Bette: About the budget being cut... I don't know where you got...who put out the word that the budget got a 25% cut? The budget got an actual 5% cut...and it was to be spread all over DOT not just in maintenance.....so if maintenance and operating has been cut 25% this has been done within the interior workings of DOT but the budget cut that the legislature cut from last year was 5%. I knew we were catching hell for alot of things. I just about fell off the stump over that...

I knew when we all came up here we all had different words...when the camp wouldn't be finished...

In other words...

its mumbled..

Bette: Is that the contractors fault or is that.....In other words it doesn't have to have it finished until.....You were under the impression that you would have it by September 15...Well then what are you supposed to do when the camp when the shop is finished and the camp is set in are you supposed to bring your own trailers that sort of thing....

No, no we can't have our families up here this is a bachelors camp.....

Bette: Its a bachelors camp...

Bette, it's mumbled again.

Bette: Then are they supposed to send in a crew like 27 mile crew on Thompson Pass. They send in a crew with a cook and stuff like that.

No...

Bette: You are going to do your own cooking then too?

Yeah...It's pretty hard to work 12 hours a day and then you just don't feel like eating...You're dirty and dusty and especially up here. Now the problem isn't that much...you know the days are getting shorter..

but it was when this road is being travelled by trucks and we're out there in graders..and you don't have no place to take a shower...That's what I'm concerned about...it's over with..and we're close to freezing..

Bette: Yeah I know...but....

But of course any type of vehicles out there after freezing it's going to be a new job outside..

Bette: And what about getting the road graded before freeze up and getting it in shape so that....

That's what we been working so hard on...

Bette: But you haven't gotten any equipment or materials and you have two graders down..right...

Yeah..

Bette: Well how are you going to grade that bed of rocks out there without any materials?

We've got a sloper out there.....

Bette: What those other rocks that are laying along the side...

Yeah.....

We brake them.....

Bette: You've got your own crusher now you fracture them yourself...

We brake them ourselves and roll them across.....actually without the materials no new equipments been ..... He's got the sloper and pulls up the sides and another guy drags it across and if you don't get it wetted down in some way so that it will stay there and the trucks go through about five or six times we've got holes all over...

Bette: And you don't have a water truck?

No..We got a big tank which will or we put on the back of a dump truck....and that takes away our only dump truck..

It's a matter of priority..

Bette: Who is setting the priorities? How often do you have someone from the main office either Juneau or Anchorage or Fairbanks come out and drive the road...?

I have no idea... Steve Matthews comes here once a week..

Bette: Once a week...? And he's from Fairbanks?

Yea, he's in charge of the haul road...? We met yesterday.....(Bette it's mumbled again....)

I mean not yesterday but the day before...

Bette: What was he driving?

Black or brown Bronco...Brown.

Bette: I wonder why they don't ever get in a truck and drive this road..?

Bette, this is mumbled again and alot of laughing overrides your talking.....

Matthews was one of the one accidents last year... about 70 mile and it got blizzardous as hell down the road there...and I know God damn well that it wasn't 27 (Bette I can't understand the guy talking at all)

Bette: It was 24 where we measured it and that was wider then a couple of places that we went over..

Bette, it's mumbled...There's places that you can cover it with 2 blade widths. 14' board on an angle....Then you get two wide loads on a semi passing each other...that's a pretty tight squeeze.

Bette: Geez they probably get a little more friendly than they want to be.

It's been the census that everyone should get at least 4 days off. It takes a good solid day to get home and 2 days at home and a good solid day to get back. If we've got personal business to do like your gone all month and then you have things to do that have to do with your home and kids. I've got 2 boys and I like to go over to the school and see what they are doing myself..(Bette, I can't understand again.. they were talking away from the microphone) We were working 15 to 16 hours a day. Cause we had to more than anything cause like I said to pull those sides and fill those holes it doesn't take long those trucks take them right back out of there..... It's supposed to be a water truck. .....any kind of roller going behind...the problem is the ground getting it to stay with water on it would probably be 100% better.

Bette: In other words it is a definite lack of decent equipment?

Yeah, we would like to do the job and do it right and we're doing and the same things goes for our mechanic here we have a problem getting the right parts for the equipment which they have settled in the last week. Everything is supposed to be going down right.....We just talking now in the past tense about alot of things.

Bette: Has this camp been able to get all of the over-time that they need or all the time that they need to work on the road or were you stuck on 37½ hours there all the time?

We were stuck there on 60 for a while there. 60 to 70 hours we were putting in a week. They just recently put us on 10 hours a day period. We were double shifts.

Bette: You are about the only camp that has been. The only maintenance camp that wasn't cut down to 37½ hours until the big rumble about a month ago. Now they have been told they can have all the over-time they want.

When we hit this camp this road was unbelievable. There was potholes on every inch of this road when we first got here. They say they can't see where we have improved the road. You know the people from DOT. Where as the truckers tell us different. In fact last week we felt this place was 90% better than what in January.

Bette: The fact that you don't have any fines to work with.

(Bette it is mumbled again).....

the furtherest they got grading last winter was 25 mile out of Prudhoe.....It takes 3 hours just to go a few miles. The state wasn't here then it was a private contractor. I feel we're doing our job

Bette: But the state still isn't satisfied with what you're doing.

It's pretty discouraging when the bastards come up and we're working our ass off and comes up and gets all excited and says the roads all screwed up you know. Yeah, they hit us pretty low, they brought in the Deadhorse crew to work our section of the road. So that's hitting our crew really low. That's just saying you're not doing your job. They are working Sundays and working holidays whereas we're not allowed to work those days and they brought in the crew from up north to work our section of the road.

Bette: And let you guys sit?

Yup. We are being punished for something that we don't know we even did. It just like guys tells us how good our road is and then our boss comes in from out of towns and tells us and puts us down all the way. You know we're living here with no facilities and we're having a hard time but we're getting by and we just don't appreciate a guy coming in and shooting our shit down all the time. Our concensus was that he ought to come in and talk to all of us and get a round about opinion about everything. Bob is doing a good job as a foreman and we want to keep him. He knows what he's doing. They are trying to bring some guy that doesn't know much of anything up here.

Bette: I can find that out. He was just called to town was that it?

No. He left on his own. He just tired of it and said I'm leaving. He's been up here a long time without any break. They had a good guy down there at Chandalar last year and he just disappeared and I don't know what ever happened to him. He did a good job and keep it in shape. Bob

will be back next week. There's been pretty strong rumors that he has been relieved. I don't think that Matthews should or has the right to come out and say anything to you guys about the road. It is in a hell of a lot better shape than when the private contractor and he never said anything to them about and we raised hell with him and he won't even talk to me about anymore.

Bette: How long does Matthews stay when he comes up here?

In and out. One day he stayed with Bob a long time at least a couple of hours and then he left. You are really hitting a sore spot with us. Camp conditions and stuff.....tape.....

Bette: I use it discriminately.

It is not just that like I say you're hitting a sore where we're being shafted.

Bette: Well people need to know that.

We're being treated like dogs up here. We're nothing. We're working all the hours and they are getting all of the glory or whatever. When a man comes in from working 14 to 16 hours bouncing around in that grader and then has to heat him up some water to wash his dirty ass and then cooks himself something to eat and then finally gets into bed and he has to get up at 6:00 the next morning and go out there and do the same thing. He is lucky if he gets 4 or 5 hours of sleep. We're paid way under. What do you make $15.00? You've worked here for 2 years. I'm the lowest paid operator on the road. Guys down there at the pump station have wall to wall carpeting and color tv and saunas and they get paid more than I do too. We don't want you to feel sorry for us it would be nice if we could get tv up here or something that we could do.

Bette: It would be nice if you had a shower. I just love that facility that you have right there.

It has class.

Bette: Where is my camera.

You had better get a picture of that.

Bette: I'm going to.

Do you want to see our outhouse too. Wait until you see the building over there. They were going to bring us a temporary camp up here. And then I think they realized that by the time they got the camp up here and got it winterized that this camp would be closed down. Or else they had to wait until the shake station closed down.

Bette: How long have you been living here under these conditions?

3 months.

Bette: They could have had a camp up here when you got here.

Yeah they could have.....wait a minute we have to get Mike in here too. He's the only one that ever takes a bath. Every two days I take one whether I need it or not. It's just that I can't stand myself in bed.....It wouldn't be so bad if they came up here and explained why or even said look guys hang in here for another month and here is the reasons why. But we don't get nothing but here say so. That kinda cuts you down right there you don't know you're second guessing the next parties word. Everything that you hear along the road. That doesn't help either. Where as if we just got a straight answer sometime. Thats why I say if they brought us in and tell us that this is why you can't have this or that. This is what's happening and then we would know where he's coming from and where we're at. We're left in the dark. It's not working.

Bette: The only thing that I can tell you is that.....

My boss told me that I was going to rotate here. 60 up here and 30 working in town...

Bette: Which department do you work for?

I'm a mechanic.....Where you could work 6 on 2 off. I'd love something like that. That would be ideal. This nonsense of going in 2 or 3 days every month.

Bette: What is your time off?

None. No scheduled time off. Every 30 days.

Bette: Then you decide yourselves that that is the time you want to take. 4 days.....

If we had a hard core foreman we wouldn't be going no place..

Bette: That is the best cup of tea that I've had on the whole trip. The part situation I can understand. You have radios and they have radios and they can't get parts out. What about.....

.....They get tired of us using it.

Bette: What about your supplies your food supplies do you take your own time to go in and get those.

Yeah, plus we have an expeditor if he ever stops when he goes through. Sometimes he stops and sometimes he doesn't. Sometimes he goes straight to Prudhoe and misses all of these camps. What we rely on him for is mail. You know we like to hear from our families when we're up here. That's the only way they are going to get letters up here is by the expeditor or the state. Sometimes it will be a month before I get a letter that my girlfriend said she wrote. Shoot I know that it doesn't take a month for an expeditor to get it out of the state. If someone in

the state will bring in over to Frontier and we could bring up here . We used to bring it up to Chandalar.....

Bette: It seems to me that it's a little bit. If you are in a camp it would seem that it would behoove the state to have half way decent living conditions such as 27 mile camp. For instance the top of Thompson Pass. It's open from November until April. There is a cook there and all the guys have to do there is make their beds. The cook does the cooking and stuff like that.

That's state...?

Bette: Yes.

Wow.....

Bette: It's just called 27 mile camp. It's the big blue building as you are coming out of Valdez. They keep a mechanic up there in the wintertime for the snowblowers and the operators and it's open from November until April and they have a cook and the cook cooks all of the meals for the crew.

.. they have a shower?

Bette: They have everything like that yes.

I don't even know what a shower even looks like anymore. Who did you say this was for?

Bette: This is strictly for state employees. State of Alaska. Department of Transportation. Maintenance. What bothers me the most about it, lets say the state here.....(it's mumbled) One of the things that delayed the construction of the camp was the shop. From what I understand they came in and piled up the gravel and then someone came in and told them that they had to take gravel all off and scrape so much of the tundra. So they moved the gravel all off and scraped so much of the tundra and then when we started pouring rocks in it, it just kept going down down down down. Then they sent it back.....

Bette: I'm especially glad to hear this because what we hear down in Juneau is that the hands are happy and the DOT people are happy everything this going great and the road is great. Which is my reason for riding up and down the road myself.

Well I would say that the road is very much improved since the last 3 months. 3 months ago you would not have said it was great. We really felt good because we thought we had done a bang up job and then the next day we were told that we were a bunch of shitheads and hadn't done shit and our road is as good as everybody else. We have the same materials to work with and everything. Our boss is.....They had 2 graders running up there at Prudhoe and there wasn't even anybody over here at the time. The wouldn't even come any further than Pump 2. You couldn't have gotten them over here no way.

Bette: What kind of sleeping quarters do you have?

Let me show you.

Bette: You are in an ATCO unit.

Power is given to us by the contractor with nothing in it.

Bette: There is no water in it....

We did get some electric heaters.

Bette: How do those do when the generators go off?

Well.....we came in one time and it was so cold I couldn't believe it. The main one went out and they took ours and I dove into 2 pairs of underwear and dove into bed and it was cold. Actually the only time that it was out for any length of time was that time when the water pump blew out on it. We get our water from the tank. We have to carry a plastic jug.

Bette: He knows every doggone hole in that road and managed to miss most of them.

(Bette, it's mumbled again)

Bette: You might be able to do something about that mail situation.

That's nice. Well we've had the telephone now they just started locking up the camp. But before that we did have a telephone. We could use it once a week to call home. That helped alot. Once a week I would call home to my wife and kids.

Bette: I used to get a call from Adak once a week. My son works for DOT in Valdez. He's a mechanic

I heard you guys were going to block up the road and line up every truck in Prudhoe. They were going to do it at the Hilltop up there but I don't know if they were going to do it down at the River down there. They had all them people down at the checkpoint waiting you know. Where is everybody at you know

Bette: You want to watch John and those rumors. You will have a 4-lane highway up here pretty soon.

Really, We've had ever since we've had the John Deere graders we've had 2 graders out of 3.

Bette: And they are new graders aren't they?

We had one in that put in 56 hours and then it went down. The one they just brought in is the oldest one in the line here. It's a 67 was the last year. They brought this one in to replace the one that we had to send to town. 785. This one the front end doesn't work and it doesn't

have a radio and so if you break down you have to catch a ride with a truck.

John: What do you think about the size of the equipment up here?

It's too small to do the job that we're expected to do. Small and light.

John: What would you think about a 14 or 16.

A 16 would do it. These would be alright to follow a 16.

John: Two 14's with a finishing a eighth blade....(it's mumbled again)

I suppose the John Deere.....after they get the road resurfaced and we're maintaining the surface that would be beautiful piece of equipment. It operates nice and smooth. It doesn't fatigue you near as bad as the Champion here. But it just is not big enough. The Champion has 230hp and this one has 180 and they are basically the same weight and I got pushed off the road twice. You hit a good sized rock.

John: You do need a little bit bigger equipment. They are just too light. You know in the summer it gets so dry up here and the road gets so hard and the blade won't even penetrate it.

.....he couldn't get no power even in first gear. That has been basically our problem with the machines.

John: They would be good on a road where there isn't that much traffic.

(Bette, all of the guys were talking at once and I couldn't make out what any of them were saying. I was told to try and get them changed before freezeup. You really don't have anything to do with the per diem then huh? We would have to go through the state huh?

Bette: You would have to go through the state but as I said one thing that we can do is rattle cages. For the simple reason that they don't tell us. I don't have any hesitation of which I may not be in the legislature very long of going to them and telling them hey this is what the situation is and I know of it of my own knowledge and now what are you going to do about it. That doesn't mean that I don't have the power but at least apprize them that other people know whats going on.

Yeah, the attitude that everyone is taking here is that the graders are breaking down and it's due to driver abuse or operator abuse or mechanical negligence. No one will admit that this John Deere isn't big enough to do the job. This is what irritates us, we're getting blamed for someone elses shortcomings. Whoever bought this machine and brought this up should have come up here and he knew enough about maintenance to look at that roadbed and know what needed to be done to it there is no way that he could honestly buy that machine to do the job. There is just no way.

John: John Deere and the same for the small champions they are good for roads that aren't travelled much and they are good for finish work.

They are beautiful machinery.....They put the champions to shame as far as operator comfort.

John: Up here you would need something that had some weight to it.

I would say that a 16g and one of those behind it would be the way to go.

Bette: Gee you could get a tremendous amount of work accomplished that way.

That's right. We could cut the shoulders down. We could some of the bumps out. Fill up some of the bumps with some loose dirt and with no way to get moisture to settle it in and no way to tap it in is....

Bette: The down time on the graders would probably pay for a 16.

Probably. Smart aleck here trying to get out in the road and start cutting just the tops cause we had some moisture to the point where he dropped his load so that he could cover that hole. I was standing over there cleaning the windows and as soon as I got in it and starting cutting the top of that road to smooth it out we saw it coming it in then we started it looking good and then it started growling. The first one happened in first/second gear and up to the fourth gear which is the start of the higher gears. It is the same type of howl that we had. We need to resurface so we have been hauling gravel out here. So as far as personnel down time we haven't had any personnel down time. But we have had equipment down time. This really needs resurfacing My understanding was when they moved in it was their stockpile

Bette: John is that one we saw the one they are talking about.

This crew you couldn't ask for a better crew. Moral wise we all get along well and work we work for the state I don't know why they come in and give us a hard time. We put in all the time we can for them. We don't give them any static.

John: It's just one individual that's giving you a hard time isn't it. He's probably the one that's causing all that too when you think he's the one that does the report too.

I think though that in all his reports he says that the road is in good shape.

(Bette, John was saying something about a report and then someone came in and said I heard about it and didn't read it.

I think that the reason that we are putting up with this is because we're using this just as a stepping stone to something else.

Bette: Yes, I can see that. One of the things that maybe occurring right now and that is the fact they just changed head in Fairbanks. And maybe someone is trying to sweep with a clean broom.

We've been told that he wasn't going to put up with none of our crap. Now I don't know what that crap would be. We working 16 hours a day. It would vary with Bob depending on how much we needed to get the job completed for that particular week. Sometimes we work longer and sometimes we work less. Speaking of equipment down time, one of problems is been the slope and the idea is to get the slope back in operation it came in and we put a man out on it and they told us that the John Deere was going to be here tomorrow. So I don't think that Al is going to be on the slope so we sent him out to play with the machine. Get him used to it so we could ask him some questions. So he takes it out around the roundbeds and comes back in and immediately they say operator abuse. But after looking we find that it's been installed wrong and that it's backwards.

Bette: They don't check those things before they send them out here?

Evidently not. This has caused our sloper down time. We just now got our sloper out it has caused us what 60 days or 45 days to 60 days. We needed that sloper bad.

John: You've got to have it in order to get the stuff out of the ditches.

If we don't get that shoulder straightened up it's going to drift on us really bad. We need to get that shoulder smoothed out before the snow and ice.

John: It's a little leary right through here when the wind blows.

We've been thinking about putting in an order for a bigger electric heater for our room. Well when it starts to get extremely cold here that outhouse is out. This is another thing the state has refused to buy this camp except as a single unit. That's why we don't have any facilities. The state will not buy this camp....that's the reason we've been told we have no facilities. It has to be bought as a single unit. In other words everything has to be working and everything has to be to specifications that's the reason we've been given.

Bette: Have they ordered a single unit?

I don't know.

John: Who is the contractor on this?

Preferred Contractors. It was my understanding that he offered to set it up and sell us the ATCO units and the state said no. So inother words I won't even be able to use the shop until everything gets going. I have to work out there sometimes in below zero on those machines.

Bette: It has to be a single unit all set in place.

Everything has to be running.

Bette: If that's the case what are you guys doing here? If it is supposed to be a complete unit, I don't see a complete unit and yet you're here. You get the point that I'm making don't you?

The state hasn't bought it yet. So that's why we are trying to push for per diem. Cause the state don't own it. This isn't a state camp. The state doesn't own it cause they haven't bought it yet. That's why they haven't put the Sag River sign up yet. That's why they were going to move us down in the gravel pits. We were going to put up a sign saying Sag River Game. A few nights it's been awful awful cold and you wake up and find snow all over the place.

Bette: And those 3 gallon coffee cans aren't very comfortable either. I mean those 3 pound coffee cans. I don't know if the state has any chamber pots or not.

They could send us some portable potties. I made a suggestion what was the guys name the carpentry. Doddies.

John: They ought to put up port-a-potties for the guys working up and down this road. They could put in a metal trash can out there where a guy could go out there and burn it once a week burn everything and the truckers could use it and you could use it.

If you are out there and you're 68 miles and it's colder than hell and you have to go to the bathroom and then you have to drive all the way back here and use and then drive all the way back out there. It takes more than an iron will to go to the bathroom.

John: I've already made up my mind that I'm not going out there it's too cold.

Bette: Well you know Alyeska used to have propane outhouses and they were on skids and there's a propane tank in the back and two doors and those have all disappeared from the roads.

I would suggest that they put one up every 4 miles. By the markers and put it there and anybody going through there could use it. Now what are you going to do you have to wait until you get to certain points. Coldfoot and then anybody riding has to wait until they get to Prudhoe usually. There is no access to any of these camps.

Bette: I've gone to alot of places that I'm not supposed to then.

What's your last name?

Bette: Cato.

I thought you said Kirby. How long have you been in the legislature?

Bette: I'm a freshman. I was just elected last year. However, I've worked down there before and spent alot time in Juneau. I definitely

have a construction background. I husband used to be a superintendent for Tennessee and has worked with every construction company in the state of Alaska before he died. Cato. Well what I will do is I'm going to be making a year-end report to the legislature and I'll just put this in the report discriminately and then I'm going to be talking to a few people in DOT. The way the whole situation works is that we get fed a song and dance and they tell us just exactly what they want us to know not thinking that anybody is that crazy enough to go out and find out things on their own. See this is the first year they've had a standing committee in the legisiature. They've had other types of committees, you know ports and harbors and rules and regulations, rules, all the others. One of the things that really gripes me is the fact that transportation is the key to anything in the state of Alaska. This committee should have been working 20 years the same as when the rest of the standing committees. Now last year they made this a standing committee. I am the first chairman of it. I don't know what they expected me to do just sit around and accept everything that I heard. That isn't the way it's going to be and that's not way it has been. We can do when we get the information we can compile it and say that we know this of our own knowledge. It isn't something that we have read or heard. And you are telling us in this committee meeting such and such and I happen to know this. What that does then is convince them that hey maybe we better be....because we do appropriate the monies. DOT actually in all honesty has more monies than they know what to do with. More monies than they can even find that has been appropriated over the years and not utilized and they would kill me if they knew I made a statement like that to them but I intend to. The funds are there but you see with the various department of DOT the funds for like maintenance and operations are shifted over here which leaves you guys short and sometimes design and construction sometimes those funds are shifted over to planning which leaves design and construction short and within the four areas of DOT they can take the monies and put it anywhere they want to. So when the legislature cuts the budget which they sometimes do like last year it 5% but it was a 5% cut in all departments in every area. And DOT could readily take the 5% and take it away from maintenance and operations and they could take it away from a department that isn't as important as maintenance and operations and give you guys a full budget. They have the power to do this. This is one of the things that we have been concerned about. If it was a business it would have gone bankrupt a long time ago. There isn't any doubt to that.

It's just like California had the budgets cut there, there was monies in some districts did real well and some that didn't. One of those principles in management in how it all worked out. Some of them would get mad and this guy is doing his job and his lawn is looking good and the other guys are saying I can't work cause I can't pay the bill.

Bette: Exactly, and it depends on how it's used and how much is allocated and from what I understand that m and o hasn't been requesting the monies that they actually used to request but it's one of those situations where it's a circle and the buck doesn't stop anywhere.

I honestly trying to think that Steve is trying to do a good job. I think he's being hamstrung along the line. I don't know. Some things like when he stops and talks to us in a group sense instead of one by one and we can tell him what we think is going on and then he would know what's going on. We sometimes wonder if we should go out looking for other jobs. The airforce interviewed me once and said come work for us this winter. The way things look here I had better be looking. That's exactly how I felt after last week cause we all got up that morning and we thought we were doing good cause these roads were looking better and the truckers telling us this and that and the next thing we know Steve hit here and gave one of the guys a bad time and didn't talk to anybody else and Bob for a couple of hours and then he left and the next thing we got the word and we just looked at each other. We have no answers. Do you want to go look at our facilities over there?

Bette: Yeah, yeah...I think it would be an excellent idea and then get a cup of tea.

Not in my room.....(Bette, this is the end of the Sag River tape)

DRAFT TWO

TRANSCRIPT

Trip up the Haul Road by

Representative Mitch Abood

July 28th and 29th, 1981

Transcription Tape 1 - Side A

M. This is Tuesday, July 28th, at 25 minutes to 8:00. Fred Austin the owner/driver of Lyndon Transport is, we left the Lyndon Transport yards at that time, and we're heading up the road. This is a nice rig, we have coffee, we have everything going for us, we have CB, we've got radio, looks like maybe some air conditioning, probably not, what is that, that's air conditioning, nice cab over with a sleeping quarter in the back. We've got a pretty good size load on, and we're going to be making a supply run. This is evidently a supply run. To Prudhoe stopping in different camps along the way to drop off some equipment. We're not really loaded up... How much

Austin. We're quite low, we have 4 or 5 stops.

M. We're quite light though, we've got 4 or 5 stops en route. One hour later, it's now 20 minutes to 9:00. We ran run out of pavement. 28 miles of very good road. It says Yukon River 101 miles, Livengood 44. The road, with exception of a few spots is not that bad right here. It's pretty hard, holes in it, chuckholes, some soft spots but we're weaving in and out among them. If is anything like this all the way, it probably won't be too bad right now. This road has no fines on it at all, it is down to the big rock. There is no way that a grader can grade this. My question is why did they quit grading. A type of rock like dl, or d2; something of this nature crushed rock to be able to bind it so that a grader could come down and move it around to keep the thing smooth, but it can't be done with this type of road now.

Austin. I see three things wrong with this road. The first thing is that the legislature is not putting enough money into maintaining the road. Secondly, the people and the system they have up here maintaining the road is not making good use of the money that does go into the road, and thirdly

M. Is this management again?

Austin: Management had the right people up there to really get up and get the job done, make those dollars count. They got billions of dollars worth of shops and equipment, they got to make it count. They just can't let it sit idle. And I think that thirdly a problem on that is too, and heres were the trucks come in, even before we were..... speed will tear up a gravel road, it throws the fines off.

M. Is there a spped limit on the road now?

Austin. 45 mile an hour speed limit.

M. Is that too high?

Austin. No, it's a very tough part of where you can hold the road.

Turn that around and play it again

M. Because of the base that's on the road, my observation is that it can't be bladed by a road grader unless it's to take off surplus rock that it would build up, could pick up off the road. The blade could then could push it off to the sides, as I do see a lot of big rocks and so on along the sides. This road thus far, and we haven't even started yet, is probably one of the biggest investments that the state has. And by not doing it in a proper manner, and putting the right type of base on it, or the right type of finish on it, and utilizing the water, or rain if you will, to grade, during that time to be able to move it properly, it just seems to me that we are losing the investment at a very rapid pace. My observation would be, it would behoove the state, to really get with the program, and get some real expertise up here. One thing Fred was telling me that they like to do it during straight time, regardless of what the weather might be. Whereas when it does rain, and they could get out there on different hours other than straight time, and pay overtime or time and a half we'll say, he's telling me that you could do probably 20 miles because of that condition, versus about 3 or 4 miles a day by waiting until it's dry and so on to be able to move the material around. We will get, we passed by Pump Station Number 7, at 10 min after 9:00. The road thus far is fair, fairly smooth, I don't see any big rocks on it, as we had a few, little bit back. We're the only truck, we passed a couple of trucks, we're running a little light, and the gusting conditions are not too bad. However, I would say for the public to ride this road, they better be prepared for tire trouble, and be pretty self-sufficient. I see the road now winding way up, and I also see, the pipeline appearing and disappearing into the hills and the mountains, and along the flats.

The type of people that maintain this road, from the grader operator to the foreman, definately play the most important part in this whole scene. The poor operator or the poor or unqualified or lightly qualified foreman or superindendent or grader operator, will have a definate bearing on the condition of this road. Now it may sound like people play the important part here, it's absolutely true. The poor grader, his work will show very, very quickly on this road. It's a combination of people coordinating their efforts to maintain this road, right from the truckers who drive the road to the people who maintain the road. It has got to be a cooperative effort, They depend upon one another up here, and I haven't seen anybody yet except these truckers running

on this road, and if you have a break down, you're out here with nothing, and you've depending on that trucker to stop and help you. There isn't any body else to do it, so qualification of drivers, qualification of grader operators, dozer operators, play a very, very important part in this whole scene.

We are 12 miles from Livengood, a grader just came by us, and here comes another grader, his blade is up, and he's heading for someplace south. The river we're just now coming across is called Tolovana River. Evidently these are the two graders that should be in Livengood, but they're going south. I don't know what there reason for that is. The road here is good, right now I'd say very good. It's gravel, very, very dusty, but it is a good road. This is not always true in that rain can affect this road. This same road that we're riding on now that's smooth and good and gravel, loose gravel on the top, it looks like it's probably d-1, d-2, this will change drastically if it rains on it. Right now, as I said, it's good. It can turn to absolute hell in just a day or so. About mile 68 I saw a Kamatsu dozer sitting on the side of the road, the right hand side of the road. where they had taken some fill and filled in the road, they did it pretty well.

Just north of Livengood Creek, about 3 weeks ago the road was washed out because of the rains and right now its been put back together again and it's quite good through here, but its got a lot of dirt in it so I would imagine at the next rain it will wash it out again. It is 5 minutes to 10:00. I see another road grader sitting here, a water truck, other pieces of equipment, some things in the shop. We're just going to take a look around here for a minute to see what type of personnel are here, and so on and so forth.

I am sitting in the office now with the foreman, Bob Palmers. We're going to be talking about; you don't mind me using this recorder do you, I just want to get some things down.

Palmers. There are 8 of us here all together. One is off sick, and has been for some time now. I'd have to look it up to find out how long.

M. But usually about 8 personnel.

Palmers. Yes, that's what's assigned to the station, that's two mechanics, five operators and myself.

M. Do you have to pay your own upkeep here?

Palmers. Upkeep on the?

M. You know, you're room and board and so forth, does the state pick it up?

Palmer. Well, we pay for half rent here, I think mine is $216. I'm not sure what

M. Out of your own pocket?

Palmers. Well, it's deductable on the state payroll.

M. I saw two graders going south, where were they headed?

Palmers. They were headed to the end of the payment at mile 28 and work this way.

M. and work this way, What are they going to do?

Palmers. They are going to try and fill those chuckholes on the corner, you know, and general grading of the road.

M. What are they going to put in there, the road seems to have a great number of, you know it's almost solid rock, or big, big rocks. Do you put d-1 in there, or do you have any filling?

Palmers. We don't have any, so we just try to pull what we can find on the sholders of the road in.

M. What would do a better job, dl naturally.

Palmers. Well, yes or some kind of ..... or something we can haul, but in that particular area there, the pits are so far, it's just hard to get anything there. We don't have the man power to haul there.

M. Do you grate when it's raining, or anything like that?

Palmers. Well sometimes we're forced to do some grading in it but we try to stay out of it because we make bad matters worse.

M. But there is a time during that time, bob, that you could grade it and do it some good, would it not?

Palmers. Well, in certain places, yes, and we do, but if it's just a regular downpour, you break it up and it's gone, if it's a slow rain or any kind of damp weather, that's the only time really to grade

M. Do you have a trooper here?

Palmers. Yes, there's been one who's coming out now.

M. Is he headquartered out of here?

Palmers. No, he's headquartered out of Fairbanks, I'm sure. They just come out here on a rotating basis, I think two weeks.

M. What do they do, just patrol the road?

Palmers. Yea

M. Do you have any incidents up here, at all with the public riding the road? Do you have any bad incidents with the public driving up here?

Palmers. Not too many, no not now. We have, of course quite a few accidents during the winter, of truckers sliding you know, with all the hills being slick and so forth, but not too many otherwise.

M. How long have you been up here?

Palmer. I think I came up here in either '75 or '76.

M. To live here?

Palmers. Yes

M. Right here?

Palmers. Yes, right here at the camp.

M. I'll be darned.

Palmers. I've been with the Highway Department; come back and started with them in 1968, I started out in ..... and stayed there until I came here.

M. Are you allocated "x" number of dollars to do this per year in this; and are you responsible for a certain stretch of road?

Palmers. Yes, I'm responsible from 28 mile at the end of the pavement to 28 miles past.

M. You have two graders?

Palmers. Three, one is down right now.

M. How long's it been down?

Palmers. Well, it just went down, well they took it off the road yesterday, I guess.

M. So you have 3 at Livengood?

Palmers. Three

M. I see. Did you say you had x number of dollars per year for maintenance of this?

Palmers. Well, I don't know what that is. I know they budget for each, I don't know right off hand what it is for maintenance of each station, I'm not sure

M. For your stretch of road so to speak.

Palmers yes.

M. How many miles is that, approximately, 50?

Palmers Well no, approximately 140.

M. So it's 140 from where the pavement ends to 28 mile.

Palmers. No, I've got have her to 114 out of Minto Cutoff.

M. Oh, I see.

Palmers. and its 51 miles into Minto.

M. I see

Palmers. and then a little stretch; a couple, three miles stretch past that, that I go to in the summer.

M. You said 140 miles of road.

Palmers Approximately 140, 141.

M. But of the main road running to the Haul Road so to speak, what do you figure that is?

Palmers. I'll have to figure it up here.

M. Just give me a top of the head figure, maybe 100?

Palmers. No, It's about 80.

M. 'Bout 80?

Palmers. Pretty close to 100, wait a minute.

M. Well, your talking to the king of the road here now, Bob.

Palmers. Just a second now, here we got from 28 mile.

M. So that's about 80 miles of the Haul Road that your responsible for.

Palmers Yea

M. With 8 men and three graders, I see you have a W24B out here, and you got a water truck. Do you keep the water truck going at all?

Palmers. Well, we just got that. That's kind of a home made rig. We put up there and finally got it .....

M. It seems like were short of personnel and equipment at this end of it down here. Probably more men and more equipment and more overtime would probably solve a lot of the road problems we have right now. The Livengood camp seems to need a backsloper would probably help considerably. There's some excess, I understand, and maybe we could look into that. It is also possible that one more grader and one other man could be utilized here to a great extent, plus the backsloper. They're one grader down. A belly dump would be a very useful item, not only; that is very necessary to keep the road crowned to keep the drainage going. Instead of using just 4 or 5 yards at a time, we could use a belly dump and do 20 yards at a time so that would be efficient and money saved in the long run. This would enable them to keep up with the problems they have on the road.

Leaving Livengood at 10:15, starting to rain. From a safety standpoint, if the crew at Livengood would just do the hills, they're not too long, but just do the hills they would increase the safety factor by at least 50% because sometimes they don't want to get out and get their chains out of the truck for just a short distance when they've got another 48 miles or another 50 miles before they run into another big hill. So in the areas where the camps are that they do have hills, just a small amount of gravel on that, and maintain that; it would probably reduce the hazard of the road by at least 50%, the reason being it would mean a little better traction of course. Since leaving Livengood the road has been very bumpy, lots of potholes, very washboardy. There is also; the fines that they had on it has been pushed off to the sides. There is no way they can retrieve it unless they have a backsloper. That's a very important piece of equipment for this road. That can pick the fines up and put it back on the road again, and it's all right there, they haven't got to haul it. I highly recommend that they get that for Livengood, or a couple of them any way.

M. But really though, a waste of labor to be using ..... I saw a 988 loading two 4 yard dump trucks and they're hauling that about 4 or 5 miles in this one particular area to build up teh crown, to keep the water off it. A belly dump would be doing twice the job in half the time. So again, one recommendation is to use belly dumps up here instead of these 4 yard dump trucks. We're now at 28 mile TAPS road. I see another grader sitting with nobody around it. Its been sitting there for about a week. We are about a half an hour from the Yukon River, about mile 37. The pipeline just went under the road. This road, since last report is very good. It hasn't been this way all summer. It's pretty smooth, a few little holes in it, but we're traveling right along now. Probably in the neighborhood of 40 miles an hour, maybe 35 and its a fairly smooth ride.

It's 5 minutes after 12:00. I have in sight Pump 6 Station. I'm looking across the Yukon River. We should be crossing it within the next couple of miles. The road is good, it's dry many tailings off on the sides. We just crossed the Yukon River and the road is good at this point. Would you say the road is good?

Austin. This road is good. Well you can see .....

M. It looks good. We're about 5 miles from the state camp. That's 5 Mile, and this road is excellent I'd say for a dirt road. It's hard packed, no loos gravel, very little loose gravel, but it's very small. We're cutting along right now at 45.

Austin. Right on 45 miles an hour

M. We're running 45 miles an hour on it which is good. The Gas Pipeline people, at Alyeska and the state people who use this stretch of road. I'm wondering if maybe that's why that isn't better than the balance of it.

I'm in Trooper Dave Hayward's home at the moment having a cup of coffee at 7 mile camp. He's been very busy this afternoon. He took away from his very busy schedule to come and assist me in some conversation as to what's happening up here and where we could be of more assistance to him and what may be needed. Is there a lot of public vehicles, is the public traveling the road to any extent, are they getting in any trouble, do they handle themselves prperly, what do you think ought to be done to ensure a little more safety for them other than themselves?

Hayward. Right now there's not really that much traffic not compared to what we were expecting. The tourist traffic is below, well below what we were expecting up here. The 4th

Hayward. of July weekend we had an increase of tourist traffic. I think we had two tourist vehicles that had problems. One was a complete roll over,

M. Their own making, of course running off the road or was it the condition of the road that caused it.

Hayward Well, in this one area I had two wrecks there, and the car, the tourist vehicle went over first and later on I had two tractor-trailers go off in the same area. It was a combination of the bad weather and the road conditions. That was down at 45 Mile, I think.

M. Do ycu have an ideas about the road conditions yourself, what do you think could be done to further the safety factor and the drivers, the truckers and so on to improve the ratio of breakdowns and tearing up trucks and tires and everything else. Is there anythi. else you can think of that could be of assistance to them?

Hayward. Yeah. The way it looks right now I would say if they had more personnel up here working. They can't handle it with what they got now.

M. Is that all, or would you include pieces of equipment such as belly loaders, versus 4 yard dump trucks and things of that nature.

Hayward. Yes, with the belly dumps it is my own opinion from what I've talked around about, they haul a lot more dirt, they can place it a lot better than they can with just a regular dump truck.

M. Huh huh. You would say it would be more economical to do it in that direction, would you not?

Hayward. Yes, I would.

M. What area do you cover of the road? From where to where?

Hayward. OK, Right now I'm covering from 28 mile near Dalton all the way up to Pump Station 5.

M. How many miles is that?

Hayward. Let's see

M. You say about 130 miles?

Hayward. Right.

M. How many times to see from one end to the other during the week?

Hayward. If I'm lucky I can get to Pump 5 once a week.

M. Once a week, huh? You've had lots of incidents? Is it mostly traffic or accidents on the road that you ivestigate?

Hayward. It all depends on what time of year it is. Usually during the wintertime I get more traffic cause I get more trucks and pickups and a little bit of everything going off the road.

M. I see, but

Hayward. During the summertime its not really that bad.

M. What do you think of the truckers per se in general. Do they know what they're doing, or do you get just the wise guys, or

Hayward. Really I haven't had that much trouble with them.

M. Is that right?

Hayward. I have had some of the newer guys say just starting out driving up here, I've had a little trouble with them.

M. Like the LTI guy (Laughter)

Hayward. Some of the newer guys I've had a little problems with but it think that's pretty well straightened out.

M. Because of what, lack of knowledge, or.

Hayward. Yeah, lack of knowledge

M. Or they think there here, there out in the boonies, and they don't care what they do, they can do anything?

Hayward. Yeh, that was about it, but.

M. But the other truckers try to reel them in so to speak.

Hayward. Yeh, they pretty much ride herd on them. If they're having problems with one of them, they'll normally take care of it. Like during the wintertime, winter and summer, I was having problems with some, a few of them, trying to go a little too fast you know, but I sat out here several times and monitored traffic and I don't have that much speeding.

M. Do you have a speed gun?

Hayward. Yep, sure do.

M. Do you give many tickets out on that? Course, that would depend on the condition of the road I would think.

Hayward. Yeah. Well, the condition of the road right now, is good I think. (Some conversation) They've been working here last week and they've got quite a bit of it straightened out, but the sections down around Livengood area and the sections north of here on the other side of Finger mountain, I've had a lot of problems there.

M. Do the truckers and the state people get along pretty well together, or do they blame each other?

Hayward. No, I can't say that much for outside this area but, looks like around here they get along pretty good.

M. We have somewhat of a controvesy up here because there are 8 or 9 school kids and shortly in the next year would you say, they'll be about 13 of about school age, and right now it appears that perhaps they could qualify for some type of a school, but DOT is throwing a monkey wrench in it, for some reason. Check on that and find out what the details are on it. The school has been approved, but the funds are being held up are you saying?

Hayward. Right

M. Right now, the kids now are the mothers are teaching them through a correspondence course and they don't see the inside of a school, or the discipline of the school. Yeh, be sure to check into this. The school district is out of Ft. Yukon. That's were the funds will probably be coming from and the approval to do so. Check with the administrators. Check with Hal Hume regarding a letter stating the reasons why this area can't qualify for a school.

Hayward. Just, Trooper Hayward, Seven Mile Haul Road Post. 1979 Peger Road. That goes into the State Troopers office there.

M. A decent long range radio for communcations would be advantageous to the trooper here because of the, he's using his own personal equipment and it seems like the troopers ought to be able to provide something up in this remote part of the country for better communications for emergency purposes also.

M. We just left the troopers house at 7 Mile and it's a quarter past one. We got to stop off and deliver some meat at the next place just a couple of miles up the road here, and we'll continue our journey from there. It's 1:30 and we've just left 7 Mile camp, the Northwest Pipeline Company. There's a foreman of this section; we just passed No Name Creek. You can sure tell the difference in the road. There's a foreman by the name of Mike, and I'll get his last name later, and he's doing a very excellent job because he on the road and he's looking all the time. He's repairing the road, he's putting fines on. This whole stretch of road is a good road. We're 10 miles south of Finger Mountain, we're looking at a grader coming on us now coming back the other direction. In fact, I see two graders, they're grading her down, it's looking good. This road is much better. We're driving in a stretch now, and it's raining and I can understand why in the winter the more deplorable it gets. This road need attention in many places, especially here about 5 miles south of Finger Mountain. But it's just dirt in here, there's no gravel. Now we're slowing down to almost a stop, this is nothing but a quagmire. So the attention the road should be getting is gravel in quite a few places. I think that would tend to solidify this quite well. I will say one thing, I have a good deal more respect for these truckers now, you've got to be a professional to do what they do as many times as they do it. Some of them make as high as 10 trips or 20 trips a month.

Tape 1 - Side B

We just left Cold Foot, I mean Old Man and its about 3:00 in the afternoon. It's raining again, the road is muddy, we've gone through some sinkholes. They're working on the road right now, I saw a grader and a back hoe. They're putting some gravel on it, or some fines on it to kinda hold her up. Rain is devestating here and it can go to pot on you in just a matter of hours. We're just a couple of miles from Old Man. On the right hand side there's a CAT sitting here with a ribbon around it. I don't know how long its been here. It's been sitting here for about a week, and there's also a burned out truck cab, truck. I guess that burned out quite some time ago. I'm looking at the top of the hill which is the Arctic Circle. It's probably about another 5 miles from here, and we'll be stoping there for a few moments. We'll stop there, not for hysterical purposes but for historical purposes. At Fish Creek the bridge needs some repair work done, and the road from here is absolutely a quagmire, and I see a truck coming at us, a pick up truck, practically going sideways here, this is nothing but goo and mud, and in very very bad conditions. We crossed the Arctic Circle at about 3:22, temperature is 67 degrees, cloudy, sunshine, off and on rain. Where's the snow. One thing I notice, that is

M. rather startling to me, they are taking the gravel, what you call the gravel, this mixture of gravel and dirt, they're taking it from these pits at the top of these hills, and that the only place of seen them except one. The road is built into it, and they take it right off of a great big hill. I'd call it a mountain. Of course the proof of the condition of the road, along the sides I see all kind of stripped out tires that peeled off, I see mufflers laying all around. One of these days we'll probably have to go along and clean up the mess, but I can see now why they are tearing up their rigs and tires. Again, most of the accidents are occuring on the hills, either going up or coming down. Seems quite apparent that perhaps the state should be looking at putting on more gravel on these areas to get better traction. There are many sites you can see where the trucks have gone over, rolled over, and debris, and so on. So, it becomes even more apparent when you see the evidence of this type of activity.

Arrived at Pump Station 5 at 5 minutes after 4:00. I'm in the guard house at the moment. Trying to talk to someone in authority to give me conditions and their ideas about the road and so on and so on. We won't be here to very long.

I'm talking to Al Green at Green's Construction. They've had the road for quite some time and I've just asked him the question as to how far, to what degree has the road has deteriorated since Green dropped off there portion of it, and since the State took over. He relates that the surfacing, is that what you said, the surfacing?

Green. Yes, the surfacing material ..... 3/4 minus.

M. You had 3/4 minus gravel on the road, what happened to it, get blown off?

Green. Between wind scouring and the traffic speed, it pushes it off the road, throws it out in the brush, and it breaks it down with the heavy loads, it just disintigrates.

M. What about the maintenance of the road, would that have prevented it, or do you feel that the State should have done more along those lines or could they have done more or what?

Green. Not really, once you lose the surface, into the base coat you enter into the large rocks, and the base for the raod and the things that don't move. If you hit a rock, turn it up you have a big hole.

M. Do you think they should be resurfaced, to that extent, put back again?

Green. Yes, you need to have the surface put back in again to maintain the road at all.

M. And it hasn't been done.

Green. Apprarently, the State hasn't been the time or the money or the equipment

M. or the equipment or the personnel, is that true?

Green. Right

M. So as we continue, do you feel it will be deteriorating even further, and digging up bigger rocks so that it might become impassable in certain areas?

Green. Oh, definately, yes. If you don't maintain a decent surface and your base starts giving away because your trying to use your base to form a surface you are going to have a loose compaction, water under it, and it will start deteriorating at a greater rate.

M. Well now that's a good theory, and an actual theory because that's what exactly happens, but is it happening?

Green. In certain areas, yes. You get quite a bit of water laying in pot holes and chuck holes. It softens the road and then with the increased rain flow we've had this year, the soft areas are hit by the down pours and they start washing little channels and pretty soon you have quite an area washed out over the bank.

M. Steady maintenance would prevent that then, would it not?

Green. True, it would have to be more than maintenance, it would have to be reconstruction.

M. Reconstruction, I see. And how much road do you feel now needs to be reconstructed. It can come off the top of your head on the road that you know.

Green. In the last two years I've been from Prudhoe down to Fairbanks many times, and I'd have to say that the whole road needs reconstruction. ..... piece, I'm not saying it all needs to be brought up.

M. How many miles would you say? 300?

Green. At least 300, yeah.

M. I'm talking to Gene Holbrook and Dick Collins and of course Al Green and their statement's, and it's very pointed, is that the personnel are not being able to put enough time on the road, ehy're only allowed 37½ hours per week. Their equipment, they haven't got enough equipment, they can't put enough time on the road, and therin lies the problem.

. More than able to do the work, and wants to do the work, but he's so damn hamstrung by hours and personnel, by the people above him, that's he's just held down to 37½ hours per week, so he don't have enough hours, or enough people to do the job in the proper manner that needs to be taken care of.

M. If you continue with this particular action, how long do you think that road's going to hold up?

. Well, since it was turned over to the State, it was a conservative 60 mile an hour road if you wanted to travel that fast, now if you go 35 miles an hour you hit the top of the truck. So in that time of 2 or 3 years you've gotten this far, so I'd say the way it's going now, in about 3 winters it's going to be a (It's not going to take 3 winters) impassable the way it's going now. The personnel and the people that they have and the time that they're being allowed to work on it, they won't be able to drive it.

M. Or the money they're spending on it; but the material is available.

. The material is available the material is fine throughout the Haul Road. The material is there, BLM would give them material if they don't have it, which they do have plenty of material, all they need is people, time and equipment.

M. Just off the top of your head, what do you think we've got ivested in that road already.

. I would average, I couldn't even make a wild guess.

M. You couldn't even imagine

. I couldn't even imagine how much money, I have no way of knowing

M. $60 Million, $100 Million

. You're talking about what the State got invested in it.?

M. We've got the road now, the investment that was there when they took over was equivalent to about, what, $100 Million?

. I don't know

M. $150 Million?

. I couldn't even give you a guess.

M. Astronomical?

. Yeah, its; $50,000 a mile.

M. What? $50,000 a Mile?

. $50,000 a mile would be all right, it would be conservative.

M. This is Bud Duke, and he's in charge of the equipment for Alyeska Pipeline here?

Duke. in charge of repair of it

M. And you say, what it's doing to your equipment, this road?

Duke. It's tearing it up, yeah, I just see your recorder, they're having a lot of problems with frame breakage and stuff on trucks, radiator shaken up, the cab shaking around, tires blown out. We have a lot of expensive tires, where you have $500 for a tire.

M. Has it become increasingly worse since the State took it over, and you have to remember they didn't take it over until July 2nd, right?

Duke. Of this year

M. Right

Duke No, no, they were here years ago. They've had it for two years at least.

M. Two years

Duke. They took over in '78. You see this year is the date that they opened it.

M. Yeah. That's right.

Duke. They've had the maintenance now for two years, going on three years

M. What do you think the deterioration factor would be in there, probably 30%.

Duke. I would say about 50%.

M. At least 50%, your talking 2 years.

Duke. From the time they received it until now is about 50%.

M. And that's in three years so you can figure in another 3 years, making it 6, you can double that and in 3 years you don't have a road.

Duke. That's what I'm saying. I'll tell you what, that road say from Pump 2 into Pump 1, I beleive the base of it your going to be back on the fill in another year.

M. The increased, anticipated traffic of the public being allowed to come on the road now, that's going to increase that time element, it's going to shrink right down. Instead of three years, you might be talking about 1½ years maybe.

Duke. Look at your mountain in Old Man area there.

M. Yeah, I know

Duke. They said they used to make up in 10 hours in truck, (Gee, I hope they didn't go North.) now it takes them about 18 hours.

M. Look into the moving of the camp, from one site to another because the shop is being torn apart from the heaving of the ground. Look into the planning stages of that before they move.

What did you say Duke, it's getting to the point that what? That it's taking a major what?

Duke. Major overhaul on the whole road to get it back in, you got to have a base.

M. To bring it back to the condition of what

Duke. To bring it back to the condition it was. You've got to have a base underneath the road, back to the condition it was when the state took it over.

M. And that was 3 years ago

Duke. two and a half years ago.

M. I see. Yeh they're running on base now and its tearing the trucks apart, you're getting down to the big boulders. Is that what you're saying

Duke. Right. The road is getting narrower from pulling the snolders in. The driving surface of the road has gotten much narrower than when they took it over. And in the winter time, very, very often, in many places, there's not room for the trucks to pass, which the trucker's probably will tell you that. And in the winter time, the snow removal ain't worth a damn. It's not maintained at all, sometimes it's even closed for the lack of maintenance due to snow removal.

M. Did you have that trouble last winter?

Duke. Yeah, last winter, and every winter since they took it over. I come here last winter, down by ..... By the time, if and when the gas line starts the first year of the gas line there will be no road to run on.

M. That's your opinion.

Duke. That's my qualified opinion. I consider it qualified. I've been up here since, long enough to be qualified. If this road, maintained the way it is now, goes until the gas line starts, if and when it does, and the first year of traffic is heavy truck traffic as it is on the line, and they try and run on this road the way it is now, they'll just be .....

M. Under the conditions that they are maintaining it now.

Duke. Under conditions that they're maintaining it now. They're going to have to get the road back up and in shape rather soon, so it will be able to stand all the traffic that will be coming if, and when the pipeline starts.

M. I see. In other words, I can't find too much fault with the state in that they are working 37½ hours a week and the line.

Duke. They're doing what they can with what they got.

M. I see

Duke. Very limited time.

M. We are now leaving Jim River camp. We're just leaving Pump 5 camp and entering Jim River Camp. It's now 5:00, I spent about an hour at Camp 5. It looks like now we're looking at Jim River, the maintenance station here. I'm going to swing in and take a look at it, and look at some equipment, and so on.

M. I'm looking at 2 graders, a front end loader and a tire mounted front end loader. It's like a ..... unit. Leaving Jim River State camp. Talked to Walt, the foreman. He stated he was very reluctant to talk to me. He felt this was a political situation, he's only got a year to go to retire. He's got one pick-up, can't be responsible to get the men to the jobs, so the men got to ride the graders, an hour, an hour and one-half, two hours to get to the job, then you have to figure enough time for them to eat their lunch and ride back to the home base, it doesn't leave very much time for them to do any grading. They don't have enough equipment. They haven't got any material. It's like pissing in the Yukon River to raise the level of the water.

It's 20 minutes after 5:00, leaving Jim Camp, heading north. They graded 8 miles from Jim Camp yesterday. The condition of the road, is right now, it's not too bad. It's a little bit washboardy. I can see where they've done grading it's pretty level, it looks like it's crowned in good shape, looks like you got good run off. But this is one of the major problems. You can grade a piece of this road one day, and if it rains it goes back into the chuckholes, because there is nothing to hold it, there's no binder on the road. There's gravel, but it's loose gravel. You need a binder of some type to be able to hold the road in condition. Now we're coming up to some more big potholes, and this is where the problem really lies. The material that they are putting on the roads, or right at the present time are not putting on the road because they haven't got it, they need crushed material up here. My analogy right at the moment is throughout this whole trip thus far, and we're not too far up the road, Cold Foot is ahead the road here 40 miles, 44 miles something like that. The same problem exists. If you continue to take and scoop up the sides with the crushed rock, and put it on top of the road, trucks come by and spread it back out, so the road is getting wider, but in some instances are getting narrower because they're picking up off the sides of the road and throwing it back on. Other areas it's spreading it totally clear off. I see tailings running off the side of this road that you wouldn't even believe, and it's all big rock. They're 5 inch, 8 inch, 10 inch rock. And it's round, it's pit run gravel. We need crushed material on this road if we're going to maintain it. If we're not, it appears we're not going to spend the money and this is the main thing again, the number of people working that are on the road, working 7½ hours a day, driving to and from, not the right kind of equipment in many cases, and not enough of it in most cases. And people, experienced road building people. This road that was graded (GAP) standing in it. It looks like the grader hasn't touched it in a week. It's 10 minutes to 6:00. We're crossing the bridge over the (Tape went garbled)

Tape 2 - Side A

It's now 7:15 on Wednesday morning. We pulled off the road side of the road about 12:30, 1:00, and slept 'til 6:30. We stopped at Camp 4, picked up some fresh coffee, we're back on the road again. The road is dry, very dusty, washboardy. Clouds overcast, lots of blue sky, looks like it's getting better to the north. Temperature about 50 degrees, I would suppose, brisk wind. Looking over on the left side is Galbraith Lake, and then the Galbraith Airport is very large, long runway, and we're going by that now. Off to the left, is Toolik. Climbing up a hill, the road is still chuckholey, dry, hard. We're down to big rock. No fines on the top of it. It is just a hard, hard driving road. We just entered another road district. It looks like there's been some graders out here, but I don't know, it's been quite a while.

This road right now is, again, it's down to the cobbler size. Some of these holes in here, they run for a 25, 35 foot stretch, the holes in there are around 6 inches deep. It's one big washboard. There hasn't been a blade on this in a long time, the blades never got up here 'til the 17th of the month. I don't see any indication that they've done any work on the road here, in quite a little while.

We're 10 miles south of Pump 3 on the road and there's a crew of workmen working on road, putting some kind of topping on it. They're not working on the road, they're making some fill. This is Alyeska, this is not the state. We're proceeding very slowly through this particular area. Got a grader out working, picking some stuff up, putting it on the road, taking it back off. As I look down through the road I see the pipeline just wandering around. We're in the flat country now to a certain extent, we coming into the rolling hills. The trail of dust that the trucks are making of this road, is one big ribbon of dust. The road is still bad. I see big rocks sticking up through it, sharp rocks, big rocks, sometimes 12 inches in diameter. It's just a bad road.

This is Sag and that's the first grader I've seen on the road. Really all he's doing right here is moving the big rock around. Another piece of equipment working on the road. I can see Sag camp from here. They don't range too far out of this camp evidently. As he's come up through here I don't see very much movement of the material except for big rocks. There's fines here, but he's not doing the fines at all. He's got a very light scrape on it taking off the large rock. He was going south. I'm looking at another grader going north, at least, I think he's going north, he's

stopped for a minute. The grader that's going south. He is going south instead of north. There's two of them south. I don't see too much headway on the road. I don't know what he's here for because there's still a lot of rocks and he just made a pass over it. So, maybe I don't know enough about it but I see very little difference in the road we just came over except, some of the big rocks are gone. Right here in this area they got most of the big rocks gone but they've left ones that are 3 to 4 inch in diameter laying on the road, haven't done anything to the holes in it, there are still chuck holes all over the place. It's just a constant vibration, as I said before.

I'm talking with Bob Fisner, the foreman of the state job here. This is a new camp, and I see lots of construction going up here. We're going over to the cooks shack to see if we can have a cup of coffee, and try to talk about some of this stuff. You been up here about a year?

Fisner. No offence, but first of July of this year.

M. Oh, been here since the first of July.

Fisner. of '81

M. How many crew do you have here, what's your personnel.

Fisner. Six of us now.

M. Six. You got 2 graders?

Fisner 2 graders

M. Belly Dump? No, you don't have a belly dump, you got?

Fisner. 2 end dumps

M. 2 end dumps, you got two end dumps. You hauling pit run stuff?

Fisner. Yeah. No, We're hauling crushed.

M. Crushed, where's the crushed.

Fisner. Down there.

M. The crusher's down there.

Fisner. No, just a pile of it.

M. Oh, I see. Where did it come from?

Fisner. Alyeska left it for us.

M. Oh, I see. That's; you got nothing to put with it huh? No binder?

Fisner. No, no binder

M. What is it d2, d1

Fisner. 2.

M. It's d2.

Fisner. Well, it's 3/4 minus which isn't too bad.

M. Nope, and there's no place you can get; Wha is your opinion about some of your problems with this road, anyway. Trying to keep the chuckholes out of it.

Fisner. The main problem is just the lack of top material to work.

M. You got enough personnel, enough equipment, or not?

Fisner. Yeah, we got enough personnel, enough equipment.

M. What about time?

Fisner. And time

M. How far out do you range.

Fisner. We got 72 miles, 50

M. So you drive those Champions back and forth or do you leave em out there.

Fisner. Leave 'em out, just today we're working right close, so they came in last night.

M. How far down the road will they go?

Fisner. They work south, 5 miles yesterday, than today they're skimming the rocks off of what they worked yesterday.

M. They're supposed to have gone 5 miles yesterday?

Fisner. Yeah, they did.

M. They did

Fisner. Yeah. They went up on top of the hill there, at 117.3.

M. How many hours a week do you work?

Fisner. 60 - all the operators and maintenance people. I worked 70.

M. So how come this camp goes 60 and the other camps go 37½?

Fisner. Well, we're kind of like an emergency situation here, we're short of crew, we're short of equipment,

M. You are short of crew and short of equipment.

Fisner. So we're just working that many extra hours to get things done.

M. Why here and not other camps, that's what got me puzzled?

Fisner. Oh, we're just starting out here.

M. Oh, I see.

Fisner. Brand new camp,

M. The road's better here than in places down below, and the camps are only allowed 37½ man hours, and by the time they drive the piece of equipment, they have an hour, hour and a half, there and then you get on that rig and you get to scrape around for move it around for an hour, hour and a half, then you got to start back home again.

Fisner. Well, here, the guys put the hours on the machine, and I go pick them up and they get there hours in.

M. You're a working foreman than.

Fisner. Yeah. I hope that changes.

M. What way would you like to see to make it more efficient.

Fisner. I'd like to see operators, where I could go about managing the thing, without doing half the work. Like mechanic's work, fueling, oiling, repairs.

M. How about the personnel that you have here, are they experienced people?

Fisner. Yeah. Pretty much. The people I do have without the experience are capable of learing and doing the work.

M. You go to Pump Station 2, which is how far up the road?

Fisner. 50 miles

M. Fifty miles, and you take another

Fisner. 20 miles the other way.

M. 20 miles south. So that's your responsibility on that ..... And because it's new you've got operators and you've got equipment and you've got time. You've got plenty of time to do it, you can work 60 hours a week. Well that's a far cry from what I've been seeing up and down the road, ain't that true?

Check on the contract out of Camp 2, south for funding for 6 inches of gravel and binder hopefully it will get to Toolik. Check and find out what the status of that is. Private contractor, I don't know who's the contractor. Maybe Earthmovers. Earthmovers may have it. Check and find out what's happening and when they intend starting. The problem at this particular camp is it's a new camp, they're making a lot of progress. There's a lack of material. They have the equipment, they got a new loader, it's a 12 yard loader, or a 12 yard dump truck. They've got two 12 yards to cover 70 miles in this particular area here. The only problem we have again we go back to material. You've got to have binder on this road. You've got to have crushed rock, you've got to have d2 and binder. If you don't have that this road is going to continue to deteriorate. because you can't make any headway on it.

They're getting 60 hours a week at this particular camp, the first one I've seen. They're using a set of cutting edges, per grader, per day, and that's just working on boulders. You can't catch up to the ball game doing that, so this is something that's got to be looked at.

How many backslope blades are sitting along the road and not being used?

Fisner. 6

M. Why aren't they used in your opinion.

Fisner. Is this on tape?

M. Yes.

Fisner. I think the main opinion is that the men are only getting 37½ hours a week.

M. They can't; actually there isn't enough time to use them, that's what you're really saying because the state isn't allowing enough time to put 'em and and really work them, and get the job done. I guess that's probably the reason. So it isn't the foreman's fault, it's not the cabs fault, it's the higher' ups fault. I'd say if you're going to call it a fault. Maybe they hadn't thought about that or maybe the funding isn't there. Sure can't work if there ain't no funding.

Fisner. Quality operators will not work 37 hours a week in the bush.

M. Well you can't get the job done. There's no way you can get the job done.

Fisner. Yeah, you can get the job done in 37 hours a week.

M. How

Fisner. I can cover, in 8 hours, 12 miles of road. One blade and myself. Now if you've got 70 miles, in a duty station to cover, one man can cover 7 to 12 miles a day. In five days, that's right at 50 miles, if they've got two operators and two blades, that's 100 miles a week.

M. Makes sense. So now we're back

Fisner. So now we're back down to the man's only getting 37 hours a week. The operators working for Green, working for AIC, working for ....., working for ARCO,

M. Why the hell should they work 37 hours per week, that's what you're saying.

Fisner. That's why the road is in the shape it's in.

M. I gotcha Every duty station up the road there is a training program for heavyduty operators. So, I asked you a question a few minutes ago regarding experienced operators and so on. Does this mean that they're not experienced or that they're getting the experience OJT so to speak, except for the foremen?

Fisner. The people here are experienced enough to go on the road to do the job. You might say 95% of the job.

M. I see.

Fisner. It's just the final, finishing work.

M. Like crowning and like that?

Fisner. Yeah

M. Like drainage, and so forth.

Fisner. Yeah.

M. I see. 1974 graders at Sag maintenance are on loan from some of the other camps. From Fairbanks duty station, in addition to that, Bob's pick-up is also on loan, so they don't have any equipment of their own. This is an '81 pick-up. These Champion graders are not made for the maintenance of this road. You've got to have some 14/16 CAT's, Catapillar, I think you're getting some heavier equipment to do the kind of a job that needs to be done in this country. Now those Campions are probably good down on the fairly decent roads in the Fairbanks area where they've got plenty of nice soft material to work with, but you can't work it up here.

We're back on the road again. It's 9:30 in the morning. We've got 50 miles of the worst road. Right now it's starting out. The graders now, are just skimming off the top. They have nothing else to do but skim off the top and take the big rocks off. It makes for a very bad ride, and a very bad trip out of the whole thing. It's washboardy, we're bouncing very, very hard. I guess maybe I'm not looking for a big smooth ride, I don't think that's the purpose, of trying to get and to keep the road in that condition where you have a nice big road to skim right along at 50 miles per hour, or 45 miles and hour for that matter, it's not that at all. It's being able to keep the vehicles running in a moderate way, without shaking pieces off the truck, without shaking the body all to pieces. That's all they're looking for here, they're not looking for to dreamland so to speak.

You can't move dry ground, you can't move dry material Water trucks are a very important factor. Each one of these stations should have a couple of water pumps. They're responsible for a reasonably short, I'll say 70 miles of road, somewhere in that area. To keep the road maintained, you can't let it go 3 or 4 days or a week at a lick. It's something that's got to be done. This equipment has got to stay on this road. Now, granted, we get a lot of rain, but by the same token, when it's dry, it's miserable, and you can't move anything. You still got to move it around, so water trucks are a very important factor for this road. Off to the left is Pump Station 2. On the road through this particular stretch is on the low scale of fair. Very bumpy again, but the big rocks are off it, which, but it's down to cobble too. Probably the big rocks, just big rocks buried in the; that's the surface of the road. It's like a cobblestone road that you very seldom see anymore. I guess in my time I've seen it. But this is the problem, the grader, there's

M. nothing to grade here. When you grade this, except for taking this, you scrape the big rocks of the top. If you dig down, the equipment, as I said before, isn't enough. As I said before, these Champions are not built for this road at all, we have to have some better equipment than this.

It's 10:00 and we just left Pump 3, checking for freight. The road remains the same, of course. It's quarter to 11:00. We just passed Happy Valley. It just seems that we've been on the road an eternity, like it will never end. The constant jarring, the constant movement, the constant vibration gets almost maddening on occasion. These trucker's have to have a different sense of wellbeing or something. You can't be emotionally disturbed to do this, I'll tell you.

We're coming over the last hill. It's now 20 minutes to 12:00. All I can see from here is flat land. From here on it's flat. We're going a long grade down. The road's pretty good right now as a matter of fact, it looks like we've got some crushed stuff on it. But it's about 3/4 minus maybe, or less. Looks pretty good, little bit washboardy, but a grader can take care of this stuff flat if they stay on top of it, but I haven't seen a road grader since we left this morning down at, since Pump 4. I'm now looking at Pump Station 2.

We're now coming out of the end of it, we've got a long way to go of course. It's all flat land except for one great big rolling hill, way, way off in the distance. The rest you can see forever. I think I'm looking at as much territory now as the whole state of Texas has got. I use that with a great deal of reverance. From Pump Station 2, it's the last run in about 55 miles to Prudhoe. We're making some pretty good time, but I figure another couple of hours anyway. Got some freight to unload. This road seems to be, it isn't quite, the depressions aren't quite as deep. It's still very ....., it's like standing on a vibrator belt. That's the way it feels all the time. I just passed Cathedral Bluffs on the right. It is now 25 minutes to 1:00. The road has smoothed out quite a bit. I think probably the reason it smoothed out is because I'm driving. Freddy was telling me that it was real rough road until he got over in the seat I've been riding in since Fairbanks, and he's changing his mind now. He's got a nice soft, easy cushion job here, it's air. You know, it's really, really nice. A fellow could drive this way for 8, 10 thousand miles..... I'm hearing all kinds of complaints over at the other end of the truck now that I'm driving. He's letting me drive this for about five miles of it, to get the feel of it so I can say at least I drove part of the Haul Road on a 22 wheeler.

M. The weather is overcast with a little bit of blue sky showing through. The temperature is about 57, I'd say something like that. The road; I just passed a grader, a state grader, and it looks pretty good. At least the vibration has gone, it's just a little bumpy but not very much. I could call this pretty close to a secondary road.

Austin. This is hard to picture, but that chubby representative is now driving this 22 wheeler on the North road.

M. Well, I guess this is the life of a trucker. I'm practically within sight of Prudhoe Bay, and all of a sudden the engine went on down, and just quit. We can't get any fuel to the engine and here we are. We're on the side of the road taking pipes off, and taking hoses off, and reconnecting fuel filters. Another truck is stopped here trying to figure out what's wrong. We have no power, no idea how long we'll be here.

Well we're still sitting here. It's now 5 minutes to 3:00. and it looks like a fuel pump. We can't change it here, we can't get at it and so on and so a truck coming by right now and they're going to tow us into Prudhoe, we're only a few miles out. It won't take very long. I'm catching the 9:30 plane out of here, I guess, I hope.

There's a terrible injustice that I'm going through here, watching the very most undignified manner for the King of the Road, that I've been listening to for two days, to come in the top home port into Prudhoe Bay. Very little class, being towed in back of a concrete truck, There's very little air in the system, steering hard, and he's telling me what a glorious trip this has been. I would have a few words about it. I can see Deadhorse now, we should be there in another three miles, two miles anyway. I guess he's going to park the truck here and fly back tonight. We'll probably catch to 9:00 something plane. All in all it's been a very interesting trip, its been a tough rough trip, and an extremely dirty trip.

Let me repeat just a few things. It would appear to me, after considerable though someone ought to be looking at the possiblity of getting some crushers up here, something to crush up the river rock and make it into d-2, with some binder, and position them along the highway, 4 or 5 places max. then they'll have something to work with. To do anything short of that, in my opinion, is a waste of a great deal of money. And is still not getting this road ..... unless that's done, we're going to lose this road due to the fact we're down to the cobbles. You got to update it, the trucks can't run on it. Then again, I wonder if maybe it's

M. the intent of some people not to have this road open, I think it would be a shame to break off this sign of communication and transportation to this state. We're going to need it again. I think it's mandatory to keep it up to a seondary road, I've only seen one piece of road, one short piece, that I could call a secondary road.

I've seen all kinds of, hundreds of caribou right along side of the lake here on both sides. We're almost into Deadhorse now. There are literally hundreds of caribou, hell, there within 50 to 100 feet of me, just hundreds of them, not even paying any attention to us going down the road. They're lined up along the lake there. We must have gone a mile and there are still hundreds of them, and they stretch as far as I can see. I sure can't see how the pipeline is disturbing these caribou. They're so upset they're lying down and sleeping in the middle of the road practically.

This is what I've been looking for, for the past two days now. It's quite a little sight to see, this is the end of the road.

Alaska State Legislature

House of Representatives

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PRESS RELEASE
FOR IMMEDIATE RELEASE
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1/10/82

CATO INTRODUCES BILL TO REORGANIZE
DEPARTMENT OF TRANSPORTATION

A SEVEN BILL PACKAGE WILL BE INTRODUCED MONDAY IN THE STATE HOUSE OF REPRESENTATIVES BY TRANSPORTATION COMMITTEE CHAIRMAN BETTE CATO (D-VALDEZ) WHICH WOULD RESTRUCTURE THE DEPARTMENT OF TRANSPORTATION /PUBLIC FACILITIES.

CATO SAID,"THE DEPARTMENT HAS BECOME SO LARGE THAT IT IS INEFFICIENT. THE NEW PLAN WOULD MAKE THE D.O.T. MORE RESPONSIVE IN GETTING PROJECTS TO THE CONSTRUCTION PHASE."

CATO ADDED, "THERE ARE STILL PROJECTS WHICH WERE APPROVED TEN TO FIFTEEN YEARS AGO WHICH ARE NOT YET UNDER CONSTRUCTION. BECAUSE ALL D.O.T. PROJECTS MUST BE APPROVED ONLY IN JUNEAU BY THE MAIN OFFICE, THE DEPARTMENT HAS BECOME UNRESPONSIVE TO ALASKA'S NEEDS."

LEADING THE BILL PACKAGE IS A PROPOSAL TO CREATE FIVE REGIONAL DEPARTMENTS WITHIN THE STATE EACH TO BE HEADED BY A REGIONAL DIRECTOR WITH REGIONAL AUTHORITY. THE DIRECTORS WOULD BE RESPONSIBLE FOR PLANNING, ORGANIZATION AND CONSTRUCTION OF PROJECTS WITHIN THAT REGION.

CATO SAID, "THIS APPROACH WILL RESULT IN PROJECTS BEING BUILT IN A QUICKER FASHION WITH BETTER RESPONSE TO REGIONAL NEEDS. NO LONGER WILL THE PROJECTS GET BOGGED DOWN IN JUNEAU WHERE, AT TIMES, OVER ONE HUNDRED

SIGNATURES ARE NEEDED THROUGH PROJECT COMPLETION."

ANOTHER BILL WOULD TRANSFER CERTAIN FUNCTIONS OF D.O.T/P.F. TO THE DEPARTMENT OF ADMINISTRATION AND, IN EFFECT, SEPARATE JURISDICTION OF TRANSPORTATION PROJECTS FROM PUBLIC FACILITY PROJECTS.

A BOARD OF TRANSPORTATION AND PUBLIC FACILITIES WOULD HEAD THE DEPARTMENT. THE BOARD WOULD APPOINT A COMMISSIONER TO BE APPROVED BY THE GOVERNOR. THE BOARD WOULD RECOMMEND POLICIES TO BE ADOPTED BY THE LEGISLATURE AND WOULD ALSO BE CHARGED WITH PREPARATION OF THE SIX YEAR TRANSPORTATION PLAN FOR THE STATE.

UNDER THE LEGISLATION, THE FISCAL YEAR WOULD ALSO BE CHANGED TO BEGIN ON OCTOBER FIRST EACH YEAR.

CATO SAID, "THE CHANGE WILL ALLOW CONSTRUCTION AND MAINTENANCE PROJECTS TO PROCEED WITHOUT FEAR OF A LACK OF MONEY AT A CRITICAL TIME."

ANOTHER BILL WOULD ESTABLISH AN ALASKA MARINE HIGHWAY AUTHORITY INDEPENDENT OF STATE GOVERNMENT. THE AUTHORITY WOULD OVERSEE OPERATION, MANAGEMENT, PLANNING AND CONSTRUCTION OF FACILITIES IN THE MARINE HIGHWAY SYSTEM.

OTHER LEGISLATION WOULD ALLOW MUNICIPALITIES AND BOROUGHS TO DECIDE WHETHER TO ASSUME LOCAL CONTROL OF STATE HIGHWAY MAINTENANCE.

THE PROPOSED REORGANIZATION PLAN FOLLOWS EXTENSIVE INTERIM WORK BY THE TRANSPORTATION COMMITTEE WHICH WAS ESTABLISHED LAST YEAR. CHAIRMAN CATO HAS MADE NUMEROUS TRIPS ON THE TRANSPORTATION SYSTEMS IN ALASKA GATHERING FIRST HAND INFORMATION ABOUT PROJECTS WHICH ARE NEEDED OR WHICH HAVE NOT BEEN COMPLETED.

THE INTRODUCTION OF LEGISLATION ALSO FOLLOWS A RECENT REPORT FROM

THE GOVERNOR'S DIVISION OF INTERNAL AUDIT WHICH SHOWED A NEED FOR IMPROVEMENTS IN THE DEPARTMENT'S MANAGEMENT SYSTEM AND ESTABLISHMENT OF STANDARD OPERATING PROCEDURES.

CATO'S COMMITTEE ALSO COMMISSIONED A FORTY THOUSAND DOLLAR CONSULTANT STUDY DURING THE INTERIM WHICH CONFIRMED THE NEED FOR MAJOR RESTRUCTURING OF THE DEPARTMENT.

CATO NOTES, "RIGHT NOW THE STATE IS PLAYING CATCH-UP ON NUMEROUS PROJECTS WHICH SHOULD HAVE BEGUN TWENTY YEARS AGO. THE NEW APPROACH SHOULD MOVE PROJECTS THROUGH THE PROCESS QUICKER, ADDRESS THE NEEDS OF ALASKANS ON A MORE LOCAL BASIS AND IMPROVE ACCOUNTABILITY OF THE DEPARTMENT."

HOUSE SPEAKER JOE HAYES, WHO SERVED ON THE TRANSPORTATION COMMITTEE LAST SESSION, HAS ENDORSED THE REORGANIZATION PLAN AS A POSITIVE STEP AND ONE WHICH SHOULD PROVE A BENEFIT TO ALL ALASKANS.

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Anchorage Times Sunday, January 10, 1982

Lawmaker seeks transportation changes

by Bill White
Times Juneau Bureau

Juneau — A plan to decentralize the state transportation department and strip it of some of its power has been proposed by Rep. Bette Cato.

The Valdez Democrat, chairwoman of the Transportation Committee created last year, said, "The department has become so large that it is inefficient. The new plan would make (it) more responsive in getting projects to the construction phase."

Research by her staff over the past year showed that since July 1974 the Department of Transportation and Public Facilities was appropriated an average of nearly $600 million each year but spent an average of less than $300 million a year.

"There are still projects which were approved 10 to 15 years ago which are not yet under construction. Because all DOT projects must be approved only in Juneau by the main office, the department has become unresponsive to Alaska's needs," Cato charged.

Her seven-bill package to be introduced Monday includes a proposal to create five regional departments headed by separate directors and authorities. The directors would be responsible for all planning, organization and construction projects with their regions.

That plan, if approved, would return the "district engineer" concept that was abolished when the department was restructured in 1977.

The decentralization proposal isn't a new idea. Several years ago the department set up offices of its design and construction unit in Anchorage, Fairbanks and Juneau. And last February, Lt. Gov. Terry Miller in a memo to the governor recommended the regional manager system be reinstated.

The governor also is expected to make extensive transportation recommendations this year. But it's unclear whether his program will conflict with Cato's.

Cato said her plan would meet regional needs better and faster.

"No longer will projects get bogged down in Juneau where, at times, over 100 signatures are needed through project completion," she said.

Among her other proposals are bills to:

— Put public facility projects under the Department of Administration.

— Create a Board of Transportation and Public Facilities to head the department. The board would appoint a commissioner to be approved by the governor.

— Change the fiscal year to start in October. "The change will allow construction and maintenance projects to proceed without fear of a lack of money at a critical time."

— Set up an Alaska Marine Highway Authority.

— Let local governments decide whether to take control of state highway maintenance.

House Speaker Joe Hayes, R-Anchorage, who served on the Transportation Committee last year, endorsed Cato's reorganization proposals.

Alaska State Legislature

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FIRST REPORT OF THE HOUSE TRANSPORTATION INTERIM COMMITTEE
September 15, 1981

At the end of the Legislative Session, the committee had several bills remaining in committee. The interim was to be devoted to investigating questions that were raised by the newly formed standing Transportation Committee.

The first part of the interim, the Committee has worked to set up the office and acquire information about various aspects of transportation in the state. It seems that for any given issue, there is a wealth of information that, while not always current, is valuable for insight into the problem. Often at great cost, a thorough investigation has been performed and what is needed may be an update on a given issue and not a complete "study".

One of the tasks that the committee is undertaking, is to accumulate these studies and prepare a catalog of materials that are available for use by the legislature and other interested parties. The state administrative agencies are mandated to do this of reports that they generate, but in reality, this is not done. Perhaps this is an area that should be addressed during the next legislative session.

The long range goal of the House Transportation Committee has been to work towards developing a state-wide multi-modal plan for transportation infrastructure in the state of Alaska. The early part of the interim has been devoted in part to that goal. This report will be written in chronological order to show the progress of the committee. In addition, at the end of this report, there is a budget breakdown for expenditures to the end of August.

The interim office is staffed by Steve Soenksen, Administrative Assistant and by Sharon Tyone, Secretary, who is also researching Marine Highway and other issues. All projects are at the direction of Rep. Bette Cato, Chairman, House Transportation Committee.

The interim office was established in Valdez, Alaska and began operations on July 1,1981. Much time was spent reworking the files to establish familiarity with the materials on hand and to find areas that more information was needed. It is a project to place an index of all of the materials on hand on data base and have a catalog of materials available for anyone interested in background material on a certain project or area. This would give a file system that would be state-wide in scope for reference.

Shortly after the opening of the office, Rep. Mitch Abood, Vice-chairman of the committee, traveled on the Dalton Highway to have a first hand account of the conditions there. A copy of a transcript of that trip is available in the interim office and will be included in the final report.

Committee Aide Steve Soenksen was sent on a research trip to investigate several areas of concern and also to find information to apply to the long range goal of the committee.

The trip began with a drive up the Richardson highway to observe some of the conditions that exist with maintenance and also new construction on the highway.

There was a tour of the Delta Agricultural Project. A full account of the tour was made and also a slide presentation of the various aspects of the project was made. This presentation was made to the committee at the committee meeting held in Anchorage August 31, September 1.

Contact was made with representatives of the Federal Government Agricultural Commodity Insurance Program Representatives that were also on the tour of the project. They were impressed with the project but voiced concerns about transportation and marketing of the product. They commented that a rail link with Valdez would be desired in terms of future development of agricultural to handle the volume that could be expected within the next ten years. The rail link would also stimulate other developments in the area to compliment agricultural development.

The committee is interested in the relation between resource development and transportation and much of the information finding on this trip was devoted to this end. The Transportation Committee and the Resources Committee should work together to identify transportation corridors and other commonalities. (It was later found that much of this work has been done by the old Joint Federal-State Land use Planning Commission.)

Under direction of the Chairman Bette Cato, work was to be conducted to find the possibility of developing maps with overlays that show various resources and transportation corridors. This is an ongoing project throughout the interim. Much information has been collected to date.

U.S. Geological Survey was consulted to find what maps and materials were available and also contact people for additional information. Many maps and other information was collected and an index of these is being compiled.

In conversation with other aides in Fairbanks, the issue of the O'Brian Creek Bridge outside of Chitina was raised and a topic for further investigation is the responsibility of the Department of Transportation to maintain certain roads and facilities. Responsibility has been shifted from this bridge from D.O.T. to possibly Department of Natural Resources, to possibly the Bureau of Land management, with the end result, each agency pointing to the other while nothing is done about the situation. The committee will research this responsibility question with the help of Kasiloff Associates contract and report legislation that may be needed. One of the things that was referred to in the five-phase audits of the Department of Transportation is that Legislative intent is absent in many areas. This will be addressed in the final interim report of the committee.

It was also found on this research trip several practices that are used by the department in regards to Federal Funding, maintenance-reconstruction attitudes and these will be investigated further and included in the final report.

***It should be explained here that the Department of Transportation is so large and complex that there may be no clear cut solutions to problems on a state-wide basis, as situations differ from region to region and a conclusion that may be drawn in one area of the state is not applicable to the whole state. It is important to be cautious of oversimplification in these discussions. More information will be available in the final report.

Much time was spent at the Rasmusson Library on the University of Alaska Fairbanks Campus. This library is the repository for many of the state reports and consultant surveys that have been done. The committee had been told during the Legislative Session, that many of the materials requested were not available. This proved to be not true as many of the materials were on the shelf at the library. They had been done at different times by different sources but are readily available to anyone.

A partial listing of the materials includes:

A Proposal to Develop a Study for a Statewide Transportation Plan
Multimodal Transportation and Utility Corridor Systems in Alaska
Air Cushion Vehicles as Knik Arm Ferries
Five Year Highway Construction Program, January 1976
Ak. Region Ten Year Plan FY 80-FY 89 U.S. F.A.A.
Alaska Railroad Annual Reports

Information was also accumulated on the Dalton Highway (Haul Road) for the files and to check into reported absence of maintenance. At this same time, there was a "shut-down" by both independent and union truck operators until substantial repairs could be implemented.

Rep. Cato, Rep. Abood attended a meeting that was called to address these concerns. Also in attendance was Lt. Governor Terry Miller, Ron Lind-D.O.T., Sen. Parr, Rep. Smith.

The Chairman toured the Shotgun Cove Road situation in Whittier. Much concern has been raised over transportation in and to Whittier during the Legislative Session.

On the same trip, Rep. Cato toured the Fourth of July Creek Marine Industrial Park Facility that is under construction in Seward. This will be a full service marine industrial park when completed and will be able to handle major repair on large commercial and fishing vessels whose work now is done outside of Alaska. Also much construction of drilling rigs and floating platforms could be built there.

The committee has contracted with Kasiloff Associates to provide the committee with recommendations for legislation relating to the Department of Transportation/ Public Facilities, recommendations for accountability to the legislature, by the Department, and other work as outlined in the contract. The interim office is working closely with the principal researcher on this project.

The interim office was exposed to another situation that is very important to many areas of the state in close proximity to the office. Due to a large amount of precipitation, Valdez and Cordova experienced flood situations and serious erosion problems. The office is investigating the amount of attention that is given to erosion control and prevention. This is an area that received attention in the committee in the Legislative Session.

The Transportation Committee has had one meeting to date as a discussion meeting to give new members a collective understanding of issues and share information. It was also a planning meeting for the rest of the interim. The Committee is considering a meeting in Nome to discuss and receive input on transportation issues in the western part of Alaska. Marine Highway Scheduling, Agricultural Development and Transportation, Dalton Highway, Kasiloff Associates contract and other issues were discussed.

Rep. Cato has just completed a round trip on the Dalton Highway to see if improvements have taken place on the road to alleviate the safety and other concerns that have been raised.

The Chairman also drove the Richardson Highway noting the construction projects underway and the seriously hazardous section between Gulkana and Sourdough Lodge that is not under immediate consideration by the Department of Transportation. (Photographs have been taken.)

A complete report and recommendations on this trip will be submitted to the Transportation Committee and Rep. Randy Phillips when the tapes are transcribed.

This concludes the First Report of the House Transportation Interim Committee. Additional information is available through the interim office. The final report will include this and other reports and also contain findings and recommendations.

Alaska State Legislature

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Rep. Bette Cato, Chairman

SECOND REPORT OF THE HOUSE TRANSPORTATION INTERIM COMMITTEE

NOVEMBER 15, 1981

This is the second in a series of three reports from the House Transportation Interim Committee. The report will cover activities of the Interim Committee for the period from September 15, 1981 to November 15, 1981. The activities are listed in chronological order. Attached is a copy of the budget breakdown of expenditures through October 1, 1981, and a copy of Kasiloff Associates report to the Committee.

In continuing with the long range goal of the Committee; to work towards a complete state-wide multi-modal plan, several members attended the Maritime '81 Conference. This conference was sponsored jointly by the State Department of Transportation and Public Facilities, the United States Coast Guard, Federal Maritime Administration, the United States Army Corps of Engineers, and the University of Alaska Sea Grant Program.

Attention was focused on four major topics: Commerce and Resources, Operations and Finance, Legislation and Regulation, and Facilties and Technology. Representative Bette Cato, Chairman of the House Transportation Committee spoke on the Legislation and Regulations panel. Many of the participants were from outside of Alaska and the conference perspective showed Alaska in comparison with other areas and trends for the future. Discussions dealt with ports on their own merit. It was established that ports were of little value if there were not the "connecting links" to resources raw materials, or other products to go through the port. In other parts of the world, markets were first set up for use by the country and the instate transportation existed, prior to the export market. It became easy to connect these with water transportation for export trade.

In Alaska, there is not an established pattern to the transportation links. The trend is to export raw materials and import processed goods. Therefore the instate infrastructure does not exist to adequately handle transport of goods to the ports. In some instances, geographical proximity is appropriate but infrastructure efficiency and quality is not.

It was interesting to hear the long range plans for the Harbors Division of the Hawaii Department of Transportation. There was a 1980-1985 plan and also a 2000 plan, complete with engineering specifications, slide presentation and programmed improvements. Alaska State Department of Transportation, does not have a plan for five years or for the year 2000, even though the five year plan is mandated by statute. <u>They have no plan at all.</u> The Commissioner has said that they are not considering at this time, any new roads or are able to provide a five year plan. The lack of a long range plan is a very serious omission of rational development and planning that clearly reflects an administration that is opposed to development, growth of the state, and transportation improvements of any kind.

The Legislature has been told that after the reorganization of the Department, that they have to <u>wait</u> until the regional transportation studies have been completed before a statewide plan can be made. There has been planning under the old Highway department the was in place and could provide some type of direction. This was totally abandoned and currently there is only project planning. Whether or not the project fits into any sort of plan or long range goal for the state is immaterial. This results in "roads to nowhere" and "spot improvements".

This finding is not totally derived from the Maritime '81 Conference, it has been a trend the committee has discovered throughout the entire

interim. The Conference has emphasized the importance of a comprehensive plan that is not present in the State of Alaska at this time.

The conference will generate a report that will include transcribed meetings and specific recommendations.

Congressional Representative Don Young, at the request of a constituent, received a decision from the Federal Maritime Administration that time on the Alaska Marine Highway System for an able bodied seaman and time may be transferred from limited (to certain seas and operating conditions), to unlimited classification. Thereby allowing seaman to credit hours to certification for all types of operating conditions.

A delgation of Rep. Cato, Rep. Moss and Sharon Tyone-secretary to the Committee attended the Highway Users Federation Association, Western Region, meeting October 2-5, 1981. This meeting was held on the Ferry Columbia on it's route from Seattle to Juneau, Alaska.

The meeting went into depth on vehicular accidents, proposed changes in Federal and local highway safety programs, and changes in funding by the Federal Government. Several participants including those from the private sector, raised several questions. At issue were, where do the private sector fit in, how much funding is available, and what programs are currently in use?

Peter Koltnow from the Washington D.C. office provided some of the answers. Alaska is taking a 75% cut in funding this year in all Highway User funding, which includes safety, training, and planning. The Clean Air act was discussed along with pollution and environmental control.

Cost effectiveness on auto maintenance and inspection in order to comply with the Pollution and Environmental Controls Acts also received attention in the conference.

The maintenance issue was discussed. Several points were raised including increased costs for maintenance, taxes, user fees, Since 1973, costs for asphalt have risen over 200%.

The Committee has looked into regulations that have been proposed by the Department of Transportation and Public Facilities relating to driveways, railroads and utility permits. These regulations, by definition, "includes any corporation, company, individual, or association of individuals, or any lessee, trustee, or court appointed receiver of the above, that owns, operates, manages,or controls any line, plant, pipeline, or system for furnishing, producing, generating, transmitting, or distributing power, electricity, communications, telecommunications, water, gas, oil, petroleum products, steam, heat, light, chemicals, air sewage, drainage not connected with highway drainage, irrigation, or similar products including publically owned fire and police signal systems, and street lighting systems which directly or indirectly serve the public or any part thereof; and for furnishing transportation of goods or persons by means of a railway, tramway, cableway, conveyor, flume, canal, tunnel, pipeline, or any other similar means. Privately owned facilities devoted exclusively for the use of the owner are included in this definition for the purpose of issuing permits;"

It could be shown that the Department would have difficulty in complying with it's own regulations. The definition of "utility" applies to 44 pages of regulations that directly relate to all of the residents of Alaska. The costs of Capital Improvements will increase in the public sector as well as impact on private ventures increasing the costs of utility services. This too impacts the individual property owner and improvements made "exclusively for the use of the owner" are subject for the purpose of issuing permits.

This set of regulations manifests the basic philosophy of the Administration to prevent or where possible inhibit growth, development, and transportation of resources. This also serves to restrict individuals and subject them to more bureaucratic red tape. In a time when the national trend is to reduce red tape, regulations and permits, we see an administration that is turning out regulations in profusion. This definitely does not reflect "regulatory reform" attempts.

Chairman Rep. Bette Cato, A.A. Steven Soenksen, and Joyce Munson, Kasiloff Associates, traveled to Washington D.C. to study Federal-State related transportation issues. Meetings were arranged through the White House with the Federal Highway Administration, Federal Railway Administration, Department of Interior, Congressional delegation and others.

During the last legislative session, the committee and other legislators have been told that certain projects have been delayed due to Federal Funding problems. We were informed in Washington that the funds are made available at the beginning of the Federal Fiscal Year and that the Alaska Department of Transportation has access to funds on or after that date. Thus the problem lies not with the funding but with the

Departments non-compliance with federal guidelines or other State Administrative problems. There are over 100 "in state" signatures that are needed for a project, and this administrative boondoggle causes project delays.

The delegation also was told that the Federal Highway Administration could not support Alaska's inclusion in the Interstate Program, although Sen Murkowski's amendment to a bill is before Congress that may permit this. At statehood, Alaska had the chance to join the Interstate program and chose against it. This is because the amount of money the state received would be higher under Federal Aid Primary program due to the amount of land held by the Federal Government. As the land held was 95% of the total land in the state, 95% of the costs of federally approved projects were paid by the Federal Government and 5% of the costs, paid by the state of Alaska.

The Federal Highway Administration provided insight into the 4-R program and the states participation in this. The 4-R stands for resurfacing, restoration, rehabilitation, and reconstruction. This represents federal participation in maintenance functions for non-freeway roads. It was established to permit use of Federal funds to extend the useful life of highways. Size and weight regulations were also discussed.

A copy of meeting notes related to the Railroad Transfer to the State, are attached to this report.

This concludes the second report of the Interim House Transportation Committee. Additional information is available through the interim office. The final interim report will include this and other reports and also contain findings and recommendations.

South-
eastern
Conference

Southeastern Conference
February 11, 1982
Attendees Rep Metcalfe
Rep Sutliffe
Rep Cato

Rep Moss
Rep Zharnoff
Rep Duncan
Rep Abood
Guests: Rep Hunger
and the Southeast Conference

Policy statements for air, Marine SE Alaska planning
① Establish Permanent Airports in all communities
<See Policy Statement>
② "Master Plan" location of Facilities - Proposed future expansion"
③ Emergency Landing Strips - Logging roads appealed for strip

Marine -
Marine Hwy to be set up

Support
Prince Rupert facility - South Terminus - increased
frequency of travel options in SE.

<Rep Sutliff requests State Section AA to look into?
? DOT encouraging native corporations to develop emergency landing strips

Abood - I don't see how we can put concentrated efforts into this, while there are substandard Airports in the Central and Northern areas of the State.

HJR 80 March 8-B Yukon territorial legislature will meet with Alaska legislature - would be a good time to SE conference Speak with Canadians

Rep Hayes - All we are asking is the ~~state~~ to request for it Service to lease ~~state~~ Intst and Ust rip the up and "Lay to lease to rest."

Rep Sedcliff - Could we set up an advisory area
- We feel the ferries is a bastard child of dot.
- We need a State department

Rep Hayes - We need professional Management.
- Long range plans - Need to be run like a business

SE Conf - We are encouraging the state look at More land based travel and less marine

Check at if - Southeast terminus is in Prince Rupert
Would Alaska Lose out on federal funds (only link will South'48.

Rep Leatt Comments - Set up authority

THE SOUTHEASTERN CONFERENCE

P.O. Box 29
Douglas, AK 99824
Phone: 586-6846



JAN 12 198

January 7, 1982

Representative Bette M. Cato
Chairman
Transportation Committee
House of Representatives
Pouch V
Juneau, AK 99811

Dear Representative Cato:

Attached find a copy of a letter sent to Marvin Taylor, Chairman of the Alaska Transportation Planning Council, which incorporates some of our concerns on transportation.

I am also enclosing that portion of our 1981 policy statement on transportation adopted at the Conference's annual meeting in Sitka.

The Board of Directors of the Southeastern Conference will be meeting in Juneau February 10 and 11. We would welcome the opportunity of meeting with you and the members of the Transportation Committee to discuss our concerns on transportation either February 10 or 11, at such time as would be convenient with you. You may call me at 789-2152 once you know what your schedule will permit.

We will be hosting our annual Legislative Dinner the night of February 10 and wish to invite you and the members of the committee to attend. We will be furnishing you with additional details at a later date.

Sincerely,

George Davidson
President

Enclosures

cc: Representatives Abood, Metcalfe, Sutcliffe, Duncan, Zharoff, and Moss

President George Davidson
First Vice President Sunny Hicks
Second Vice President Robert Messegee
Lobbyist Phil Holdsworth

SOUTHEASTERN CONFERENCE 1981-82 POLICY STATEMENT

TRANSPORTATION

AIR

The Southeastern Conference encourages the state to continue funding the aviation projects in Southeast Alaska until all communities have airports.

The Southeastern Conference encourages the state to prepare a master plan for each state-owned airport in Southeast Alaska.

The Southeastern Conference encourages the state to develop an aviation safety program to include development of a network of emergency landing strips throughout Southeast Alaska and to include in the safety program an improved instrument approach facility at all major airports.

MARINE

The Southeastern Conference requests that the state consider a transportation system comprised of a combination of marine and land components to better serve Alaskans and to begin such program by relocating the southern terminus of the marine highway system to Prince Rupert.

The Conference feels the present system suffers from a lack of response and concern by many Marine Transportation employees and that this lack results in poor service, impolite responses to public needs, lack of adequate distribution of information and poor utilization of the Marine Transportation equipment.

We encourage the state to rectify the attitude of the Marine Transportation employees.

The Conference also feels that the facilities provided for rest accommodations on the LeConte and Aurora are inadequate for the length of its run and we encourage the state to improve the seating and other rest facilities on these ferries and that at such time as refurbishment takes place on these ferries, lifts be added to accommodate the elderly and handicapped.

The Conference feels that the state should encourage or require all Marine Transportation employees to reside in Alaska.

The Southeastern Conference requests that fares on the Marine Highway System be reduced to more fairly represent the relative cost of like travel by vehicle.

The Conference recommends that the Marine Highway System be taken out of the Department of Transportation and a separate Marine Highway Authority be created with representation from each district served by the system.

LAND

The Conference encourages the reservation of right-of-way corridors throughout Southeast Alaska to connect with inland highway systems and we encourage the early construction of the

Wrangell-Petersburg Aarons Creek Highway project.

We further encourage a road-building program based on comparing long-term cost between highway development and ferry operations and maintenance. We further feel that by definition, a ferry system should be used only to connect one road system to another and encourage the state of Alaska to invest in further road systems in Southeast Alaska where practicable. Also, we call to the need to know the social/economic impacts on the communities.

The Southeastern Conference further encourages improvements for travel in Southeast Alaska communities through the construction of the following specific projects:

a) The Ketchikan Airport bridge
b) The Juneau Airport causeway
c) The Sitka-Katlian Bay road
d) The Wrangell Pats Creek project
e) Petersburg Main Street improvements
f) Cordova Woodshed Road project improvements and paving



THE SOUTHEASTERN CONFERENCE

P.O. Box 29
Douglas, AK 99824
Phone: 586-6846

December 8, 1981

Mr. Marvin P. Taylor
Chairman
Alaska Transportation Planning
Council
Pouch Z
Juneau, Alaska 99811

Dear Mr. Taylor:

We solicit your support of the Southeastern Conference's Policy Statement on Transportation (copy enclosed).

We would further request that the Governor's Office on Satellite Communication be urged to help develop a State Satellite Communication system for aircraft that utilizes existing VHF aircraft radios.

We seek your help in supporting the construction of airfields in all Southeast Alaska communities with a definite time schedule to be provided by DOT and funding requested through the Governor's Office as well as the legislature in order to accomplish this within the next 10 years.

We ask that the Transportation Planning Council request either the U. S. Forest Service or the State of Alaska to upgrade the existing runway at Bradfield Canal which supports the Tyee Lake Hydro project.

We request that the Governor's Office contact the Canadian Customs office in Vancouver and request customs coverage for the Stewart, B. C. airport.

Many times float planes cannot land in Hyder because of high wave conditions in Portland Canal. At other times, ice is a

President George Davidson
First Vice President Sunny Hicks
Second Vice President Robert Messegee
Lobbyist Phil Holdsworth

problem. There is no secure place to tie up float or amphibious planes. Yet, less than one mile from Hyder in Stewart,B. C. exists a paved runway which wheel and amphibious airplanes could utilize year round as the Canadians keep it cleared of snow in the winter. At the present time, the Canadian Customs will not clear aircraft to take passengers to Stewart,B. C. without flying from Ketchikan to Prince Rupert and then to Stewart. This extra portion of the trip generates over 50 minutes of additional flying time which translates into additional cost for the customer and operator.

This could be avoided as Canadian Customs' personnel are present at Stewart and the aircraft and passengers could be cleared in Stewart.

We are urging a greater cooperative effort by the Canadian Customs to allow aircraft and passengers who are going to Hyder to be cleared at Stewart. This would help the mining exploration companies in Canada and the United States, air transportation companies, and the citizens of both Hyder and Stewart, as well as promote tourism. We hope this kind of cooperation could be accomplished as soon as possible.

We would further urge that you request through the Governor's Office the continued funding of the Alaska Aviation Safety Foundation.

Thank you in advance for any support you can give us.

Sincerely,

George Davidson
President

cc: Linda Deegan
Alaska Air Carriers Assoc.

Senate Transportation Committee
House Transportation Committee

Trans.
Package -
Backup
Info

PLEASE NOTE: THE FOLLOWING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. HB 651 - Establishing the Alaska Marine Highway Authority
Title
Requested by House Transportation Committee Date 1/21

II. FISCAL DETAIL
Agency Affected Department of Transportation & Public Facilities
Program Category Affected Transportation
BRU, Program, Or Subprogram(s) Affected
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
100 PERSONAL SERVICES		925.4				
200 TRAVEL		104.3				
300 CONTRACTUAL		708.8				
400 COMMODITIES		107.3				
500 EQUIPMENT		621.5				
600 LAND & STRUCTURES						
700 GRANTS,CLAIMS,ETC.						
TOTAL		2467.3	1354.9	1449.7	1551.2	1889.9

FUNDING (Thousands of Dollars)

GENERAL FUND		2242.3	1106.6	1181.0	267.0	1585.7
FEDERAL FUNDS						
OTHER (Specify Source) CIP		<225.0>	<248.3>	<268.7>	<284.2>	<304.2>

POSITIONS

FULL TIME		22	22	22	22	22
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)

This fiscal note shows the net expected cost to the State under the attached assumptions. Costs for FY 84 reflect the deletion of one time items and addition of inflation at 7%.

The assumptions used in this fiscal note do not have the authority utilizing its full powers for separation and therefore have reduced the costs. If additional authority is desired, the costs would increase.

Before accurate costs can be determined for this bill, a substantial amount of time should be devoted to determining the requirements for separation of duties from the State system as well as estimating the amount of autonomy the authority would desire.

IV. DATE 2/9/82 PREPARED BY R Lind J Eide
AGENCY DOT/PF
PHONE 465-3900 465-3950

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)
33-001 (Rev. 12/81)

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. HB 651 - Establishing the Alaska Marine
Title Highway Authority
Requested by House Transportation Committee Date 1/21

II. FISCAL DETAIL
Agency Affected Department of Transportation and Public Facilities
Program Category Affected Marine Transportation
ERU, Program, Or Subprogram(s) Affected
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
100 PERSONAL SERVICES		2086.5	2232.6			
200 TRAVEL		104.3	111.6			
300 CONTRACTUAL		787.4	260.7			
400 COMMODITIES		110.0	64.2			
500 EQUIPMENT		621.5	15.0			
600 LAND & STRUCTURES						
700 GRANTS,CLAIMS,ETC.						
TOTAL		3709.7	2684.1	2871.9	3072.9	3518.2

FUNDING (Thousands of Dollars)

GENERAL FUND		3709.7	2684.1	2871.9	3072.9	3518.2
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS

FULL TIME		56.0	56.0	56.0	56.0	56.0
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)

Additions required to the Marine Transportation budget.

See attachments.

IV. DATE PREPARED BY Jim Eide
AGENCY DOT/PF
PHONE 465-3950

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)
33-001 (Rev. 12/81)

III. ANALYSIS

There are administrative and organizational topics not specifically addressed in either House Bill No. 651, "An Act relating to ferry and ferry terminals and establishing the Alaska Marine Highway Authority", or House Bill No. 651, "An Act establishing the Alaska Marine Highway Authority". Since the proposed legislation is similar in each of these bills, we are making the following assumptions in preparation of fiscal notes for each bill.

1. There is no offsetting credit taken for the expenditure of earned revenue to support the cost of operation of "Alaska Marine Highway Authority". In actuality, the initial cost would be the same if funding came from a direct appropriation for the full cost of operations from the legislature with earned revenue returned to the General Fund, or if earned revenue was expended with an appropriation to support the shortfall.
2. It is assumed the "Alaska Marine Highway Authority's" Payroll, Personnel, and Accounting systems would feed into the existing State systems to insure checks and balances, and would eliminate the necessity of creating a duplicate system.
3. We have assumed that initial start-up costs will be fully funded by the Legislature.
4. It is assumed the "Authority's" funding would be at the Division level and allocated to operating components as set out in its budget.
5. We have assumed a General Fund Subsidy for the difference between the total operating cost and the expected revenue for each fiscal year. We have further assumed that the total amount authorized would be available at the beginning of each fiscal year to allow the "Authority" to plan operations for each year.

5. The same inflation factor would apply to the "Authority's" budget request as followed by State agencies. We have assumed it to be seven percent (7%) for the fiscal note.

7. Initially the "Authority" would continue direct involvement with the State in the following:

   A. Occupancy of a State owned office building.

   B. Continued support from the State mail system.

   C. Access to the State equipment fleet.

   D. Access to the Statewide purchasing contract (i.e., fuel).

   E. Continued use of "shared" communications lines through Department of Administration, Division of Communications.

   F. Continued insurance, bonding, etc., as now supplied through Department of Administration, Division of Risk Management.

   G. Legal service from the Attorney Generals' office.

8. We have assumed that Department of Transportation and Public Facilities transferred employees would bring their own equipment and that equipment for the proposed thirty (30) new hire employees would be $76.5.

9. We have assumed the "Authority" would require its own computer services for reservations, cost accounting, dispatching vessels crews, and payroll input; and that one time costs would be $545.0 for hardware and $250.0 for software.

10. Assuming expansion, the first year shows one time start-up funds for Contractual $543.6; (Software $250.0; Legal Services $200.0; Additional Space Rental $93.6); and $50.0 Commodities (primarily office supplies).

Summary - 200 - 500 Accounts: Of $1623.0 shown for the first year, $1145.6 is a first time start-up cost. Yearly maintenance of all 200 through 500 Accounts would be around $475.0 per year.

11. Of the $2086.5 increase in Personal Services, $1172.4 is assumed to be positions already within the Department of Transportation and Public Facilities performing similar services in Finance, Supply, Payroll, Design and Construction, and Personnel for the Division of Marine Highway Systems. The actual increase then would be $914.1 for Personal Services to fund eight (8) upgraded positions and twenty-four (24) new positions.

MHS EXISTING	DOT TRANSFERS	NEW POSITIONS	TOTAL POSITIONS
PFT 36	PFT 32	PFT 24	PFT 92
PPT 4			PPT 4

This is a total of ninety-two (92) Permanent Full Time and four (4) Permanent Part Time Administrative positions, with a total of thirty-one (31) Supervisors (Range 18 and above) and sixty-five (65) support positions to operate and supervise nine vessels (725 employees) and twenty-six Shore Facilities (twenty-eight (28) Permanent and twenty-three (23) Permanent Part Time employees). No increase has been made in Vessel or Shore Facility Personnel.

Approximately $225,000 of CIP funded positions are proposed to be general funded because they would be considered more operational.

HB 51

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. HB 650/651 - Establishing the Alaska Marine
Title Highway Authority
Requested by House Transportation Committee Date 1/21

II. FISCAL DETAIL
Agency Affected Department of Transportation and Public Facilities
Program Category Affected Transportation
BRU, Program, Or Subprogram(s) Affected various-See Analysis
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
100 PERSONAL SERVICES		<1161.1>				
200 TRAVEL		0				
300 CONTRACTUAL		<78.4>				
400 COMMODITIES		<2.7>				
500 EQUIPMENT		-				
600 LAND & STRUCTURES						
700 GRANTS,CLAIMS,ETC.						
TOTAL		<1242.2>	<1329.2>	<1422.2>	<1521.7>	<1628.3>

FUNDING (Thousands of Dollars)

GENERAL FUND		<1017.2>	<1080.9>	<1156.5>	<1237.5>	<1324.1>
FEDERAL FUNDS						
OTHER (Specify Source)		<225.0>	<248.3>	<268.7>	<284.2>	<304.2>

POSITIONS

FULL TIME		<34>	<34>	<34>	<34>	<34>
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)

Identifies costs and positions dedicated to Marine Transportation under current systems. (See attached).

IV. DATE 2/5/82 PREPARED BY R Lind
AGENCY DOT/PF
PHONE 465-3900

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)
33-001 (Rev. 12/81)

	Personal Services	Travel	Contractual	Commodities	Equipment	Total	General Fund	Other	PFT	Man Mos
S.E. Design and Construction	275.0	-	-	-	-	275.0	50.0	225.0	5	60
Info. Systems	40.0	-	67.4	-	-	107.4	107.4	-	1	12
Support Services	796.1	-	10.0	2.5	-	808.6	808.6	-	26.5	318
S.E. Region	50.0	-	1.0	.2	-	51.2	51.2	-	1.5	18
	1161.1	ø	78.4	2.7	ø	1242.2	1017.2	225.0	34.0	408

HB 1571

7

PLEASE NOTE: THE PRECEDING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT.

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. HB 648 - Transfer certain functions of Department of Title Transportation & Public Facilities to Department of Administration
Requested by _____ Date _____

II. FISCAL DETAIL
Agency Affected Transportation & Public Facilities
Program Category Affected Transportation
BRU, Program, Or Subprogram(s) Affected All - See attached
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
100 PERSONAL SERVICES		(1491.3)				
200 TRAVEL		(623.8)				
300 CONTRACTUAL		(7218.1)				
400 COMMODITIES		(5199.3)				
500 EQUIPMENT		(47.9)				
600 LAND & STRUCTURES						
700 GRANTS,CLAIMS,ETC.						
TOTAL		(24580.4) Assume increase with inflation.				

FUNDING (Thousands of Dollars)

GENERAL FUND		(19092.5)				
FEDERAL FUNDS						
OTHER (Specify Source)		(5487.9)				

POSITIONS

FULL TIME		(236.0)				
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)

Assumes transfer of building and facility type structures to Department of Administration. Does not transfer building maintenance at Anchorage and Fairbanks International Airports.

Bill is confusing as to harbors, etc. that were previously with Department of Public Works. We have assumed transportation items such as harbors and airports remain with the Department of Transportation.

See attached for particular BRU adjustments.

IV. DATE 2/17/82 PREPARED BY Dan Lind
AGENCY DOT/PF
PHONE 465-3900

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)

33-001 (Rev. 12/81)

	Personal Services 100	Travel 200	Contractual 300	Commodities 400	Equipment 500	Other	Total	Funding: General Fund	Funding: Other	Funding: PFT	Funding: Staff Mos
Maintenance & Operations-Facilities											
Central Region	1126.4	20.2	1749.3	400.2	-	-	3296.1	3049.5	246.6	26.0	330.4
Interior Region	965.1	12.2	1795.4	682.5	-	-	3455.2	3093.1	362.1	22.0	286.8
Dalton Highway	548.0	103.4	110.3	982.8	-	-	1744.5	1679.1	65.4	9.0	136.8
Southeast Region	1553.4	23.7	2138.4	1089.3	19.6	-	4824.4	4736.1	88.3	34.0	442.8
Western Region	255.0	5.0	270.8	299.0	-	-	829.8	775.1	54.7	4.0	63.6
Southcentral Region	879.1	11.2	466.7	1595.9	24.8	-	2977.7	2207.4	770.3	16.0	226.2
Subtotal	5327.0	175.7	6530.9	5049.7	44.4		17127.7	15540.3	1587.4	111.0	1486.4
Planning & Programming-Facilities											
Central Region	949.6	32.5	51.7	10.0	1.6	-	1045.4	1045.4	-	21.0	252.0
Interior Region	443.0	13.5	42.4	7.2	.7	-	506.8	506.8	-	8.0	96.0
Southeast Region	427.8	24.8	178.2	10.5	1.2	-	642.5	642.5	-	9.0	108.0
Subtotal	1820.4	70.8	272.3	27.7	3.5	-	2194.7	2194.7	-	38.0	456.0
Design & Construction-Facilities											
Central Region	1693.4	78.2	66.7	21.2	-	-	1859.5	290.9	1568.6	34.0	412.8
Interior Region	1368.5	186.6	121.3	18.3	-	-	1694.7	418.5	1276.2	25.0	304.0
Southeast Region	1053.6	112.5	226.9	82.4	-	-	1475.4	419.7	1055.7	20.0	243.7
Subtotal	4115.5	377.3	414.9	121.9			5029.6	1129.1	3900.5	79.0	960.5
Administration											
Support Services	28.4	-	-	-	-	-	28.4	28.4	-	1.0	12.0
Regional Operations	200.0	-	-	-	-	-	200.0	200.0	-	7.0	84.0
Subtotal	228.4						228.4	228.4		8.0	96.0
TOTAL	11491.3	623.8	7218.1	5199.3	47.9	-	24580.4	19092.5	5487.9	236.0	2998.9

FOR THE

TWELFTH LEGISLATURE

INTERIOR TRANSPORTATION NEEDS

PREPARED BY

THE GREATER FAIRBANKS

CHAMBER OF COMMERCE

JANUARY 1982

Kasiloff Associates

Contract Proposal

to

Representative Bette Cato
Chairman
House Transportation Interim Committee

935 E. 79th

Anchorage, Alaska 99502
(907) 344-2013 or
278-9616

PROJECT NARRATIVE

I. Statement of Problems

Historically the Dept. of Transportation/Public facilities (formerly the Dept. of Highways, Dept. of Public Works) has been audited through the years by the Legislative Auditors. Since 1976, the Audit Division of the Legislative Affairs Agency has conducted three routine, and one special, audit reviews of the DOT/Pf's highway program. The audits have been brought to the attention of the legislature and often the newspapers, problems are identified and acknowledged, but no action taken. Many of the recommendations made in the latest audit have been made before.

In 1979, an interim committee, the Special Committee on Roads and Highways was appointed by House Speaker Terry Gardner. Their findings let them to request an independent performance review of the DOT/PF and a complete audit of the DOT/PF's Capital Improvement Projects program. Unfortunately, the audits that had been conducted had not reviewed the facilities planning and research, design and construction and administrative divisions of the Department. The audit request was accepted by the Legislative Budget and Audit Committee in November, 1979. The five phases of the audit are now complete and point conclusively that legislative reform is needed.

Section 1, Executive Order 39, effective July 1, 1977, provided for the creation of the State Of Alaska Department of Transportation from the Department of Highways, the consolidation of the Department of Highways, the consolidation of the Department of Transportation and the Department of Public works and the

establishment of the State Of Alaska Department of Transportation and Public Facilities. The findings in the interim report presented by the Special Committee on Roads and Highways and substantiated by the audit reports conclude that changes are needed in the statutes to clearly define legislative intent. For example the present reorganization plan not only conflicts with AS 44.40.020, which specifies that the "functions of the department within each region shall be performed, to the maximum extent feasible, through a regional office" but with the basics of any functional organization plan, in that the present reorganization plan discourages intra and inter-regional and departmental communication and cooperation, as the rule "clear it through Juneau first: remains in effect. The Department is interpreting the statute to mean a "regional presence".

It is now to be determined if once again a "band aid" approach will be taken or if it can be expected that, without legislation, DOT/PF will initiate the necessary changes (again many of the findings of the previous audits were the same problems). The intention of the newly created standing Committee on Transportation according to the Chairman will be to develop the legislation needed to adequately address the reforms.

In an effort to facilitate needed legislative reforms Rep. Bette Cato, the Chairman of this committee requested this written proposal from the Kasiloff Consulting Service. The primary researcher will be Joyce Munson formerly elected to the House of Representateves and served as Chairman of the Special Committee on Roads and Highways and presented the report to the legislature in 1980.

II. GOAL: To research, compile and present recommendations for substantial changes in the operation of the Department of Transportation/Public Facilities through legislative reform. The reason for this is simply to get "projects on the street". Since FY75 the legislature has appropriated approximately 3.8 billion for capital improvement projects, however, capital expenditures average less that 300 million in FY75-80. As of June 30, 1980 approximately 825 million of FY75-80 will remain unexpended. At this rate it is anticipated in FY 81 expenditures will emerge at the FY 80 level of spending. Remaining funds and the FY 81 Capital appropriations totaling approximately 1.655 Billion would not be totally expended until 1986. Ways must be found to expedite the projects. The legislature in accordance with the demands from the public for jobs and economic aid has appropriated these funds for additional capital improvement projects. This has not proven effective and in fact creates additional problems. Until the problems identified in the legislative audits are corrected with needed legislation, they will continue to be "bogged down" within the department.

III. OBJECTIVES:

1. Examine current status of DOT/PF to determine if any corrective changes have been made since the first audit reports were released.
2. Review audit reports and compile information necessary as well as back up data for recommendations for legislation.

3. Review legislative budget process relating to "add on" projects. These are projects not in the Governors budget, often non-existent in the planning by DOT/PF, but added to the budget at the request from individual legislators. This has many times compounded problems within the Department. Make recommendations to the Chairman for a format that would assist the orderly development of these requests.

4. Review the organization plan of DOT/PF and compare with audit recommendations and the report of the special committee to evaluate the existing problems and make recommendations for changes where needed.

5. Research and compare State statutes from various states to those in Alaska on organization, priority setting on capital improvement projects, financial management etc. The statutes now in place are so general as to leave the department the liberty to make policy for the state without legislative direction.

6. Research and compare state statutes from various other states to those in Alaska that would build "safeguards" into the law to prevent fraud and abuse. At the present time the law is not clear on project control. For example, on July 23, 1980, the Attorney General's office issued a formal opinion reversing certain positions taken in the feb. 29, 1980 opinion. Two opinions by previous Attorney General's were of the opposite conclusions. Ac-

cording to the latest opinion, in passing the legislation AS37.07.080, the legislature fully intended that there could be transfers between the allocations in bond acts. Statutes are ambiguous in many areas.

7. Review planning process on capital improvement projects and make recommendations for legislation for public input. This will be needed especially if bond issues are no longer used and the public does not have the opportunity to vote on appropriations.

IV. IMPLEMENTATION AND SCOPE OF WORK

The project will cover a six months span from June 15 to December 15, 1981. The first three months will be spent researching, compiling and evaluating audit reports and preparing material for recommended legislation as outlined in objectives 1 through 4, including researching the organizational structure of DOT/PF, utilizing the audit reports, the report by the special committee, as well as new material generated. The purpose of this ananlysis is to identify possible needed revision of the 1979 DOT/PF reorganizational plan to realign the authority with the responsibility authorized to the divisional directors and regional managers of the regions. This work will be done in conjunction with Alaska General Contractors and DOT/PF.

The next three months will be used to research and compare the state statutes from various states and make recommendations to the chairman for proposed legislation to be drafted for introduction in the next session. This will include organization, project control and priority setting on capital improvement projects.

The primary consultant will be available by telephone or will travel to Valdez at the request of the Chairman.

BUDGET .

The following budget is proposed for the four month period from August 15 through december 15, 1981.

Principal Researcher	350 hours @$75	$25,350
Assoc. Researcher	200 hours @$40	8,000
		$33,350

Travel Costs

2 trips to Juneau (3 days per trip)	$1,200
3 trips to Valdez (4 days per trip)	1,800
2 trips Outside at request of Chairman	4,000
	$7,000
Total	$40,350

All additional overhead is included in daily rates

The consultants will work as a liason with the Interim Committee on Transportation and will report progress as the work develops. A final report and all recommendations will be submitted by Dec.15.

Joyce Munson
935 East 79th Avenue
Anchorage, Alaska 99502
Telephone: 344-2013
Birthdate: 12/13/30
Birthplace: Guthrie, Oklahoma
Marital Status: Separated
Children: Four - Steven Munson 32, Kathryn Manna 30, Janie Munson 26, Robert Munson 24
Education: Two years Wichita University, Wichita, Kansas, Art Major
Alaskan Resident: 27 years

Work History:

1978 - 1980 Legislator, House of Representatives
Positions in legislature include Vice Chairman of Commerce, Vice Chairman of Health, Education, Social Services. Chairman of Special Committee on Roads and Highways.

Responsibilities:
As Vice Chairman of two Committees, I often chaired and had responsibility for the meetings. As Chairman of the Special Committee working in the interim, I held public hearings throughout Alaska, worked with the State Department of Transportation and AMATS in Anchorage. At the completion of the work I presented a study including recommendations for changes and submitted legislation reflecting the same. As a State Legislator I worked with the different Divsions of the State, Local Government, the private sector and my constituents.

Salary: $31,000

1971 - 1978 Executive Director of the Alaska Mental Health Association

Responsibilities:
My main responsibility was to serve as an advocate for the mentally ill.

Administration: Managed and operated office, including handling of all finances, accounting reports and payroll.

Public Relations and Communications: Worked with newspapers, radio and television on publicity and news releases. Designed brochures for local use.

Began publication of quarterly magazine "Coping", which entailed seeking financing, soliciting manuscripts, writing articles and acting as the editor and publisher.
Researched, wrote and presented speeches to community organizations.
Planned and conducted annual conferences.
Reviewed and ordered all educational materials.

Organization: Worked with volunteers on a statewide level organizing local chapters. Started a new organization called REACH which is an association for families of the mentally ill.

Grant Writing: Wrote grants and received funding from Regional Medical Program, Humanities, National Institute of Mental Health and the State of Alaska.

Fund Raising: Planned and conducted benefits and functions for fund raising. Organized door to door solicitation using volunteers.

Legislation: Followed all legislation pertaining to Mental Health, researched and drafted legislation, lobbied for legislation, funding for services, etc.

Salary: $25,000 Resigned when elected to Public Office

1965 - 1971 School Secretary at Inlet View School, Greater Anchorage Area School District

Responsibilities: Managing office, including all attendence forms, etc., schedluing for teachers, preparing annual school budget, working with children and parents.

Resigned to work for Alaska Mental Health Association

Community Activities Included:

Served on:
Board of Directors Neighborhood Health Center
Drug Management Board
U.S. Commission of Civil Rights
Anchorage School District Community Development Center
Anchorage School District Budget Advisory Committee
Governors Advisory Board on Mental Health
Board of Directors, Anchorage Little Theater
Board of Directors, Unitarian Fellowship
President of Anchorage PTA Council
President of various local PTAS
Office in Bartlett Democratic Club

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Governors Advisory Board on Mental Health
Board of Directors, Anchorage Little Theater
Board of Directors, Unitarian Fellowship
President of Anchorage PTA Council
President of various local PTAS
Office in Bartlett Democratic Club

RESUME SYNOPSIS
of
ROBERTA ARNOLD

SRA, Box 31-G
Anchorage, AK 99507
(907) 344-2947

EXPERIENCE:

Information Assistant, Teleconference Moderator, Legislative Information Office, Legislative Affairs Agency, Anchorage, AK, 1980, 1981.

Legislative Assistant to oil industry lobbyist in Juneau, Alaska Oil and Gas Association, Anchorage, AK, 1978, 1979

Administrative, Legislative, Campaign, and Legal Aide to Gene Guess (Ely, Guess & Rudd) - Legislator, attorney, and statewide candidate, Anchorage, AK, 1970-1975.

Administrative Aide to Public Finance Analyst, Joint Finance Committee, Alaska State Legislature, Juneau, AK, 1964.

Commissioner's Secretary, Department of Highways, Juneau, AK, 1962-1963.

Research and Administrative Assistant, Local Affairs Agency, Office of the Governor, Juneau, AK, 1960-1962.

Assistant Chief Clerk of the House, Alaska State Legislature, Juneau, AK, 1960.

EDUCATION:

University of Alaska, Anchorage; 1974-1982, graduating Senior, 1982. Major - Anthropology. Minor - English. B+ average. Courses include advanced English composition and communications, political science, history classes relevant to experience (grade A).

Washington State College, Pullman, Wash., 1950-1952.

Juneau High School, Juneau, AK, 1950. Salutatorian.

ACTIVITIES:

Pioneers of Alaska Auxiliary, Alaska Anthropological Association, Cook Inlet Historical Society, Anchorage Historical and Fine Arts Museum, Nordic Ski Club, Anchorage Mental Health Association, statewide political organizations.

PERSONAL:

Lifelong Alaskan, widow (1980), five sons, two granddaughters.

Amplified resume available on request
References available

Alaska State Legislature

House of Representatives

Committee on Transportation

Rep. Bette Cato, Chairman

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FIRST REPORT OF THE HOUSE TRANSPORTATION INTERIM COMMITTEE
September 15, 1981

At the end of the Legislative Session, the committee had several bills remaining in committee. The interim was to be devoted to investigating questions that were raised by the newly formed standing Transportation Committee.

The first part of the interim, the Committee has worked to set up the office and acquire information about various aspects of transportation in the state. It seems that for any given issue, there is a wealth of information that, while not always current, is valuable for insight into the problem. Often at great cost, a thorough investigation has been performed and what is needed may be an update on a given issue and not a complete "study".

One of the tasks that the committee is undertaking, is to accumulate these studies and prepare a catalog of materials that are available for use by the legislature and other interested parties. The state administrative agencies are mandated to do this of reports that they generate, but in reality, this is not done. Perhaps this is an area that should be addressed during the next legislative session.

The long range goal of the House Transportation Committee has been to work towards developing a state-wide multi-modal plan for transportation infrastructure in the state of Alaska. The early part of the interim has been devoted in part to that goal. This report will be written in chronological order to show the progress of the committee. In addition, at the end of this report, there is a budget breakdown for expenditures to the end of August.

The interim office is staffed by Steve Soenksen, Administrative Assistant and by Sharon Tyone, Secretary, who is also researching Marine Highway and other issues. All projects are at the direction of Rep. Bette Cato, Chairman, House Transportation Committee.

The interim office was established in Valdez, Alaska and began operations on July 1,1981. Much time was spent reworking the files to establish familiarity with the materials on hand and to find areas that more information was needed. It is a project to place an index of all of the materials on hand on data base and have a catalog of materials available for anyone interested in background material on a certain project or area. This would give a file system that would be state-wide in scope for reference.

Shortly after the opening of the office, Rep. Mitch Abood, Vice-chairman of the committee, traveled on the Dalton Highway to have a first hand account of the conditions there. A copy of a transcript of that trip is available in the interim office and will be included in the final report.

Committee Aide Steve Soenksen was sent on a research trip to investigate several areas of concern and also to find information to apply to the long range goal of the committee.

The trip began with a drive up the Richardson highway to observe some of the conditions that exist with maintenance and also new construction on the highway.

There was a tour of the Delta Agricultural Project. A full account of the tour was made and also a slide presentation of the various aspects of the project was made. This presentation was made to the committee at the committee meeting held in Anchorage August 31, September 1.

Contact was made with representatives of the Federal Government Agricultural Commodity Insurance Program Representatives that were also on the tour of the project. They were impressed with the project but voiced concerns about transportation and marketing of the product. They commented that a rail link with Valdez would be desired in terms of future development of agricultural to handle the volume that could be expected within the next ten years. The rail link would also stimulate other developments in the area to compliment agricultural development.

The committee is interested in the relation between resource development and transportation and much of the information finding on this trip was devoted to this end. The Transportation Committee and the Resources Committee should work together to identify transportation corridors and other commonalities. (It was later found that much of this work has been done by the old Joint Federal-State Land use Planning Commission.)

Under direction of the Chairman Bette Cato, work was to be conducted to find the possibility of developing maps with overlays that show various resources and transportation corridors. This is an ongoing project throughout the interim. Much information has been collected to date.

U.S. Geological Survey was consulted to find what maps and materials were available and also contact people for additional information. Many maps and other information was collected and an index of these is being compiled.

In conversation with other aides in Fairbanks, the issue of the O'Brian Creek Bridge outside of Chitina was raised and a topic for further investigation is the responsibility of the Department of Transportation to maintain certain roads and facilities. Responsibility has been shifted from this bridge from D.O.T. to possibly Department of Natural Resources, to possibly the Bureau of Land management, with the end result, each agency pointing to the other while nothing is done about the situation. The committee will research this responsibility question with the help of Kasiloff Associates contract and report legislation that may be needed. One of the things that was referred to in the five-phase audits of the Department of Transportation is that Legislative intent is absent in many areas. This will be addressed in the final interim report of the committee.

It was also found on this research trip several practices that are used by the department in regards to Federal Funding, maintenance-reconstruction attitudes and these will be investigated further and included in the final report.

***It should be explained here that the Department of Transportation is so large and complex that there may be no clear cut solutions to problems on a state-wide basis, as situations differ from region to region and a conclusion that may be drawn in one area of the state is not applicable to the whole state. It is important to be cautious of oversimplification in these discussions. More information will be available in the final report.

Much time was spent at the Rasmusson Library on the University of Alaska Fairbanks Campus. This library is the repository for many of the state reports and consultant surveys that have been done. The committee had been told during the Legislative Session, that many of the materials requested were not available. This proved to be not true as many of the materials were on the shelf at the library. They had been done at different times by different sources but are readily available to anyone.

A partial listing of the materials includes:

A Proposal to Develop a Study for a Statewide Transportation Plan
Multimodal Transportation and Utility Corridor Systems in Alaska
Air Cushion Vehicles as Knik Arm Ferries
Five Year Highway Construction Program, January 1976
Ak. Region Ten Year Plan FY 80-FY 89 U.S. F.A.A.
Alaska Railroad Annual Reports

Information was also accumulated on the Dalton Highway (Haul Road) for the files and to check into reported absence of maintenance. At this same time, there was a "shut-down" by both independent and union truck operators until substantial repairs could be implemented.

Rep. Cato, Rep. Abood attended a meeting that was called to address these concerns. Also in attendance was Lt. Governor Terry Miller, Ron Lind-D.O.T., Sen. Parr, Rep. Smith.

The Chairman toured the Shotgun Cove Road situation in Whittier. Much concern has been raised over transportation in and to Whittier during the Legislative Session.

On the same trip, Rep. Cato toured the Fourth of July Creek Marine Industrial Park Facility that is under construction in Seward. This will be a full service marine industrial park when completed and will be able to handle major repair on large commercial and fishing vessels whose work now is done outside of Alaska. Also much construction of drilling rigs and floating platforms could be built there.

The committee has contracted with Kasiloff Associates to provide the committee with recommendations for legislation relating to the Department of Transportation/ Public Facilities, recommendations for accountability to the legislature, by the Department, and other work as outlined in the contract. The interim office is working closely with the principal researcher on this project.

The interim office was exposed to another situation that is very important to many areas of the state in close proximity to the office. Due to a large amount of precipitation, Valdez and Cordova experienced flood situations and serious erosion problems. The office is investigating the amount of attention that is given to erosion control and prevention. This is an area that received attention in the committee in the Legislative Session.

The Transportation Committee has had one meeting to date as a discussion meeting to give new members a collective understanding of issues and share information. It was also a planning meeting for the rest of the interim. The Committee is considering a meeting in Nome to discuss and receive input on transportation issues in the western part of Alaska. Marine Highway Scheduling, Agricultural Development and Transportation, Dalton Highway, Kasiloff Associates contract and other issues were discussed.

Rep. Cato has just completed a round trip on the Dalton Highway to see if improvements have taken place on the road to alleviate the safety and other concerns that have been raised.

The Chairman also drove the Richardson Highway noting the construction projects underway and the seriously hazardous section between Gulkana and Sourdough Lodge that is not under immediate consideration by the Department of Transportation. (Photographs have been taken.)

A complete report and recommendations on this trip will be submitted to the Transportation Committee and Rep. Randy Phillips when the tapes are transcribed.

This concludes the First Report of the House Transportation Interim Committee. Additional information is available through the interim office. The final report will include this and other reports and also contain findings and recommendations.

Alaska State Legislature

House of Representatives

Committee on Transportation

Rep. Bette Cato, Chairman

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SECOND REPORT OF THE HOUSE TRANSPORTATION INTERIM COMMITTEE

NOVEMBER 15, 1981

This is the second in a series of three reports from the House Transportation Interim Committee. The report will cover activities of the Interim Committee for the period from September 15, 1981 to November 15, 1981. The activities are listed in chronological order. Attached is a copy of the budget breakdown of expenditures through October 1, 1981, and a copy of Wasiloff Associates report to the Committee.

In continuing with the long range goal of the Committee to work towards a complete state-wide multi-modal plan, several members attended the Maritime '81 Conference. This conference was sponsored jointly by the State Department of Transportation and Public Facilities, the United States Coast Guard, Federal Maritime Administration, the United States Army Corps of Engineers, and the University of Alaska Sea Grant Program.

Attention was focused on four major topics: Commerce and Resources, Operations and Finance, Legislation and Regulation, and Facilties and Technology. Representative Bette Cato, Chairman of the House Transportation Committee spoke on the Legislation and Regulations panel. Many of the participants were from outside of Alaska and the conference perspective showed Alaska in comparison with other areas and trends for

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the future. Discussions dealt with ports on their own merit. It was established that ports were of little value if there were not the "connecting links" to resources, raw materials, or other products to go through the port. In other parts of the world, markets were first set up for use by the country and the instate transportation existed, prior to the export market. It became easy to connect these with water transportation for export trade.

In Alaska, there is not an established pattern to the transportation links. The trend is to export raw materials and import processed goods. Therefore the instate infrastructure does not exist to adequately handle transport of goods to the ports. [illegible] Geographical Proximity is appropriate but the infrastructure [illegible].

It was interesting to hear the long range plans for the Harbors Division of the Hawaii Department of Transportation. There was a 1980-1985 plan and also a 2000 plan, complete with engineering specifications, slide presentation and programmed improvements. Alaska State Department of Transportation, does not have a plan for five years or for the year 2000, even though the five year plan is mandated by statute. They have no plan at all. The Commissioner has said that they are not considering at this time, any new roads or plan for infrastructure development of

The lack of a long range Plan
any kind. ~~This~~ is a very serious omission of rational planning and development that clearly reflects an administration that is opposed to development, growth of the state, and transportation of any kind.

The Legislature has been told that after the reorganization of the Department, that they have to wait until the regional transportation studies have been completed before a statewide plan can be made. There has been planning under the old Highway department the was in place and could provide some type of direction. This was totally abandoned and currently there is only project planning. Whether or not the project fits into any sort of plan or long range goal for the state is immaterial. This results in "roads to nowhere" and "spot improvements".

This finding is not totally derived from the Maritime '81 Conference, it has been a trend the committee has discovered throughout the entire interim. The Conference has emphasized the importance of a comprehensive plan ~~that is put into work~~, of which the State of Alaska currently has none.

The conference will generate a report that will include complete transcribed meetings and specific recommendations.

Congressional Representative Don Young, at the request of a constituent,

received a decision from the Maritime Administrator at that time on the Alaska Marine Highway System for an able bodied seaman and time may be transferred from limited (to certain seas and operating conditions), to unlimited classification. Thereby allowing seaman to credit hours to certification for all types of operating conditions.

A delgation of Rep. Cato, Rep. Moss and Sharon Tyone, Secretary to the Committee attended the Highway Users Federation Association, Western Region, meeting October 2-5, 1981. This meeting was held on the Ferry Columbia on it's route from Seattle to Juneau, Alaska.

The meeting went into depth on vehicular accidents, proposed changes in Federal and local highway safety programs, and changes in funding by the Federal Government. Several participants including those from the private sector, raised several questions. At issue were, where do the private sector fit in, how much funding is available, and what programs are currently in use?

Peter Koltnow from the Washington D.C. office provided some of the answers. Alaska is taking a 75% cut in funding this year in all Highway User funding, which includes safety, training, and planning. The Clean Air act was discussed along with pollution and environmental control.

Cost effectiveness on auto maintenance and inspection in order to comply with the Pollution and Environmental Controls Acts also received attention in the conference.

The maintenance issue was discussed. Several points were raised including increased costs for maintenance, taxes, user fees, Since 1973, costs for asphalt have risen over 200%.

The Committee has looked into regulations that have been proposed by the Department of Transportation and Public Facilities relating to driveways, railroads and utility permits. These regulations, by definition, "includes any corporation, company, individual, or association of individuals, or any lessee, trustee, or court appointed receiver of the above, that owns, operates, manages,or controls any line, plant, pipeline, or system for furnishing, producing, generating, transmitting, or distributing power, electricity, communications, telecommunications, water, gas, oil, petroleum products, steam, heat, light, chemicals, air sewage, drainage not connected with highway drainage, irrigation, or similar products including publically owned fire and police signal systems, and street lighting systems which directly or indirectly serve the public or any part thereof; and for

furnishing transportation of goods or persons by means of a railway, tramway, cableway, conveyor, flume, canal, tunnel, pipeline, or any other similar means. Privately owned facilities devoted exclusively for the use of the owner are included in this definition for the purpose of issuing permits;"

It could be shown that the Department ~~could not comply~~ with it's own regulations. The definition applies to 44 pages of regulations that directly relate to all of the residents of Alaska. The costs of Capital Improvements will increase in the public sector as well as impact on private ventures increasing the costs of utility services. This too impacts the individual property owner and improvements made "exclusively for the use of the owner" are subject for the purpose of issuing permits.

This set of regulations manifests the basic philosophy of the Hammond Administration to prevent or where possible inhibit growth, development, and transportation of resources. This also serves to restrict individuals and subject them to more bureaucratic red tape. In a time when the national trend is to reduce red tape, regulations and permits, we see an administration that is turning out regulations in profusion. This definitely does not reflect "regulatory reform" attempts.

Chairman Rep. Bette Cato, A.A. Steven Soenksen, and Joyce Munson, Kasiloff Associates, traveled to Washington D.C. to study Federal-State related transportation issues. Meetings were arranged through the White House with the Federal Highway Administration, Federal Railway Administration, Department of Interior, Congressional delegation and others.

During the last legislative session, the committee and other legislators have been told that certain projects have been delayed due to Federal Funding problems. We were informed in Washington that the funds are made available at the beginning of the federal fiscal year and that the Alaska Department of Transportation has access to funds on or after that date. Thus the problem lies not with the funding but with the Departments non-compliance with federal guidelines or other State Administrative problems. There are over 100 "in state" signatures that are needed for a project, and this administrative boondoggle causes project delays.

The delegation also was told that the Federal Highway Administration could not support Alaska's inclusion in the Interstate Program, although Sen Murkowski's amendment to a bill is before Congress that may permit this. At statehood, Alaska had the chance to join the Interstate

program and chose against it. This is because the amount of money the state received would be higher under Federal Aid Primary program due to the amount of land held by the Federal Government. As the land held was 95% of the total land in the state, 95% of the costs of federally approved projects were paid by the Federal Government and 5% of the costs, paid by the state of Alaska.

The Federal Highway Administration provided insight into the 4-R program and the ~~state~~ Alaska's participation in this. The 4-R stands for resurfacing, restoration, rehabilitation, and reconstruction. This represents federal participation in maintenance functions for non-freeway roads. It was established to permit use of Federal funds to extend the useful life of highways.

The Committee received information on the Size-Weight regulations and more information will be available in the Report

A copy of meeting notes related to the Railroad Transfer to the State, are attached to this report.

This concludes the second report of the Interim House Transportation Committee. Additional information is available through the interim office. The final interim report will include this and other reports and also contain findings and recommendations.

Bill Analysis by Rep. Bette Cato's office.

HB 649 "an act relating to regions in the Department of Transportation and Public Facilities; prescribing the duties of regional transportation and public facilities directors; and providing for an effective date."

This bill establishes boundaries for regions in the state of the Department of Transportation and Public Facilities. It requires that each director has at least 6 years experience in transportation construction or engineering. It gives geographical boundaries (charted on a map for the committee consideration) and also lists duties of regional transportation and public facilities directors.

Sec. 3. AS 44.42 Adds a new section for duties of the directors.

(a) Each director is responsible for planning, design, and construction within the region consistent with the state transportation plan and the public facilities plan.

(b) directors shall submit to the commissioner proposed program plans, program budget requests, and reports of program performance at a time directed by the director of the division of budget and management. The commissioner may comment on the plan but shall forward it to budget and management without change.

(c) The directors shall submit to the commissioner a plan for their region implementing the statewide plan 90 days prior to the end of the fiscal year, for the following year. A change in the plan can be submitted at any time but the commissioner has 90 days to disapprove of the plan.

This bill takes effect July 1, 1982

ESTABLISHING FIVE REGIONS WITHIN THE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

HB 649

The Department of Transportation and Public Facilities (DOTPF) was created for several good reasons, one of which was to place the authority and responsibility for designing, constructing and maintaining public transportation facilities in the hands of those people closest to those facilities. The philosophy that prompted that decision was, "those people closest to the transportation problem are most intimate with the problem and left to their own devices, they are in the most knowledgeable position to selve that problem at the lowest possible cost to the taxpayer while providing the safest and most convenient transportation facility to the traveling public."

Unfortunately the DOTPF did not turn out as planned. The administration advocatd a strong emphasis on planning, which resulted in the creation of a completely independent section headed by a director who had more authority than the regional engineer. The planning section duplicated the work that the design section had been doing but they did it with many more people and in reality the planning and the construction estimates were still being done by the design section. The planning section's primary function was to send the paperwork into headquarters which would allocate federal or state money to the individual projects so that the design and construction section could begin the project development which would ultimately lead to construction.

The creation of the planning section added one more layer of paper shufflers to the growing bureaucracy and the end result was higher preliminary engineering costs due to the many new highly paid planners that charged their time to these projects, and most severe, was the fact that the projects were delayed because each Project Development Authorization PDA form had to be signed by five to seven different level planners before the project could be funded.

The old Department of Highways operated fairly efficiently because there was one person in charge who could resolve internal disputes. The DOTPF created a many headed monster that was only controlled by the commissioner. The general organization is shown below:

Your reorganization of the DOTPF, to be effective, should establish one leader in each region.

This one leader or director in each region would report directly to a chief engineer at headquarters.

The Chief Engineer would report to a board of commissioners appointed from each region and representing all of the required sciences as outlined in 12-1989 "Bradley". The preferred organizational chart is shown below:

Section 44.42.040 (a) spells out the requirement for six years of experience. This is good but you should add the word "civil" prior to "engineering". Civil engineering encompasses all phases of transportation engineering. It is very important that the Regional Director have a good academic education and practical experience in civil engineering so that he can effectively direct those working under him to accomplish the goals set by the Commission and/or Legislature.

The regional boundaries that you have set up are generally good. However, Region I (Anchorage) is primarily an urban region and the boundaries should be moved from Mile 118 on the Glenn Highway to Mile 66. This would put the Cascade Maintenance station in Region V and it would allow Region V, which is a rural region, to upgrade the road access between Valdez and Palmer. The section of the Glenn Highway from Palmer to the existing regional boundary at Mile 118 has not had a single mile of reconstruction since 1961 and there is nothing planned in this section within the next six year program.

The Longitude line used for the East Boundary of Region I should be 148° 42' W, South to Latitude 61° N., thence East along Latitude 61° to Prince William Sound, as shown on the attached map.

The new region that represents the greater Anchorage Bowl should not have jurisdiction over the Glenn Highway North of Palmer since they have exhibited no interest in upgrading that section of highway since Statehood. The Glenn Highway is the main thoroughfare for travelers driving into the State of Alaska and it is in deplorable condition from Palmer out to the existing regional boundary at Mile 118.

Section 44.42.045 (a) - The creation of the DOTPF was intended to streamline the department and make it more efficient and productive. The opposite has occurred because of one major blunder. Someone determined that one person should not be in charge of each region because he had too much power, or the job was too complicated, or because there were too many disciplines under his command. The solution to this problem was to create several equal directors in each region who would report directly to one of the four deputy commissioners in headquarters. The result is that the following sections:

1. Maintenance and Operations
2. Design and Construction
3. Planning
4. Administration

are controlled by a different deputy commissioner at headquarters and each section is protective of its authorities and is almost totally uncooperative with the other sections.

The solution to this problem is obvious to anyone working in any of the regions. They need one person in charge who can orchestrate the work of the region and who can resolve disputes between the sections. Woody Johansen and his leadership in the Interior Region (Fairbanks) is a good example of how the regions should be run. The Interior Region is the only region that has developed a good land transportation system in the state. Mr. Johansen could not accomplish what he did under the current DOT segmented authority.

This section should be revised to place the authority of all sections in the region under the authority of one person.

ALASKA MARINE HIGHWAY AUTHORITY

HB 651

At the present time, the Alaska Marine Highway is included in the Federal Highway System and is eligible for participation in primary and secondary federal-aid highway funding.

Generally, the sourth-eastern routes are on the primary system, and the south-central routes are on the secondary system.

It is very important to note that only construction expenditures may qualify for inclusion in the federal-aid program. It is also important to note that there are no funds designated for the sole purpose of expanding the Marine Highway System. The funds spent on the Marine System come directly from the yearly appropriation.

The State of Alaska receives funds for new construction on the primary, secondary, and urban systems. The state receives the funds on the basis of a formula that includes system mileage, postal routes, area of federal lands, and other minor factors. Funding comes in several categories such as primary, secondary, urban, safety, railroad crossings, junk yard control, planning, beautification, etc.

The federal funding varies from year to year as appropriated in the federal budget. In recent years, the funds made available to the state have exceeded $120 million yearly. By special legislation, Alaska receives the primary and secondary funds and may redesignate according to the long-range plan. Thus, the Marine Highway System may utilize the federal highway funding without regard to any federal allocation limits.

The same stipulations apply to the Marine Highway System-funds are for construction only. Maintenance and operations costs do not qualify. On the average, approximately 95% of the project cost is federal-aid, and the remaining 5% is provided by the state. In addition, the state may be responsible for costs that the feds do not allow.

The Marine Highway System originated when it became obvious that the panhandle cities may never be connected by roads. The fleet was acquired at a typical cost of several million dollars per ship. The smaller cities were serviced with boats such as the Chilkat, designed to carry a few passengers, vehicles, and vans on short trips. Most of the fleet is designed for the inland passage, with only the Tustamena rated for crossing the Gulf of Alaska and other open waters.

It is possible that the creation of the Marine Highway Authority will cause problems in utilization of the federal-aid highway trust fund monies. The question is, does this matter?

Consider that the State of Alaska has thousands of miles of substandard roads on its limited system. Reviews by a national users group revealed that the state was losing ground with the highway system deteriorating faster than it was being rebuilt.

A recent project was awarded on a section of the Seward Highway south of Anchorage. The ten-mile long project will cost almost thirty million dollars. Each region has several major projects schedules and the overall program could easily use twice the federal funds ($120 milllion plus) available each year. The Marine Highway System has similar needs. The recent repowering and rehabilitation of the Taku cost over $15 million. The replacement of the aging Tustamena is estimated to cost $55 million. The entire highway allocation to the central region, including Anchorage, Kenai Peninsula, Matanuska-Susitna, Kodiak Island, the Aleutians, the south-west Alaska totals less than $50 million yearly.

The need for replacement and expansion of the Marine Highway System is documented by the studies conducted by the DOTPF. The creation of the Authority and the ability of that Authority to finance improvements should stabilize the long-range program for the ferry system. Since no portion of the federal highway funds are reserved for the Marine Highway System, there will be no effect other than a possible minor reduction due to a system mileage reduction. This reduction could be zeroed out by adding resource development routes to the system.

TRANSFER OF DOT/PF MAINTENANCE RESPONSIBILITIES TO MUNICIPALITIES

HB 652

In most states the cities and counties have a share in the Federal-aid Highway Trust Fund monies. The shares may be based upon the area, population, and needs, as set by the commission. This allows for local control of both the construction and maintenance program.

In Alaska the municipalities lacked the expertise for maintenance and construction in earlier years and instead strived to have most of their main streets on the federal or state highway system. Thus, the local streets were maintained at no cost to the local government.

Under Alaska Statute 29.89.020, the state provides funding for maintenance of certain local roads but excludes the official state highway system and roads built under the local service road program. The past payments of less than $1500 per mile per year (now up to $2500) allowed for the costs for routine and periodic maintenance for lightly traveled routes. DOTPF records now indicate that maintenance costs for heavily traveled municipal routes can approach the $30,000 per mile range. Those records are computerized and lists all charges for similar roads within control areas. Signal systems cost several thousand dollars for maintenance and repairs for each intersection yearly.

In urban areas the quality of maintenance is directly related to expenditure. The DOTPF may expend three hundred thousand for signal maintenance yearly in Anchorage. If this does not allow for complete and immediate repairs to the traffic detection system, the intersection has a greatly reduced capacity.

The DOTPF, using federal funds, installed a modern Honeywell computer system for traffic signal coordination in Anchorage several years ago. The software package, however, has yet to be installed to make the system fully functional. As of this date, the computer is hand-fed one of several timing schemes depending on traffic conditions. When originally installed, the system was designed to be traffic responsive for maximum efficiency. The Municipality of Anchorage has indicated a strong desire to control the entire signal system but is hesitant to do so if offered only what the previous expenditures were. The budget should be based on a quality operation.

The major maintenance activities in the municipal areas include:

Snow and Ice Removal
Signing and Illumination

Signal Timing and Maintenance
Lane Striping
Pavement Sealing
Pavement Repairs
Landscaping, Planting/Mowing
Cleaning/Sweeping
Drainage Control

The state and municipal officials may vary in assigning priorities to the activities and generally there is no budget consultation.

There is a certain economy in the consolidation of maintenance activities on an area basis rather than on a street-by-street basis. Presently, the DOTPF and several municipalities "trade-off" routes for routine snow removal so that the equipment is not traveling with blades up between system streets.

CREATING TRANSPORTATION BOARD

HB 654

This proposed bill would create a DOT Board. The bill, if passed, might be the only method possible to make the DOT function efficiently. Currently the directions to the DOT come from the Governor, the Administration, the Legislature, the four Deputy Commissioners at the DOT Headquarters, and the several Directors within each region.

The workers, the few that are left, receive these various directions which are usually conflicting and at odds with one another, and the predictable result is that production and morale are extremely low.

Almost all of the other States have gone to a Board of Commissioners due to the very same problems that are currently confronting the State of Alaska DOT. Other States have found that an unsalaried Board of Commissioners is the sole body that filters the directions from the Administration, the Legislature, and other interested agencies, and gives a unified single direction to the DOT organization. This has generally resulted in a stable long-range program without constantly juggling priorities.

You may consider requiring the appointment of members to represent both major political parties equally with one independent member, so that all major political factions would be represented regardless of who occupies the Governor's mansion.

The current DOT is not and has not functioned effectively since its inception in 1977. Since that time, there is $50,000,000 in Federal Highway funds that should have been spent to upgrade the existing transportation system in the State. Instead, the money is on the Federal Aid books and it will soon be lost to the State. Even if the money is obligated by some miracle in the near future, inflation will have eroded its potential to repair and reconstruct the thousands of miles of highways that are disintegrating due to lack of maintenance and reconstruction.

This bill and HB 651 appear to conflict since they are both creating Commissions that have authority to plan for and implement transportation systems. HB 651 has authority just for the Marine Highway System whereas HB 654 is intended to have overall authority for all transportation modes. Generally, when you have overlapping authorities, you end up with infighting to gain greater control and the end result is lower efficiency due to the transportation planning going in too many directions. The Marine Highway is tied directly to the Land Highway System and the authority for both modes should remain under one Board of Commissioners.

Sec. 6. AS 44.42.050 (d) should be revised to include a 10% contingency to cover project overruns in design and construction. All too frequently several major and badly needed projects are delayed because there are insufficient or no funds set up to cover these overruns. It should be notes that most overruns are not the result of mistakes, but they are usually caused by additions to the projects demanded by State and Federal agencies or as a result of requests made at public hearings.

Sec. 8.AS 44.42.055 (b) (1) The budgets requested by the Commission should be prepared by the Department Heads in the lower echelons who are responsible for project development. Too often during the last few years, the budgets have been made out by the new Directors who have recently been brought into the DOTPF who really have no conception of the needs of their departments. Great sums of money are being expended by the DOTPF, but in many cases, the funds are geing misspent. Funds for outside travel, especially to the Planning Section, are being allocated, where in fact, the funds could be spent to increase productivity in the Department by purchasing desk computers, and some of the latest state of the art survey and drafting equipment.

(2) The Board of Commissioners would be more receptive to Municipal demands than the current isolated and insulated Commissioner and Deputy Commissioners. For instance, the City of Valdez has repeatedly requested the minor expenditure of DOT funds for the extension of the bike path from the Airport Road intersection along the Richardson Highway to the new recreational complex at Mile 1.5. There have been five automobile fatalities and one bike fatality in this area during the last five years. The City has been told that there are higher priorities than this bike path. The people closest to the transportation problems usually have the best solutions to those problems. The duties of the Board of Commissioners, as outlined in this bill, would require the Board to listen to public input from the municipalities and from other public and private organizations.

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF LAW

OFFICE OF THE ATTORNEY GENERAL

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PHONE: (907) 465-3600

3603

April 2, 1982

Honorable Bette Cato
Representative
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

Dear Representative Cato:

In our review of CSHB 651 we have identified certain flaws in the legislation as it is currently presented. We are passing our ideas along to you in the hopes that our review may be useful in marshalling your arguments pertinent to the legislation.

1. Section 19.70.020 contains a few practical problems as well as a constitutional difficulty.

   A directorship of six individuals seems guaranteed to lead to tie votes potentially deadlocking the policy making activities of the board. This could be eliminated by making the commissioner of transportation a voting member or by adding language similar to AS 44.88.050 which provides a tie breaking mechanism for the board of the Alaska Industrial Development Authority. The mechanism calls for the submission of tie vote matters to the governor. His decision breaks the tie.

   The non-voting membership of the commissioner of transportation is tokenism. Our review of other independent entities within state government indicates that commissioners of departments connected with the independent entity are voting members of the body of directors. We have discovered no logical reason to deviate from that precedent.

03-C5LH

The confirmation of directors by the legislature is directly contrary to Bradner v. Hammond, 553 P.2d 1 (Alaska 1976), which defined the parameters of Article III, Sections 25 and 26 of the Alaska Constitution pertinent to the confirmation powers of the legislature. Legislative confirmation is appropriate only for heads of principal departments and boards or commissions of principal departments and regulatory or quasi-judicial agencies. The proposed ferry authority is clearly outside the class intended to be subject to confirmation.

2. Section 19.70.040 excludes legal counsel from classified service under AS 39.25. This language should be clarified so that no authority to hire independent counsel can be inferred. Use of the attorney general as counsel will maintain the chain of supervision within the executive branch. Alternatively, a section specifically stating that the attorney general is counsel would be appropriate.

3. Section 19.70.140 seems to imply that the authority is outside the operations of the Administrative Procedure Act (APA) but that access to public records and open meetings are guarantees nevertheless. This language is superfluous in that all organizational units of the executive branch are bound to adhere to all of the provisions of the APA unless expressly excluded by law. Alaska State Housing Authority v. Dixon, 496 P.2d 649(Alaska 1972).

4. As a general position, the Department of Law, does not favor the creation of independent authorities. This policy is especially applicable to the proposed ferry authority in that the functions of the marine highway system are uniquely governmental in nature and not akin to the class of entities typically associated with independent proprietary authorities. We feel this point could be developed into a strong policy argument against the creation of this specific authority.

Finally, even assuming that the creation of a marine highway authority would be desirable, this legislation lacks certain key elements:

1. Neither the "purpose clause" in Section 1 nor the language of Section 19.70.010 are sufficient to demonstrate qualification for federal tax exemption. Certain buzz words are necessary to fullfill federal tax exemption requirements. Phrases such as "necessary for an essential government purpose" or "necessary public purpose" must be specifically stated in the purpose clause.

   We further suggest a detailed statement of findings and policy in addition to a purpose clause. Examples of adequate phrasings may be found in AS 44.83.010--44.83.070, the Alaska Power Authority or AS 44.85.005--44.85.020, the Alaska Bond Bank Authority.

2. Typically, the real and personal property, assets, income and receipts of authorities are specifically exempted from state taxation. Examples of language may be found in AS 44.82.150, the Alaska Gas Pipeline Authority or AS 18.55.70, the Alaska Housing Authority.

The above represents the Department of Law's objection to this bill. Please call us if you have any questions about our analysis.

Very truly yours,

WILSON L. CONDON
ATTORNEY GENERAL

By: Mary-Margaret O'Connell
Mary-Margaret O'Connell
Assistant Attorney General

MMOC/prm

This is an exerpt from the House Transportation Committee Final Interim Report.

SUMMARY OF CONCLUSIONS AND RECOMMENDATIONS

Effective July 1, 1977, Sec.1, Executive order 39, provided for the creation of the Department of Transportation and Public Facilities. The new department consolidated the former Department of Highways and the Department of Public Works. DOT/PF was mandated to administer and construct statewide capital improvement projects in the following categories:

1. Highways and local service roads and trails,
2. International, truck, and secondary airports,
3. Marine transportation carriers,
4. Harbor and port facilities,
5. Public building facilities,
6. Communication-related facilities and structures.

Justification for the department consolidation was based on the belief that the state would best be served by the creation of a single department for planning, study, development, management, and operation of an integrated intermodal transportation system. It was presented as

a step forward—merging the departments would lead to greater efficiency and save the taxpayers tremendous amounts of money.

Since consolidation, time and the record show neither aim was accomplished. Projects have been delayed, facilities have deteriorated, and the operating budget has soared. The expected integration has not occurred; the design modes are still separated. By statute "the functions of the department are to be performed within each state region, to the maximum extent feasible". But consolidation has in effect created satellites to an extremely powerful headquarters staff.

When Robert Ward was appointed as second commissioner of DOT/PF, contractors who had been highly critical of the department were relieved. They believed, "Bob Ward is a good administrator; if he can't straighten out the department, no one can." Commissioner Ward has accomplished much but DOT/PF organization is cumbersome and the responsibilities excessive. The department has been labeled a monster by the newspapers, the public is disillusioned, and most legislators of the past four years, are appalled. Critics and objective appraisers alike conclude that the department, as it presently exists, cannot function effectively nor meet the needs of the public. Status reports list allocations that date to 1972 and perhaps before. Many of the projects funded in 1974-75 are in the design state. Two major upheavals of this past year are the proposed transfer of DOT/PF personnel out of Juneau (although this move has been fought by the legislature and the Lt. Governor, it has been slowly occurring) and the threat by Dalton Highway users to cease traveling the road because of its dangerous

conditions due to lack of maintenance. Millions need to be spent in reconstruction of roads and bridges, as proposed in the assessed needs in the policy statement draft. The only needs identified for new projects are docks and harbors. In Alaska it must be recognized that with the lack of in-state manufacturing, transportation should be geared towards import and export trends. The current transportation policy addresses in-state movement of goods and persons but falls short of considering export trends. With the export of energy resources in the near future as well as mineral and agricultural exports, the failure to recognize this important facet of Alaska's economy cannot continue.

All of the foregoing indicates that state transportation is simply not being developed and will not be in the future under the present organization structure.

The House Transportation Committee Chairman Cato, has requested legislation to be drafted which will resolve the following:

1. Remove the function of providing non-transportation public facilities from DOT/PF and place it in the Department of Administration. DOT/PF will thus become a department of transportation, and as such should not be involved in "public buildings", as they are not a part of the transportation system. The design and construction of such buildings are contracted to the public sector. Public buildings are not now, nor will they ever be, integrated into the system. Further, the purely administrative functions regarding same to not require transportation expertise.

The department should not be in the business of leasing office space for all state agencies, maintaining schools, etc.

2. Regionalize DOT/PF into five regions. Each regional district should have a director with regional authority for planning, design, and construction, provided each is compatible with an approved plan. District plans would be considered final unless disapproved by the department within a specified time. Budgets would be submitted to the department by each district and then presented to the governor and legislature, by district. The district director would be required to have at least five (5) years experience in transportation, construction or engineering. Addressing regionalization in legislation is most important in a state of great size and differing geography. The present commissioner's response to criticism regarding lack of regionalization has been to create three, rather than five, regions.

3. Two phase funding should be employed for "add-on" projects, i.e. those not included in the Governor's budget. The first phase would be for planning, and the second for construction. Legislative requests often tie up money for years because problems develop in the planning and design areas. Under this plan a better estimate would be available for the cost of a capital project before construction monies are appropriated.

4. Establish a Marine Highway Authority. The Department of Transportation should not be "running the ferries." Criticism through Alaska has been vociferous regarding the entire existing system—from tariffs, to service, to providing information.

Operation of a major ferry system should not be the charge of a state agency, particularly when the agency is forced to be a giant conglomerate.

5. Allow cities or boroughs to assume maintenance within their boundaries, for road and highways. This problem was identified at public hearings across the state two years ago. The problem is funding! The draft legislation should require the department to pay for this local maintenance at the same monetary rate as at present.

6. Change DOT/PF budget cycle from July to October. This change would make it possible to coincide with the federal funding cycle and alleviate current problems of dual budgeting and funding.

7. Establish a transportation board. This board would determine transportation policy as well as approve transportation plans, department programs and budget. It would also appoint the commissioner. Thirty-three states have either a transportation commission, a board of transportation, or a highways commission. It is apparent--from reviewing the organization of departments of transportation in other states--that the public is greatly involved in all levels of policy making, planning, and the setting of priorities. Appointed commissions or boards serve the public interest in all aspects. These entities are usually responsible for:

1. Appointing a director of transportation,
2. Program planning,
3. Administrative practices,
4. Awarding contracts,

5. Progress reports to the legislature,

6. Annual reports to the governor,

7. Development of a statewide transportation plan,

8. Proposing and establishing policy.

Presently, in Alaska, all powers are in the sole control of one state department. A transportation council, established by the Governor, serves only in an advisory capacity. A transportation board's membership need not change with the election of a new governor; overlapping four year terms would insure continuity for transportation functions, i.e., set up in the same manner as most state boards and/or commissions are in Alaska.

Some of the identified transportation problems cannot be easily rectified by legislation, thus we address them with recommendations as follows:

1. Problem - Lack of public hearings on projects (those in the Governor's budget and the legislature's add-on projects).

Recommendation - The Transportation Committee recommends to the Speaker of the House that the standing Committee on Transportation review all projects proposed prior to inclusion into the budget.

2. Problem - Lack of maintenance on highways, bridges, etc.

Recommendation - The chairman of the House Transportation Committee should request the commissioner of transportation to recommend a formula to be incorporated each year into the

budget for maintenance, based on the department's recent compilation of highway maintenance costs.

3. Problem - Maintenance on the Dalton Highway.

Recommendation - The Committee should schedule hearings on Dalton Highway maintenance. Highway users and DOT/PF representatives should be asked to testify.

The Chairman should request the Commissioner of DOT/PF to investigate the possibilities of contracting with a prime contractor for overall maintenance and management, with the responsibilities for sub-contracting, etc.

The Committee should request an investigation regarding turning the Dalton Highway into a toll road.

4. Problem - Standards and setting of priorities.

Recommendation - Standards and setting of priorities should be developed by DOT/PF and documentation submitted to the legislature.

5. Problem - Size and weight restrictions are written, administered and enforced by four separate entities.

Recommendation - The Committee should investigate regulations in the DOT/PF in conjunction with Administrative Regulation and Review Committee.

6. Problem - Responsibility of Road and Highway Maintenance.

Background - There have been disputes between DOT/PF and Bureau of Land Management, Department of Natural Resources and others regarding jurisdiction on certain roads and in subdivisions. Consequently, nobody performs the necessary work.

Recommendation - The Committee should further investigate maintenance responsibility.

HB 652 "An act authorizing the transfer to certain municipalities of responsibilities of the Department of Transportation and Public Facilities for maintenance of state highways; and providing for an effective date."

As in HB 654 Sec 12 which provides for local control of public works projects, this act provides for local control for maintenance of state highways within a municipality. (Should take the word "state" out of the title) On page 2, line 5, (d) this section was put in to allow the commissioner some latitude in deciding amounts on monies to the municipality. There should be the provision that additional monies may be provided by the municipality or possible some "percentage of cost" clause that the municipality should pay in so that it is not a total expenditure of dollars to the municipality without control or accountability. Otherwise, the municipality could just assume an agreement to leverage state dollars into them, and transfer dollars at will to other areas.

This request is in line with a Fairbanks Chamber of Commerce Recommendation.

HB 653 "an act changing the fiscal year of the Department of Transportation and Public Facilities; and providing for an effective date."

As the title implies, this is what this act does. It also speaks to unexpended balances for different durations of time. Sec. 6 may need some work. It carries out appropriations for the "life of the project". We may want to change this in committee to" final completion of the project". This same section provides that a statement supporting the amount of the unexpended balance requiring to complete the projects..and the amount that may be lapsed shall be recorded with the Department of Administration.

This would give an idea where there are hold ups and what the problems are, also what monies may lapse.

This act will take effect June 30 of 1982, this next fiscal year. This may cause problems with budget preparation. A budget could be approved for a twelve month year and a separate consideration for a three month cycle, or a fifteen month budget could be prepared.

House Bill 654

This is "an act relating to the Department of Transportation and Public Facilities and establishing a board at the Department of Transportation and Public Facilities and providing for an effective date."

This bill establishes a board of transportation mad up of 7 members.
two members with highway construction experience
two members with aeronautical experience
one member with a maritime background
one member with to be an economist
one member as graduate of an accredited law school

Members serve overlapping terms with no member serving more than two terms.

The board shall: "Recommend policy for adoption to the legislature to assure the development and maintenance of a comprehensive and balanced statewide system that will meet the needs of the people of the state for safe and efficient transportation services." The bill outlines considerations for the board in their preparation of these policies from page 2, line 17 through page 5 line 4.

On page 5, line 12 (d), ..." the board shall supervise the execution (of the plan) by the commissioner of other statutory powers and responsibilities granted to the commissioner by law.", which gives added accountability from the commissioner to the board.

The board may adopt regulations. The board shall adopt regions in the state. The functions of the department.. shall be performed, to the maximum extent possible through the regional office. Region directors are appointed by the commissioner. (Recall that the board has supervisory powers here too, see paragraph above) ***In this section you may want to include better intent language to further define "to the maximum extent possible"

This bill also elaborates on the "plan" for transportation from Sec. 4, page 5, line 26 through Sec. 6. This Sec. 6 speaks to "two year" plan but does not address two phase funding. See HB 560.

Sec. 7 through Sec. 10 speaks to Public Facilities and outlines procedures for the public facilities and other plans.

Bill Analysis by Rep. Bette Cato's office

HB 651

"An Act relating to ferries and ferry terminals and establishing the Alaska Marine Highway Authority"

Sec. 1 Purpose : The purpose of this act is to establish an authority for the operation, management, and planning and construction of facilities for the marine highway system that is independent of state government. The authority shall be the exclusive state agency directly associated with the operation, management, planning and construction of facilities for the marine highway system.

Sec. 2 Adds a new chapter 70 to title 19; AS 19.70.010, ALASKA MARINE HIGHWAY AUTHORITY.
This section creates the Marine Highway Authority as a public corporation of the state. The corporation is an instrumentality of the state in the Department of Transportation and Public Facilities but has a legal existence independent of and separate from the state and continues until its existence is terminated by law.

Sec. 19.70.020. DIRECTORS Directors, consists of seven directors, the commissioner of DOT/PF, ex-officio, (non-voting), and six directors appointed by the governor with the following qualifications; a representative of commercial carriers, representative of the maritime industry, a representative of the tourism industry, and three members of the public representing regions, Region 1, southeast Alaska, Kodiak, Region 2, and Region 3, southcentral (Prince William Sound).

Most language in this section is boilerplate "board" language pertaining to qualifications, conflict of interest... Directors serve without compensation, but are entitled to travel and per diem expenses.

Sec. 19.70.030 OFFICERS AND QUORUM The directors elect a chairman from their number. The directors shall elect a secretary that need not be one of the directors. Four directors constitute a quorum. Majority motions or action may be taken.

Sec. 19.70.040 STAFF The authority may employ staff, may contract for services in exercising it's powers.

Sec. 19.70.050 POWERS OF THE AUTHORITY Sets out powers and obligations of the authority.

Sec. 19.70.060 authorizes the name for the system; "ALASKA MARINE HIGHWAY SYSTEM."

Sec. 19.70.070 COMPREHENSIVE LONG RANGE PLAN, mandates a comprehensive long range plan for the marine highway system that shall be updated at least every five years.

Sec. 19.70.080 ACQUISITION OF LAND AND EASEMENTS, sets out procedures that the authority utilizes to acquire property.

Sec. 19.70.090 AUTHORITY TO PURCHASE PROPERTY FOR THE PURPOSE OF EXCHANGE allows the authority to purchase property for exchange.

Sec. 19.70.100 VACATING OF LAND OR RIGHTS IN LAND, This section allows the authority to vacate land or use rights by filing a deed in the appropriate recording district. Upon vacating, title reverts to persons, heirs, successors, or assigns in whom it was vested at the time of the taking. The authority may transfer land tot he Department of Natural Resources for disposal, proceeds of which go to the General Fund.

Sec. 19.70.110. ANNUAL REPORT. By March 1 of each year, the authority shall submit to the governor and the legislature a comprehensive report describing the operations, income, and expenditures for the preceding calendar year.

Sec. 19.70.120 ANNUAL AUDIT Also by March 1, records shall be checked by a CPA. Allows a legislative auditor access to these records at any time.

Sec. 19.70.130 BUDGET AND APPROPRIATIONS The authority is funded by the legislature through the governor by the Executive Budget Act (AS 37.07) Money is directly appropriated and may be spent as authorized.

Sec. 19.70.140 PUBLIC RECORDS;OPEN MEETINGS. Subject the authority to open meetings and public records.

Sec. 19.70.150 NAMING OF VESSEL OR FACILITY sets guidelines for naming

Sec. 19.70.160 DEFINITIONS should be self explanatory.

Sec. 3 AS 19.60.010 and following sections of the bill are amended to read "authority" instead of "Department" giving the authority jurisdiction in law where the department had been specified.

No other substantive changes have been made in this bill

Bill analysis by Rep. Bette Cato's office

HB 652 "An act authorizing the transfer to certain municipalities of responsibilities of the Department of Transportation and Public Facilities for maintenance of state highways; and providing for an effective date."

This act provides a municipality the option for local control for maintenance of state highways and airports within a municipality.

Sec. 1 AS. 19.10.030 amends existing law to allow the responsibility for maintenance to be transferred to a municipality.

Sec. 2. AS. 19.20.013 is a new section (This relates to Highways)
(a) A municipality may, by resolution of it's governing body, request the transfer to it the responsibility of the department for the maintenance of state highways.
(b) states how the agreement between the department and the municipality shall be made.
(c) this section was put in to allow the commissioner direction as to the amount of monies to the municipality.
(d) authorizes a municipality the power to maintain highways and to enter into an agreement for such.

Sec. 3 AS. 02.15.062 is a new section to allow for local control of airport maintenance, with similar provisions as the highways section.

Sec. 4 effective date authority, July 1, 1982

*** Fiscal impact is estimated at zero, (Fiscal note attached), should represent a savings to the state once enacted, as well as provide for better maintenance.
*** The CS added "airports"
*** Bill is supported by the Alaska Municipal League and Dept. of Community and Regional Affairs position paper included in members files.

1740 Patterson Ct.
Anchorage, AK 99504
Sept. 11, 1981

Mr. James Eide
Director, Division of Marine
Highway Systems
Alaska Department of Transportation
and Public Facilities
Pouch R
Juneau, AK 99811

Dear Mr. Eide

This letter is one of complaint. I am writing it one month after beginning the ferry trip concerned, hoping that my comments will not be too colored by the intense disgust and anger aroused by the events of the trip.

On August 11, my wife, daughter, mother-in-law and I embarked from Seattle aboard the MV Matanuska, bound for Haines/Skagway, with a layover in Juneau. We had made reservations for the voyage during the preceding May, and had paid our fare the required 45 days in advance. At the time we made reservations we were unable to obtain stateroom reservations, and so made plans to have our names placed on the waiting list upon our arrival at the Ferry System office in Seattle. We did so, and subsequently obtained a room after departure from Seattle. That, and the pleasant treatment received from the Seattle office staff were about the only favorable aspects of the trip.

As we were traveling with a large camper, our tickets were written in such a manner that the Matanuska purser would not allow us to board except as a group in the camper. Inasmuch as foot passengers were boarded before passenger vehicles, we were among the last passengers to board the vessel. By the time we reached the passenger facilities aboard, the only remaining seats were located in the forward observation lounge. All deck seats and recliner seats were occupied by passengers, back packs, sleeping bags and other impedimenta. There was no effort by the purser staff to determine which seats were being used as seating and which were being used as convenient luggage storage. During the first several hours of the voyage, while stateroom vacancies were being checked, we occupied seats in the forward lounge. Throughout that time, over the public address system, the staff continually announced that all luggage would have to be removed from the lounge area, and placed in lockers. All lockers, unfortunately, were in use. Needless to say, we remained where we were, sitting with sleeping bags and toilet kits on our laps.

When we lodged a complaint with the purser about the boarding system used, he responded that "This is the way we've been doing it for twenty years, and we don't intend to change." That was the moment when I realized that the Ferry System was no longer under control of the State government, but under control of the crew.

I am convinced that passengers who are required to pay fares in advance should at least have equal opportunity for deck seating with those foot passengers who pay their fares on the date of sailing. As a matter of fact, I cannot see why the Ferry System cannot devise a means of assuring that those who pay in advance are allowed to board in advance. When a party is ticketed with a vehicle, only the driver needs to board with that vehicle. Why cannot your people adjust their system to allow others of the party to board with pre-ticketed foot passengers ?

off-loading of cargo vans. Yet, when preparing for loading at Seattle, all vehicles were lined up in an apparent effort to load them in reverse order of their destinations. In other words, vehicles going to Ketchikan were loaded after those destined for Wrangell. This makes sense, doesn't it ? But yet at Ketchikan, Wrangell and Petersburg, about a dozen vehicles were off-loaded, then re-loaded after cargo was discharged. The excuse given us, and t other inconvenienced passengers, was that "Safety rules" required this process. Then why go through the exercise of pretending to load cargo in reverse order of destination? To me, and to the other passengers who played "on and off the ferry" it seemed apparent that the first officer simply did not wish to be bothered with the extra effort required to load in sensible fashion.

There was sufficient time in Ketchikan for most passengers to do some sight-seeing. However, those of us who were waiting on the dock to reload our vehicles were told to remain with the vehicles, as we would be reloaded as soon as all cargo was removed. About a half hour after all passengers had returned to the vessel, our vehicles were reloaded. Again, it seems to me to be more inconsiderate handling of passengers. There was no reason for us to remain dockside with our vehicles. It simply was easier for the person responsible for cargo loading to do it that way.

Incidentally, the first officer, whose name I failed to get, very coldly informed me after a similar botchup in Wrangell, that I "should stop chipping teeth", and let him get on with his very important job. Frankly, the urge to chip a couple of his teeth was almost overpowering. To think that I've paid taxes for over 20 years to support a clod of this type!

On reboarding after the scheduled stop at Sitka, we were informed by an assistant purser that our ticket was improperly prepared, and that we might not be able to reboard. This was our fourth boarding of the vessel, and only now was our ticket unacceptable. The young lady was polite, and when she realized that I was at the extreme limit of my patience with the ferry crew, she allowed us to board, and subsequently corrected our ticket, blaming the problem on an error by inexperienced clerks at the Anchorage office. I don't care whose error it was, it should have been detected at our first boarding, not our fourth !

After stopping over in Juneau, we boarded the "Columbia" on Aug. 17 to continue our trip to Haines. Thankfully, we had no problem boarding, and met a young man who seemed to know what he was doing. Probably one of your lower-paid employees, he was responsible for lining vehicles up prior to loading. He knew his job, and was able to communicate very effectively and politely. Frankly, you might want to groom him as a purser or first officer. At least he wasn't alienating passengers!

Once aboard the "Columbia", however, we again found that seating was at a premium. Boarding had been at about 2:00 AM, and most seats and sheltered areas already had been claimed. However, in the recliner lounge area, we found that people were sleeping on the floor between the seat rows, having the effect of occupying three seats for one passenger.

The watchman didn't seem too concerned about that. Not nearly so concerned as he was about my wife sleeping on the floor in front of his time clock. When he needed to punch in on the clock, he simply prodded her with his foot and told he she'd have to move.

Our plans had been to go by ferry to Skagway from Haines, but after the experiences detailed in this now over-long letter, we elected discretion as the better move, and left the vessel in Haines to return to Anchorage.

several years. Very honestly, I have no intention of ever boarding an Alaska ferry again, and I certainly will do my best to discourage others from doing so.

While I understand the basic need for the ferries as transport for residents of Southeast, and concur fully in the validity of the concept, I have found nowhere in your travel promotional materials a warning that such inconveniences should be expected, or that the system hires surly officers so as to discourage pleasure passengers.

We found most of the deck and dining crew to be pleasant, cooperative and interested in assuring that we enjoyed the voyage. The pursers (there were two plus assistants on the voyage to Juneau) and the first officer we encountered have left a bad taste we'll be a long time forgetting. Other passengers commented to us from time to time, also, about the apparent lack of interest in passenger care exhibited by these officers.

I have taken time to write this letter because I am deeply disturbed that the State of Alaska will tolerate attitudes of the kind we encountered among its employees, and particularly so in a group which represents much of the first impression visitors from outside will have of our State.

I am sending copies of this letter to my area legislators, and to the editors of the various newspapers in the Southeast ports touched by the ferries. Copies also are going to the various tourism promotional groups in the State.

In the future, I will recommend to friends and acquaintances planning a trip aboard the ferry system that they think twice before making reservations.

I believe that you and your administrative staff should take a careful look at the procedures used to ticket passengers, at the methods used to determine loading/offloading procedures, and that you should make a very careful examination of the public relations attitudes of ships' crews and officers, particularly those who are in daily contact with passengers.

Sincerely

Samuel C. Akin

Recently, news reports have referred to possible legislative action to restructure the Department of Transportation and Public Facilities, or to establish a separate operating agency for the Division of Marine Highways which operates the Alaska Ferry System.

Last summer, our family had the distinct displeasure of traveling from Seattle to Juneau aboard the ferry system vessel MV Matanuska. I was embarrassed for all Alaskans to hear the comments about the voyage by visitors from out of state, and I was tremendously disappointed in the functioning of a group of state employees who are the first Alaskans many of our visitors encounter. So disappointed, in fact, that I wrote the attached letter to the System Director, Jim Eide.

Mr. Eide responded to my letter, but in the ensuing months, I have misplaced that letter. His response was polite, but only apologetic, not giving any indication that serious effort would be taken to improve the situation which ruined our trip.

I hope that when the matter of restructuring the DOT/PF arises, you will take some of the information in my letter to Eide as a basis for considering the problem. The present DOT simply is too massive and unwieldy for any single person to control, and long-entrenched employees have made plain that they have no interest in improving their performance or the system's operation. If the ferry system is to continue as a viable substitute for highways in Southeast, some action must be taken to bring the organization back under control of properly constituted authority. At the moment, it appears that only union membership carries authority within the ferry system.

You may use my letters in whatever fashion you deem appropriate.

Sincerely

Sam C. Akin

City of Nondalton
General Delivery
Nondalton, Alaska 99640

March 9, 1982

Rep. Bette Cato
Pouch V
Juneau, Alaska 99811

Dear Rep. Cato:

In reference to HB 652, I would like to take this opportunity to inform you of the rural area support for this bill.

If the municipalities could maintain airports and highways, the cost of state government would be less and maintenance would be from day to day instead of item by item.

Please keep us up to date on the progress of this bill and amendments if any.

Sincerely,

James D. Wilson
Mayor of Nondalton

JDW

STATE OF ALASKA

DEPT. OF COMMUNITY & REGIONAL AFFAIRS

OFFICE OF THE COMMISSIONER

T. S. HAMMOND, Governor

POUCH B
JUNEAU, ALASKA 99811
PHONE: (907) 465-4700

FEB 24 1982

POSITION PAPER ON HOUSE BILL 652

House Bill 652 authorizes and establishes a method by which the state may transfer road maintenance responsibilities for state highways to municipalities.

The Department supports this bill as it adds an additional option in the area of road maintenance which in many cases may be a less costly alternative than continued state maintenance. The present situation often creates redundancy with the state and municipalities each having to provide staff and equipment to maintain their respective roads. The Department notes that the bill excludes boroughs (the majority of which exercise road powers on a service area basis only). The Department believes that the Legislature should consider including boroughs under this bill on the condition that the borough accepts the transfer of responsibilities on a comprehensive (i.e. areawide) basis.

The Department supports the idea of granting local governments with as many responsibilities as they are capable or desirous of managing. Resources to administer these services should also be provided. This philosopy is reflected in existing State programs which provide financial aid to local governments and is even more clearly exemplified in SB 716/HB 746, the Governor's proposed revenue sharing reform bill.

STATE OF ALASKA

EPT. OF COMMUNITY & REGIONAL AFFAIRS

OFFICE OF THE COMMISSIONER

JAY S. HAMMOND, Governor

POUCH B
JUNEAU, ALASKA 99811
PHONE: (907) 465-4700

FEB 24 1982

February 24, 1982

The Honorable Bette M. Cato
Chairperson, House Transportation Committee
Alaska House of Representatives
Pouch V
Juneau, Alaska 99811

Dear Representative Cato:

RE: HB 652

Enclosed please find the Department's position paper on House Bill 652. If you have any questions regarding our position on this legislation, please feel free to contact us.

Sincerely,

Lee McAnerney by RA

Lee McAnerney
Commissioner

Enclosure: Position Paper HB 652

House Bill 650

This bill relates to Capital Improvement Projects proposed by the Legislature. The idea of funding these projects in two phases could be very helpful because it has been my experience that without the detailed analysis of costs and the schedules contained in the Governor's Capital Improvement Program, it is very difficult to come up with a realistic cost estimate and construction schedule. The two phase funding approach would give everyone an opportunity to make these detailed estimates. This bill will, for all practical purposes, eliminate the public criticism directed at the Legislature and the Department resulting from inaccurate scheduling and poor funding estimates.

FEB 17 1982

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

OFFICE OF THE COMMISSIONER

POUCH Z
JUNEAU, ALASKA 99811
(TELEX 45-328)

February 17, 1982

Honorable Bette Cato
Alaska House of Representatives
Pouch V
Juneau, Alaska 99811

Dear Representative Cato:

I would like to take this opportunity to express the Department of Transportation and Public Facilities support of the concept of phase funding of capital improvement projects proposed by the Legislature as introduced by your House Transportation Committee in H.B. 650. The Department uses the concept of funding capital projects by phases and has found it helpful in determining the optimum scope of projects and in the preparation of reliable cost estimates. Phase funding also allows appropriations for funding of construction of capital projects to be made just prior to the construction season. This eliminates the problem of appropriations being made but unspent for several years. Any possible negative impacts derived from phase funding would be more than off set by the advantages.

Sincerely,

Robert W. Ward
Commissioner

25A-T1LH

JUNEAU EMPIRE, MONDAY, MARCH 9, 1981

Ferry wages discussed

By LORI EVANS
Empire Staff Reporter

Everything from selling the ferry fleet to a private corporation to establishing wages that reflect the cost-of-living between Alaska and Seattle are being considered as alternatives to induce ferry workers to move to Alaska, according to a list released by Juneau Sen. Bill Ray, chairman of the Senate Transportation Committee.

Ray and three members of his committee, along with House Transportation Committee Chairwoman Bette Cato, D-Valdez, presented the list of 15 alternatives to ferry workers — about 34 percent which live outside Alaska — during meetings this weekend in Seattle.

In addition to selling the fleet and favoring Alaskan ferry workers with higher wages, other alternatives in the list include:

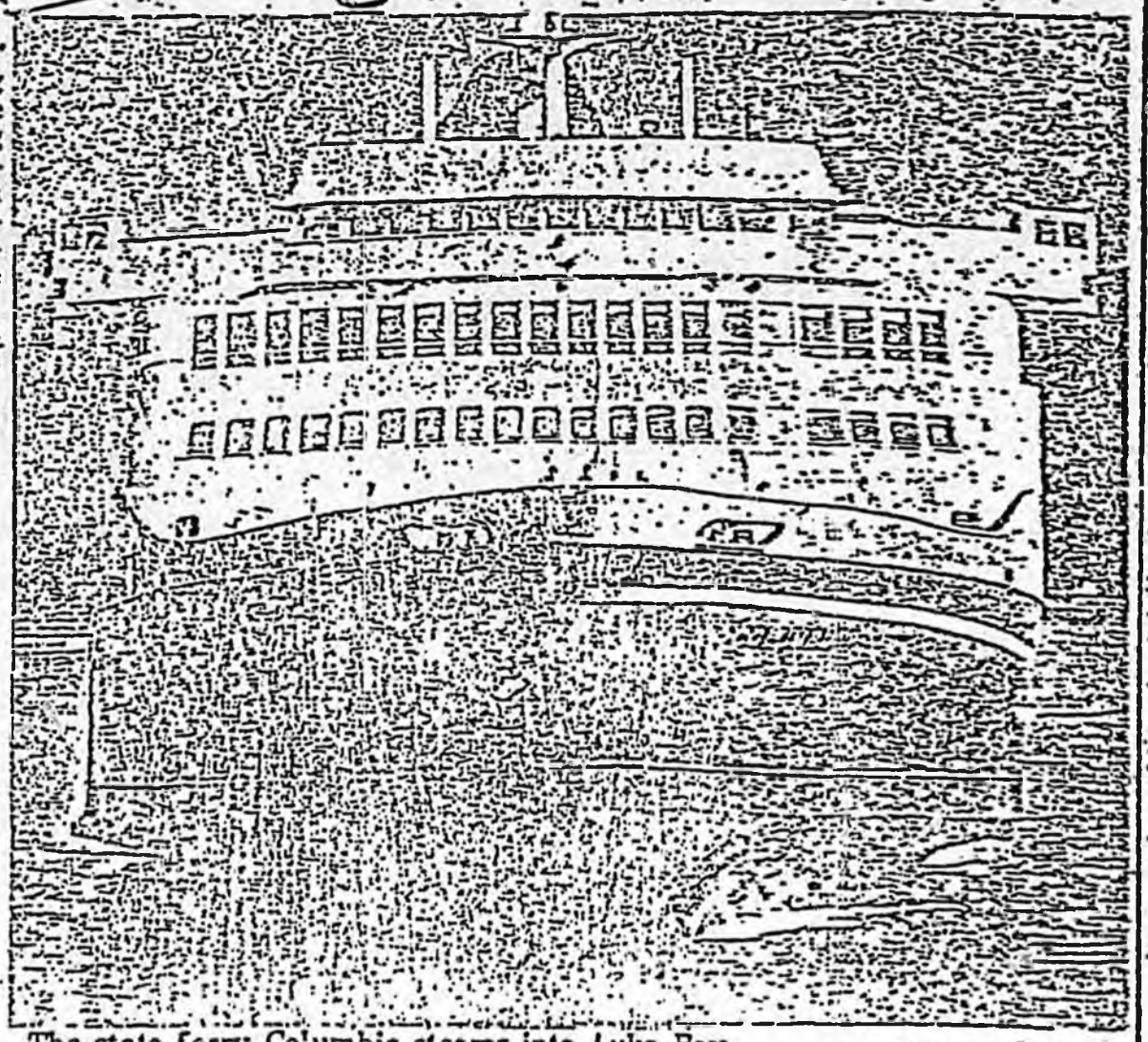
•Paying a cost-of-living allowance to Alaska residents;

•Discontinuing Seattle service and establishing Prince Rupert, British Columbia, as the southern terminus;

•Placing a Malaspina or Columbia class vessel on the Seattle run for twice weekly service between Seattle and Ketchikan with all other vessels on intra-state routes only;

•Minimizing lay-up time in Seattle by using Ketchikan and Juneau as lay-up terminals. Seattle would only be used for dry dock for a maximum of two weeks per year;

•Giving preference to Alaskans in hiring;



The state ferry Columbia steams into Auke Bay

•Reclassifying ferry workers to eliminate the right to strike;

•Mandating a state stance on hiring practices, eliminating Seattle-based union hiring halls;

•Replacing mainline vessels with a fleet of hydrofoils with smaller crews. (five to seven compared to 25 to 50) and completely automated engine rooms with independent wheel house control;

•Contracting with a private management firm to operate and manage the ferry system;

•Placing ferry workers in a partially exempt or exempt service;

•Encouraging ferry workers to decertify Seattle based unions in favor of Alaska-based organizations.

Ray said the purpose of the weekend meetings was to present union officials with ideas being considered to entice ferry workers to live in the state.

While Ray said the meeting, which lasted about four hours, was "positive," he added it is too early to say what — if anything — came of it.

Of the approximate 645 people employed on the ferries about 220 live outside of Alaska.

A real puzzler

THE OPERATION of Alaska's ferry system has always been something of a mystery to those who live in this part of the state. It appears that it likewise is pretty much a mystery to those who live in Southeastern Alaska, where the ferries are an important slice of the social and economic life.

Who could make much sense out of spending millions of dollars to build and staff vessels, only to assign the three largest ships in the fleet to be tied up and left idle at the Port of Seattle for one quarter of the year?

THAT'S THE WORD this week from the state's Marine Highway office, which announced that budget cuts imposed by the 1981 legislature will force cancellation of all service between Seattle and Alaska next March, April and May. During that period, the largest ships will be tied up at dockside and smaller ferries will make runs between Prince Rupert, B.C., and Southeastern Alaska ports.

Service will be continued to and from Seattle through the winter months of December, January and February — a time when it would seem that traffic would be light. But the other side of that coin is that winter driving conditions are such that ferry business might be lost because people would be reluctant to undertake the 900-mile drive from Seattle to Prince Rupert.

GOV. JAY HAMMOND has said on previous occasions that the best way to save money on ferry operations is to keep the vessels tied up and out of operation. This latest move indicates that the experts managing the system agree.

But it's a funny way to way to run a ferry system — or so it seems from a distance, at any rate.

If the demand isn't great enough to support the system, or if the rates can't be set high enough to bring in reasonable revenues measured against operating expenses, this move is nothing more than a stopgap remedy.

The situation calls for a long-term solution. That doesn't appear to be forthcoming from Juneau.

As it is, docking the ferries is good business for the Port of Seattle. But how it helps Alaska is — as we said at the beginning — a real mystery.

Q: Dec 10/15/81

Editor and Publisher

WILLIAM J. TOBIN
Associate Editor
And General Manager

DREX HEIKES
Managing Editor

Anchorage Times

Heavy seas

IN ALL the operations of the state government, there must be nothing more difficult than running the Alaska marine highway system. Things have not been going well with the ferry service. As a matter of fact, the situation hasn't been good for a long time.

Granted, it's proper to expect high performance from all those who draw state pay for providing public services. True, it's disappointing when things don't seem to function properly. Admittedly, it's all too easy to be critical when that happens.

A new legislative report makes the marine highway operation a matter of timely concern. A $16.5 million refurbishing job on the ferry Taku, it was reported, has left the vessel listing, with serious mechanical and structural deficiencies.

Who's to blame?

ACCORDING TO Sen. Bill Ray, the Juneau Democrat who heads the Senate Transportation Committee, the fault lies with the Alaska Department of Transportation and Public Facilities, the agency that directs the ferry system.

Department officials deny the allegation. They say the legislative investigation, conducted by Sens. Ray and Ed Dankworth, the Anchorage Republican who is co-chairman of the Senate Finance Committee, was inadequate and deficient itself.

Indisputably, there is concern over the way the ferry system is being run. Complaints are common about the mishandling of passenger bookings. Hardly anyone can be certain that schedules will be met because frequent mechanical breakdowns result in cancellation of sailings. by-word for customer relations. There has been a running battle over the propriety of having Alaska ferries manned mainly by crewmen who live in Seattle. The ships seem to spend more time tied up in Seattle for repairs and servicing than they do in plying their routes. Things are so bad financially that Gov. Jay Hammond has canceled service to and from Seattle for three months early next year.

Rather than emphasizing the negative, however, Alaska's goal should be to find a positive approach to correct the problems and make the system sail smoothly. Surely there must be a way — or is the situation so hopeless that the only alternative would be to abandon the whole operation?

NOBODY WANTS THAT to happen. The ferries were conceived primarily to provide surface transportation between the island cities of Alaska's scenic Southeastern panhandle, where it is impossible to build highways in the traditional sense.

The task of operating the system is one of the many responsibilities of the Department of Transportation. Maybe that's one of the problems. It could be that the duties and responsibilities of the department and its people are so wide-ranging that, bureaucratically speaking, effective management is impossible.

The first step may be to provide the department with effective assistance to examine its structure and procedures — not in an atmosphere of accusation and condemnation but with a positive approach aimed at corrections that will make the ferry system work.

Clearly, something

MAR 9 1982

Woodrow Johansen
P.O. Box 80422
College, AK. 99708

March 3, 1982

Subject: House Bills/DOT&PF

Steve Soenksen
Administrative Assistant
House Transportation Committee
Alaska House of Representatives
Pouch V
Juneau, Alaska 99811

Dear Mr. Soenken:

I want to thank you for the opportunity of reviewing the seven pieces of legislation recently introduced to the House of Representatives concerning reorganization of the Department of Transportation and Public Facilities.

I found the proposals interesting and it is heartening to know that there are concerns in Juneau for the efficient administration of the transportation segment of the state government.

I cannot agree with all proposed changes but they definitely are a starting point for discussion.

There are attached my comments on the bills submitted in numerical sequence.

Sincerely,

Woodrow Johansen

Attachments

MAR 9 1982

House Bill 648

This bill is an attempt to streamline the functions of the Public Facilities Section of the Department of Transportation and Public Facilities by transferring the Public Facility functions to the Department of Administration.

I have always felt that to efficiently administer a function, the administrator should have a working knowledge of the function he is administering. To transfer these functions to Administration is to create more chaos in an organization that is just now recovering from the changes instituted by the organization of the Department of Transportation and Public Facilities and from the added responsibilities dropped on them through the tremendous Capital Improvement Program instituted by the legislature in recent years. I believe this function should be split away from the Department of Transportation and Public Facilities but when you consider the magnitude of the program which they administer and if the functions of Building Maintenance were made a part of these responsibilities (and after all Building Maintenance should be a part of the function of such an organization), there is no doubt in my mind that the Division of Public Facilities is large enough to stand alone as a department. If you will examine the Department of Fish and Game, the Department of Natural Resources, the Rural Education Districts, and study the facility planning, design and construction now being handled by continually expanding architect engineering functions within these organizations, all of which should be handled by the Department of Public Facilities; there is every justification that such an organization could stand alone among the departments of state government.

If it is contrary to the thinking of the Transportation Committee to consider such a plan, I believe, then, that the planning, architect, engineering, and maintenance functions of Public Facilities should remain under the umbrella of Transportation, the one organization that is staffed with technical people capable of administering and understanding the problems inherent in the Public Facilities organization.

House Bill 649

This bill establishes five Department of Transportation and Public Facilities Regions within the state and further places a director in charge of each region. I have no comment on the number of regions established. I do believe, however, that the boundaries of the regions should be studied. Consideration should be given to the transportation and communication facilities within the regions and between the regions. I heartily agree with the concept of placing one indiviudal in charge of a region, that individual to be completely responsible for the functioning of the department within that region. I also believe, however, that there must be an organization existing within the state exercising control over all the regions by establishing policy and procedures on a statewide basis. Without this statewide organization to establish uniformity in policy and procedure, the department would function as a group of independent entities.

House Bill 650

This bill relates to Capital Improvement Projects proposed by the Legislature. The idea of funding these projects in two phases could be very helpful because it has been my experience that without the detailed analysis of costs and the schedules contained in the Governor's Capital Improvement Program, it is very difficult to come up with a realistic cost estimate and construction schedule. The two phase funding approach would give everyone an opportunity to make these detailed estimates. This bill will, for all practical purposes, eliminate the public criticism directed at the Legislature and the Department resulting from inaccurate scheduling and poor funding estimates.

House Bill 651

This bill establishes an Alaska Marine Highway Authority to plan, construct, operate, and manage facilities for the Marine Highway System. I believe such an authority is a step in the right direction and its creation will do a great deal to enable the local areas to provide information to the Marine Transportation System.

I do not agree with the designation of directors being limited in selection to any particular vocation. Any vocation that may be required in the deliberations of the Authority can and should be acquired through the use of consultants. It is more important that the directors be drawn from coastal communities and the industries which serve those communities. They would be knowledgeable of the needs and the desires of those served by the System.

fvl

B. 11 Package

Back-up

House Bill 652

This bill provides for local control of state highway maintenance. It is a bill which I cannot agree with.

Those municipalities which have home rule or are first class cities now perform maintenance on state highways within their jurisdiction under reimbursable services agreements. This means that the local governments perform the work but under agreement with the State of Alaska which establishes uniform policies and procedures for this maintenance throughout the state. I believe a bill such as this, if enacted, would create chaos in state highway maintenance within municipalities since its enactment would remove responsibilities for maintenance from the state. I believe the procedure now followed provides for maintenance by municipalities on state highways but does so in a uniform manner with control resting with the state. If the state is responsible for the maintenance of state highways, as it is under present state and federal law, it must establish levels of maintenance and monitor the work to see that it is performed.

House Bill 653

This bill changes the fiscal year for the Department of Transportation and Public Facilities. It is my guess that this bill was introduced in an effort to coordinate the state fiscal year with the federal fiscal year and it will certainly do that. In so doing, however, the bill ignores the fact that such a fiscal year will hamper preliminary engineering work now performed with funds available July 1 by delaying the time that field work can be performed to the point where it cannot be performed in much of Alaska until the following spring. I believe the benefit derived from establishing a fiscal year for the Department of Transportation and Public Facilities to coincide with the federal fiscal year is lost when one considers the delay in field work. I believe this bill serves no good purpose.

House Bill 654

This bill establishes a Board of Transportation to head up the Department of Transportation. By establishing this board much of the political pressure can be taken from the department; and furthermore, with such a board established, the comments and opinions of the local populace will be heard much more effectively. The only improvement on this bill that I could suggest which also applies to HB 651 is that the members of the board be elected by the people of Alaska rather than appointed by the Governor.

HB 646

STATE OF ALASKA
THE LEGISLATURE
LEGISLATIVE AFFAIRS AGENCY

POUCH Y - STATE CAPITOL
JUNEAU, ALASKA 99811
907-465-3800

MEMORANDUM December 17, 1981

SUBJECT: Transfer of non-transportation projects (Work Order No. 12-1992)

TO: Representative Bette M. Cato

FROM: Richard A. Bradley
Legislative Counsel

Enclosed is a bill responsive to your request.

The request was direct enough but in the many sections giving responsibilities to the Department of Transportation and Public Facilities, certain problems were encountered. Please review the bill to determine that it complies with your request.

By and large, the separation of statutory functions into "transportation" and "non-transportation" functions works. But the line is sometimes hard to draw.

Thus the functions of "aeronautics" (AS 02) fit into a transportation mode and remain with the new department (Department of Transportation). These functions include aircraft registration (AS 02.20.010 et seq.); airport obstructions and zoning (AS 02.20.050, AS 02.25); and aircraft registration (AS 02.35).

I determined that the ferry system was concerned with transportation and left it with DOT. Thus transportation of animals on the ferries remains with DOT (AS 03.53).

Public racing (AS 05.35) involves highways and remains with DOT.

I recognize that both the Department of Administration (DOA) and DOT may need to exercise eminent domain AS 09.55.250; this continues the policy of present law.

The review also sought to clean up existing law by eliminating references to the Department of Highways and the Department of Public Works. The former responsibility of DPW for public building standards thus goes to DOA. AS 14.-08.101(7), AS 15.08.161(b)(7), (c), (d), (e).

Shelter cabins and comfort stations at airports seemed more related to transportation; thus the function remains with DOT. The same conclusion suggested regarding shelter cabins, etc. on roads and trails (AS 18.40).

Transportation of nuclear materials is a responsibility of DOT (AS 18.45.030(5)).

The "safety" responsibilities at AS 18.60 seemed more localized and the former DPW function (of consultation) was assigned to DOA (AS 18.60.030(5)).

Responsibilities under AS 19 (Highways and Ferries) remain with DOT.

Since ferries remain with DOT, AS 23.40.040 assigns collective bargaining to DOT for certain ferry employees.

Highway sign coordination remains with DOT (AS 28.01.-010(d)).

Subsidies to freight carriers by water remains with DOT (AS 30.05). Marine communication was a close call, it seemed. It remains with DOT (AS 30.07.020).

Grants for port facilities construction was another close call; I elected to leave it with DOT (AS 30.15). Responsibilities for abandoned and derelict vessels remains with DOT (AS 30.30.170(1)).

Public facility procurement policies are assigned to DOA (AS 35.10.160). Construction procedures for public facilities also go to DOA (AS 35.15.080, AS 35.25, AS 35.27, AS 35.30).

AS 37.05.230(7) had references both to DOTPF and DOH; I recognize that the "Alaska bidder" provisions need to apply both to DOA and DOT.

DOT retains management of airports (AS 37.15). Public buildings accepted by the state from federal agencies, AS 37.20, go to DOA.

The former DOH responsibility under the Right-of-Way Leasing Act, AS 38.35, is assigned to DOT.

DOT and DNR will select sites of historic or scenic value (AS 41.20.050). DOT will construct and maintain facilities at scenic sites (AS 41.20.060). See also 41.20.110(a), 41.20.220, 41.20.355, 41.20.360, 41.20.365, and 41.20.370.

The former DPW function relative to "civic, convention, and community recreation centers" (AS 43.18.300(b)(1)) goes to DOA. See also AS 43.18.500(d)(4)(B), as to cultural facility construction and development grants.

Motor fuel tax responsibilities of DPW (and DOH) go to DOT.

The new capital coordinating committee is realigned. The commissioner of administration is added and is made chairman because of his public facilities responsibilities. AS 44.-07.140(f).

The State Geographic Board seemed obsolete in its formulation; I have reorganized it, put DOA on and taken DOT off. AS 44.19.056.

I put DOA on the Alaska Coastal Policy Council, AS 44.19.-155(a)(2)(G) in place of DPW.

New sections are added at AS 44.21 to realign responsibilities of DOA/DOT. New section AS 44.21.350 will be recognized as former AS 44.42.055, "State Public Facilities Plan".

Sec. 44.21.355 duplicates, as to DOA, the authority given to DOT at AS 44.42.060. AS 44.21.360 comes verbatim from AS 44.42.080, with paragraph (2) deleted. AS 44.21.370 comes from AS 44.42.020(a)(13) - (15).

AS 42 is amended somewhat. The DOTPF becomes DOT. The responsibilities of DOTPF at AS 44.42.020(a) are amended to delete public facility responsibilities. Communication facility responsibility remains with DOT; this occurs in the

repealer section. AS 44.42.055 as such is repealed (see new AS 44.21.350). So also are AS 44.42.065 - 44.42.070; AS 44.42.080 is repealed and reenacted to eliminate all paragraphs from the present section except (2).

RAB:ljb

Enclosure

Alaska State Legislature

House of Representatives

Committee on Transportation

Rep. Bette Cato, Chairman

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

March 31, 1982

TESTIMONY BEFORE HOUSE FINANCE COMMITTEE ON

TRANSPORTATION BILL PACKAGE

Mr. Chairman, members of the Finance Committee:

I appreciate the opportunity to testify before this committee on the bills relating to the reorganization of the Department of Transportation and Public Facilities.

These bills represent an interim of work that was performed by the House Transportation Committee--work that was done by a consultant through the Interim and also count' as hours of speaking with people throughout the state that have been interested in the operations of the Department of Transportation and Public Facilities.

The bills were brought about as a result of follow-up study on the Five Phase Audits performed by the Legislative Budget and Audit Committee; audits performed by different sectors of state government and additionally now, a further impetus for passing these bills is the Federal audit that many of you are aware of on the department's use of Federal ADAP funds.

These audits are performed for the purpose of operational analysis to gauge the relative efficiency of an operational system and to make recommendations for positive changes within that system.

These audits have been done with a lot of expertise and a lot of time going into them to find what areas need specific improvements. However, to date very little has been done even though these deficiencies have been pointed out.

No action has been taken in many areas and the problems that have been identified have been allowed to continue.

Mr. Chairman, these bills represent positive changes necessary to affect efficient operation of our largest state agency that employs the largest number of state employees that currently handles all capital improvement construction in the state.

This agency utilizes various funding sources from state funds, general funds, International Airport Revenue Funds, Federal funds and others. In the recent past, legislators, policy makers and the general public have all been disillusioned with regard to the Department of Transportation and Public Facilities. They have looked for some of the reasons why transportation modes have been inefficient and ineffective in Alaska. Maintenance has been poor; no new roads have been planned; nothing has been done to take a look at future development or to look at various scenarios. We're told now that that's being done but a thorough look at some of the reports that have been generated for the regional plans will show that these may not turn out to be as effective--as worthwhile as they were originally thought to be. Nothing new has been pointed out in the reports that have been done. While a lot of state money has been spent, there hasn't been any significant progress shown.

I'd like to speak also on a topic that applies generally to all the bills that are before you for consideration and that is the Fiscal Notes that we've received for these bills. You'll notice as we go through the bill package that many of the bills have zero fiscal notes; others have an extremely significant impact on the fiscal operations of the state. I submit to you that while these fiscal notes are necessary and are valid for an understanding of the amount of the impact that these bills may have, they are inflated. Even the state agencies that prepared these fiscal notes said that they represent the absolute most that it could cost. For example, we see in the regions bill

that the fiscal note is somewhere around $9 million. What this represents is a change from three (3) to five (5) regions. In the last two years, the department has been going from five (5) to three (3) regions and I don't see anywhere where they can say that they've saved $9 million by consolidating. They haven't told us that they've saved anything; they've told us that they need more money for their operations! So I urge you to scrutinize and utilize your best judgement on the impact that's represented in many of these fiscal notes.

One other thing we'd like to mention is that while these bills were presented in a package, they were drafted as individual bills and each addresses an individual area of concern and we would hope that the bills would be considered on an individual basis--however, making up a package.

With that in mind, and with the committee's consent we'll begin with the first bill in the package.....

Alaska State Legislature

House of Representatives

Rep. Bette Cato, Chairman

Committee on Transportation

Pouch V
State Capitol
Juneau, Alaska 9981
(907) 465-4858

TESTIMONY BEFORE THE HOUSE FINANCE COMMITTEE

HB 650 LEGISLATIVE ADDITIONS TO CAPITAL IMPROVEMENT PROJECTS

BY THE HOUSE TRANSPORTATION COMMITTEE

House Bill 650 is a bill that is in the House Transportation Committee bill package that addresses situations in the Department of Transportation/Public Facilities. Historically, the public, contractors, and legislators have been dismayed with the capital project delays. There has been blame placed on various sources for these problems. Studies have been conducted, recommendations made, although little action has been taken.

In short, this bill provides for "two-phase funding". Through the interim study and looking at Legislative Budget and Audits recommendations in the five-phase audit of the Department of Transportation and public Facilities the committee received much input and support for this concept.

HB 653 - Changing fiscal year

Changing the fiscal year of the DOT from July 1 to October 1 is an excellent proposal. Currently the fiscal year ends on June 30, right in the middle of the construction season. This is detrimental from two standpoints:

1. The State funded projects that are passed by the Legislature usually hit the street in late June or July. Invariably the DOT has been working on other projects and it is forced to switch its priorities to match the requests made by the Legislature. The heat is on to get the projects out and advertised that same year but usually the summer season runs out before the projects can be advertised and everyone gets upset, from the Legislators down to the low level managers in the DOT. The fiscal year starting on October 1 will allow a few months of planning with emphasis on getting the projects out for advertising in the early part of the following year so that construction can begin in early Spring.

2. The Federal fiscal year currently ends on September 30, so moving the DOT fiscal year to September 30 will allow these two agencies to coordinate funding and project development in a manner that will reduce the confusion connected with Federal Aid obligations occurring during two different DOT fiscal years.

The DOT has not functioned efficiently since its creation. So far there is $50,000,000 in Federal funds that have been allocated to the State of Alaska that have not been spent, because the DOT has not been able to get the projects ready to advertise on time. This money will lapse if the DOT fails to get its

current program out, plus the $50,000,000 that is still being carried in the Federal books. Changing the fiscal year will relieve the pressure of the State funds disrupting the Federal Aid project development at the critical time in mid-summer and will allow the DOT time to fit the State funded projects into its work schedule.

There is an opportunity that is also being missed by the State of Alaska by not being able to obligate the $106,000,000 in Federal funds that flow to it every year from the Federal Highway Adminstration. There are many states that have not been able to obligate all of their Federal funds because they are unable to produce the required State matching funds due to the economic conditions in many of the lower forty-eight states. Alaska could obtain these excess Federal Highway funds if it would increase production in the design section.

I realize that there are many State officials and many gubernatorial candidates who have stated that Alaska has too many funds already and it does not need any more. This is ludicrous when you look at the conditions of the existing highways in this State such as the Seward Highway south of Girdwood, the Glenn Highway from Mile 50 to Mile 135, the Tok Highway from Mile 30 to 75, the Alaska Highway from Delta Junction to the Border, the Richardson Highway from Mile 129 to 268, the Haul Road from Fairbanks to Prudhoe, plus almost all of the secondary highways and collector roads in this state. Alaska is years behind the rest of the forty-nine states in new highway development, and the current highway reconstruction is not keeping pace with the deterioration of the existing 10,000 mile Federal Aid system.

Changing the fiscal year to October 1 will also come at an opportune time for the Maintenance Section as they are in a transition period at that time each year, changing from their summer road maintenance schedule to their winter snow removal operation.

Alaska Transportation Consultants, Inc. Planners & Engineers

212 Wedgewood Drive, Suite "C"
Fairbanks, Alaska 99701
907-456-1967

101 East 9th Avenue, Suite
Anchorage, Alaska 995
907-274-9932

To: Rep Cato / House Transportation C

1 of 4

From: Bob Thomas
re teleconference 2/24/82

February 18, 1982

Mr. Steve Soenksen, Administrative Assistant
Committee on Transportation
Pouch V
State Capitol
Juneau, Alaska 99811

Dear Steve:

Please excuse the delay in responding to your letter of January 30, 1982. I have been reveiwing the seven bills introduced by the House Transportation Committee while traveling and have now gone through them all. Following are my specific comments:

H.B. 648
Section 34 AS 19.27.110(5) page 9, line 20.
There is also an "urban system". In Alaska, the State has the flexibility of spending urban dollars on other systems and vice versa. Perhaps this system ought to be added.

Section 69 AS 35.25.020(6) page 19, lines 4 and 5.
I think "boat harbor, jetty, dike, breakwater or airport" should remain within transportation.

Section 74 AS 35.30.040(3) page 19 through 23.
I think this authority should remain with the Department of Transportation.

Section 80 AS 37.20.030(c) page 21, line 20.
This refers to AS 37.20.010 and 37.20.020. These should be revcived to insure that they do not refer to airpor terminals, ferry terminals, etc. (I did not have a copy with me while writing this.)

Section 101 AS 44.07.140(f) page 9, beginning at Line 20.
This change makes the commissioner of administration chairman of the capital coordinating committee. This could prove to be an awkward situation. The commissioner of administration is generally a person with a banking or personnel management background. If public facilities becomes a part of his responsibility, he/she would have to rely upon someone with

Rep. Cato
2 of 4

an engineering background to handle public facilities (probably at the deputy commissioner level—see general comments following specific comments on this bill). The capital coordinating committee need technical competence and the head of public facilities would likely take this role. Thus, you might end up with a deputy commissioner chairing a committee of commissioners which would soon degrade to all deputy commissioners by delegation.

Section 103 AS 44.19.056 page 28, line 12.
It appears to me that the commissioner of transportation would be much better suited for this role.

Section 107 AS 44.33.190 (b) line 12 and 13.
This section refers to a director of marine transportation within the Department of Transportation. I'm wondering if we wish to have a "director of marine transportation". Marine transportation spans southeast, southcentral, central, western regions and plus the possibility of a Yukon ferry; all of which would have stake in tourism. This doesn't fit well with the theme of decentralization.

Section 109 AS 44.42.040 (Entire Section).
In spite of what I said in the previous paragraph, total decentralization can pose serious problems—a balance must be met All regions must be represented equally and each must feel they have an advocate (something now lacking); however, an overall statewide interest must be maintained as well.

That is why I urge assigning deputy commissioners a regional responsibility as well as a statewide functional responsibility. This concept is quite similar to the legislative system—a representative may be chairman of committee A but may be a member of committee B who's chairman is a member of committee A. Cooperation and respect is assured by this scheme. In the case of the department, deputy commissioners would be assigned major regional responsibility (Southeastern, Central and Interior). They would live there and would represent the commissioner in the region. In addition, he would have a statewide function such as planning, design and construction, etc. These overlapping functions would keep the deputy commissioner cognizant of both local and statewide needs and would force cooperation between regions. Of course, the commissioner would be the first to know if cooperation broke down.

The problem of having the commissioner's staff of deputies scattered throughout the State would enhance his awareness rather than stymie his operation. Conference calls and regular staff meetings rotated throughout the regions would replace daily meetings. (Presently it's difficult to get all the deputy commissioners and the commissioner together at once—one is stationed in Anchorage.) I would suggest that the deputy commissioners of planning, design and construction, and maintenance each be assigned to Southeast, Central and Interior regions. It doesn't matter who is where, whatever is convenient. The deputy commissioner of administration would remain with the commissioner with no regional function. He would be acting commissioner in the absence of the commissioner.

Ap. Cuts
3 of 4

General
Removing public facilities from the department of transportation may resolve some of the management problems from the DOTPF, but public facilities should not be treated as a stepchild and placing it within the DOA could do that. Taking PF from one large department and placing it in the next largest may just be trading problems. I firmly believe public facilities could be well managed under the DOA or DOT or by itself. The important thing is to provide competent leadership no lower than the deputy commssioner level. This may mean creating a new position in the DOA. Consideration should be given to creating a small but competent department of public facilities. (This is in line with my facetious proposal to make each State position a department and then asking each department to eliminate one position.)

H.B. 649
Section 3 AS 44.42.045(b), lines 15 and 16.
The situation described here would severely weaken the commissioner's authority and compromise statewide cooperation. It pits region against region without any reason to compromise. It is better, in my opinion, to force cooperation and negotiation between regions within the department rather than cross departmental lines. Somehow bureaucrats can always point elsewhere and the legislators end up being the bad guy. In general, my comments on the previous bill apply here also.

H.B. 650
No specific comments.
In general, if it is at all possible, it is good to appropriate funding to a group of projects, especially at the planning and design phase. The ability to shift funds between projects is necessary at this phase. However, projects should be carefully grouped to eliminate shifting funds between regions and similar misuse.

H.B. 651
Section AS 19.70.020(a).
As pointed out previously, marine transportation is statewide and addressing only the marine highway may be short-sighted, especially since the State is now considering getting into the Yukon ferry business (Inland Waterways). In any event, I suggest that the State be represented geographically as well as industrial and occupational.

Section AS 19.70.110(b)
I wonder what this limit of State liability would do to bond ratings as well as availability of Federal Aid Funds. Given the dismal financial performance of the marine highway; I could see bond ratings being low and the State paying more than if bonding were acquired on a more comprehensive basis.

Section 4 AS 19.60.020 and Section 6 AS 19.60.040.
This could result in an incompatible situation. A city street may serve now--under these sections, the State would be required to construct a highway. What about maintenance, liability, etc. etc.?

Rep. Cato.
4 of 4

Section 7 AS 19.60.050 line 22.
I fail to see the reason to change "shall" to "may". If the intent is to provide some flexibility, it is not compatible with Section 4 AS 19.60.020.

Section 10 AS 35.27.030(2)
This whole section is confusing. For instance, where do maintenance stations fall?

Section 12 AS 44.42.020(a)(1)
Under this arrangement we will have two bureacracys doing essentially the same thing. In that neither one are profit centers, nor will they likely be, both will be competing for State transportation dollars. I don't think the public wins.

H.B. 652
No specific comments.
Certain urban highways can and should be the responsibility of local governments; however, in almost all cases primary and secondary highways should remain a State responsibility for both consistant maintenance statewide and efficiency of scale. Under this bill the State becomes responsible for most highways with low traffic and high maintenance. And what about airports?

H.B. 653
This bill makes a lot of sense.

H.B. 654
Section 4 AS 44.42.050(a).
Present wording makes this an impossible task. I suggest that the words "and update" after "develop" on line 27.

General
The concept described in this bill works in other states and has merit.

Thank you for the opportunity to provide my thoughts on these bills.

Sincerely,

Bob C. Thomas, P.E.

Anchorage Times Fri. Feb. 19, 1982

Report attacks transportation bureaucracy

by Bill White
Times Juneau Bureau

Juneau — The state Department of Transportation is described as plodding, inefficient and unresponsive to the needs of the state in a just-released legislative report.

The department should be decentralized and stripped of some of its authority so that projects that often take years to begin after they are funded can get moving, said the report by the House Transportation Committee, which conducted a year-long examination of the agency.

Since fiscal year 1975, "the Legislature has appropriated approximately $3.8 billion for capital improvement projects. However, capital expenditures average less than $300 million" a year from that year through fiscal 1980, the report said. "At June 30, 1980, approximately $825 million remained unexpended. Status reports list allocations for capital improvement projects that date to 1972. Many projects funded in 1974-75 are still in the design state."

Committee Chairwoman Bette Cato, D-Valdez, has proposed a seven-bill package to revamp the department so it will begin projects faster. Hearings on several of the bills, which are priority legislation for the House ruling coalition, are set for next week.

"The department has become so large that it is inefficient. The new plan would make (it) more responsive in getting projects to the construction phase," Cato has said.

The report recommended removing responsibility for state buildings from the department and giving it to the Department of Administration. It also suggested creating five districts in the state each with authority over its region.

The decentralization proposal has been around for some time. Several years ago the department set up offices of its design and construction unit in Anchorage, Fairbanks and Juneau. And a year ago, Lt. Gov. Terry Miller recommended in a memo to the governor that the regional manager system be revived.

"Without regional authority and responsibility, the lines of responsibility are unclear," the report said.

"It is often not possible to determine who in the department is responsible for a (construction) project or any portion of a project either by individual or even by region. Further, often there is no one person who has overall authority and responsibility for (the construction programs)," according to the report.

Delays have become a matter of routine, it suggested. In one case, an audit revealed the department took 19 months to notify the Health and Social Services Department that it didn't have enough money to install sprinklers at the Alaska Psychiatric Institute.

The report also questioned the massive size to which the Transportation Department has grown. It's "the largest department in the state with over 3,300 authorized operating and (construction program) employees. Considering that the department is to contract for all professional services over $5,000, this is an extremely high number of employees."

Other recommendations of the report are:

— Letting local governments run projects within their boundaries.

— Setting up a transportation board to insure public participation. The board would appoint a commissioner to be approved by the governor.

— Changing the fiscal year to start in October, when the federal fiscal year begins. This would let the department get its funding from both the state and federal governments at the same time.

— Severing the planning and construction functions.

— Establishing a Alaska Marine Highway Authority.

HB 649 "an act relating to regions in the Department of Transportation and Public Facilities; prescribing the duties of regional transportation and public facilities directors; and providing for an effective date."

This bill establishes regions as does the bill that outlines the board and it's responsibilities. That bill may incorporate this bill as there are some similarities. *** Keep in mind here and throughout this analysis, that all of these bills were drafted as though if one of them passed and the others didn't, the individual bill that did pass would serve to help out some of the identified problems that the bills, in total, are to address. Therefore, they can stand alone on their own and at the same time can be incorporated as a group easily.***

It also requires that each director has at least 6 years experience in transportation construction or engineering. It gives geographical boundaries (could be charted on a map for the committee consideration) and also lists duties of regional transportation and public facilities directors.

Sec. 3. AS 44.42 Adds a new section for duties of the directors.

(a) Each director is responsible for planning, design, and construction within the region consistant with the state transportation plan and the public facilities plan.

(b) directors shall submit to the commissioner proposed program plans, program budget requests, and reports of program performance at a time directed by the director of the division of budget and managment. The commissioner may comment on the plan but shall forward it to budget and management without change.

(c) The directors shall submit to the commissioner a plan for their region implementing the statewide plan 90 days prior to the end of the fiscal year, for the following year. A change in the plan can be submitted at any time but the commissioner has 90 days to disapprove of the plan.

This bill takes effect July 1, 1982

MAR 9 1982

Woodrow Johansen
P.O. Box 80422
College, AK. 99708

March 3, 1982

Subject: House Bills/DOT&PF

Steve Soenksen
Administrative Assistant
House Transportation Committee
Alaska House of Representatives
Pouch V
Juneau, Alaska 99811

Dear Mr. Soenken:

I want to thank you for the opportunity of reviewing the seven pieces of legislation recently introduced to the House of Representatives concerning reorganization of the Department of Transportation and Public Facilities.

I found the proposals interesting and it is heartening to know that there are concerns in Juneau for the efficient administration of the transportation segment of the state government.

I cannot agree with all proposed changes but they definitely are a starting point for discussion.

There are attached my comments on the bills submitted in numerical sequence.

Sincerely,

Woodrow Johansen

Woodrow Johansen

Attachments

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. HB 648 - Transfer certain functions of Department of
Title Transportation & Public Facilities to Department of Administration
Requested by _____ Date _____

II. FISCAL DETAIL
Agency Affected Transportation & Public Facilities
Program Category Affected Transportation
BRU, Program, Or Subprogram(s) Affected All - See attached
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
100 PERSONAL SERVICES		(11491.3)				
200 TRAVEL		(623.8)				
300 CONTRACTUAL		(7218.1)				
400 COMMODITIES		(5199.3)				
500 EQUIPMENT		(47.9)				
600 LAND & STRUCTURES						
700 GRANTS,CLAIMS,ETC.						
TOTAL		(24580.4) Assume increase with inflation.				

FUNDING (Thousands of Dollars)

GENERAL FUND		(19092.5)				
FEDERAL FUNDS						
OTHER (Specify Source)						
Const. Funds		(5487.9)				

POSITIONS

FULL TIME		(236.0)				
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)

Assumes transfer of building and facility type structures to Department of Administration. Does not transfer building maintenance at Anchorage and Fairbanks International Airports.

Bill is confusing as to harbors, etc. that were previously with Department of Public Works. We have assumed transportation items such as harbors and airports remain with the Department of Transportation.

See attached for particular BRU adjustments.

IV. DATE 2/17/82 PREPARED BY Dan Lind
AGENCY DOT/PF
PHONE 465-3900

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)
33-001 (Rev. 12/81)

	Personal Services 100	Travel 200	Contractual 300	Commodities 400	Equipment 500	Other	Total	Funding: General Fund	Funding: Other	Funding: PFT	Funding: Staff Mos
Maintenance & Operations-Facilities											
Central Region	1126.4	20.2	1749.3	400.2	-	-	3296.1	3049.5	246.6	26.0	330.4
Interior Region	965.1	12.2	1795.4	682.5	-	-	3455.2	3093.1	362.1	22.0	286.8
Dalton Highway	548.0	103.4	110.3	982.8	-	-	1744.5	1679.1	65.4	9.0	136.8
Southeast Region	1553.4	23.7	2138.4	1089.3	19.6	-	4824.4	4736.1	88.3	34.0	442.6
Western Region	255.0	5.0	270.8	299.0	-	-	829.8	775.1	54.7	4.0	63.6
Southcentral Region	879.1	11.2	466.7	1595.9	24.8	-	2977.7	2207.4	770.3	16.0	226.2
Subtotal	5327.0	175.7	6530.9	5049.7	44.4		17127.7	15540.3	1587.4	111.0	1486.4
Planning & Programming-Facilities											
Central Region	949.6	32.5	51.7	10.0	1.6	-	1045.4	1045.4	-	21.0	252.0
Interior Region	443.0	13.5	42.4	7.2	.7	-	506.8	506.8	-	8.0	96.0
Southeast Region	427.8	24.8	178.2	10.5	1.2	-	642.5	642.5	-	9.0	108.0
Subtotal	1820.4	70.8	272.3	27.7	3.5	-	2194.7	2194.7	-	38.0	456.0
Design & Construction-Facilities											
Central Region	1693.4	78.2	66.7	21.2	-	-	1859.5	290.9	1568.6	34.0	412.8
Interior Region	1368.5	186.6	121.3	18.3	-	-	1694.7	418.5	1276.2	25.0	304.0
Southeast Region	1053.6	112.5	226.9	82.4	-	-	1475.4	419.7	1055.7	20.0	243.7
Subtotal	4115.5	377.3	414.9	121.9			5029.6	1129.1	3900.5	79.0	960.5
Administration											
Support Services	28.4	-	-	-	-	-	28.4	28.4	-	1.0	12.0
Regional Operations	200.0	-	-	-	-	-	200.0	200.0	-	7.0	84.0
Subtotal	228.4						228.4	228.4		8.0	96.0
TOTAL	11491.3	623.8	7218.1	5199.3	47.9	-	24580.4	19092.5	5487.9	236.0	2998.9

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. HB 649 Relating to regions in DOTPF and prescribing
Title duties of directors
Requested by House Transportation Committee Date 1/21

II. FISCAL DETAIL
Agency Affected
Program Category Affected
SRU, Program, Or Subprogram(s) Affected
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS,CLAIMS,ETC.						
TOTAL	up to	9720.0				

FUNDING (Thousands of Dollars)

GENERAL FUND	up to	9720.0				
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)
The operating costs to duplicate the regional organizations for the Design and Construction Unit and the Planning and Programming Unit in two additional regions would approximate $9.7 million in general funds. This estimate does not attempt to cover any costs which would be required for space and other capital costs.

The actual costs would vary greatly based upon the level of autonomy desired in the regions and the refinement of possible reduction in the existing regions. Reductions for duplication of effort would be minimal compared to the total cost.

Reductions to the existing regions have been limited to those now used for the Nome and Valdez Residencies and the three existing director positions which would be deleted.

IV. DATE February 22, 1982 PREPARED BY Ronald Lind
AGENCY DOT/PF
PHONE 465-3900

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)
33-001 (Rev. 12/81)

The cost estimates are based upon the assumptions that only the Design and Construction and Planning and Programming Units would be expanded into the two additional regions. No specific estimates have been made for costs of increased administrative services required in the regions.

The costs were calculated as follows:

For the Design and Construction activities, the lower general fund amount in the Southeast or Central Division in the 1983 budget for each component was used. The general fund costs for the two residencies were then deleted. The estimate for the Planning and Programming activities is based upon costs for the Transportation and Facility components for the Interior Region. The direct costs for capital projects were not included because it is assumed that they would be transfers.

Attachment

Attachment for Fiscal Note - HB 649

	General Fund	
	Operating	Indirect
Central Region - Director's Office	450.0	105.0
" " Technical Services	260.0	200.0
" " Buildings & Harbors	395.0	175.0
Southeast Region - Right of Way	310.0	20.0
" " Highway and Aviation	570.0	95.0
Subtotal:	$1,985.0	595.0
outhcentral Residency	[30.0]	-
stern Residency	[40.0]	-
	$1,915.0	595.0
Estimated COLA 20%	380.0	120.0
	$2,295.0	715.0
Interior Transportation Planning	$1,450.0	-0-
" Facility Planning	500.0	-0-
	$1,950.0	-0-
Estimated COLA 10%	200.0	-0-
	$2,150.0	
Subtotal D & C and P & P	$4,445.0	715.0
Less estimate of 3 Directors which exist in current region	[300.0]	-0-
	$4.145.0	715.0
Two additional regions	x 2	x 2
	$8,290.0	$1430.0
TOTAL		$9,720.0

TESTIMONY ON CS HB 648, CS HB 649, CS HB 651, CS HB 652 and CS HB 654

My name is Walter B. Parker. I am a resident of Anchorage, Alaska residing at 3724 Campbell Airstrip Road. I have been active in Alaskan transportation operations and planning since 1946.

CS HB648

I strongly support removing the responsibility for non transportation related facilities from DOTPF. The original concepts for an Alaskan DOT as presented in the period 1971-75 never contemplated a department with responsibility for all state construction and maintenance but rather restricted the department to transportations which certainly gave it plenty to do.

I feel that the responsibility for buildings and support facilities is best handled by the department most concerned. The Department of Education can best handle schools, Administration state office buildings, etce. The Department of Administration provides as good a focus as any for central control of facilities that do not have a natural home in other departments. Overall I would hope that the trend would be for each department to have primary responsibility for its facilities that are unique to its operations.

I believe that many of the problems that DOTPF has had are simply because it was overburdened with too many non transportation related tasks.

CS HB 649

I strongly support the primary concepts contained in this bill. The original idea of a state DOT envisioned regional transportation directors who would be responsible for coordinating planning, programming, operations and maintenance in their regions and who would report directly to the Commissioner. The director for each region could be selected for a background that most suited the problems of that region.

Normally, it is bad practice to place administrative boundaries in the statutes as this bill does. However, it is not a major problem and if other regions were created it could be accomplished at the next legislative session.

I would hope that we would soon have another region for Kodiak, the Aleutians, the Alaska Peninsual and Bristol Bay. I believe that the unique transportation requirements of western Alaska can best be met by having two regions which are devoted soley to those problems and staffed to handle those problems.

I also believe that the AMATS and FMATS structures could be separated out from their regions and handled as independent entities with liaison and coordination staff from DOT. This would leave Central Region and Interior free to handle the state concerns and the intent of AMATS and FMATS for maximum municipal control would be further enhanced. In the same manner, there is no particular reason why the Anchorage and Fairbanks International Airports could not be independent entitites for administrative purposes. This would ensure that the regional director would focus most of his energies on regional concerns rather than on the major units for which he has responsibility. Obviously, planning would relate to all of the above both at the regional and statewide level but it would be planning for systems and not for day to day operations and maintenance.

Finally, the structure proposed in this bill would enable the Commissioner's office to become a lean planning, auditing and evaluating function. This would leave the Commissioner free for interaction with the regional directors, other state and federal agencies, the Governor and the legislature to maintain overall policy direction. The main point is that the relationship between regional directors and the Commissioner would be uninterrupted by other staff levels. Overall system direction for highways, aviation, marine, transit and other systems could be maintained through assignments in the Commissioner's office.

CS HB 651

I support the concept of the Marine Highway Authority and believe it could work well with a restructured DOT. I believe the Authority could have financing options available that would be more difficult to achieve as a regular state agency.

If the legislature elects to establish this Authority I would urge to allow for a reasonable break in period. It will not be possible for the Authority to impress itself overnight on the old operation and the real gains make take five years or longer to achieve.

In passing, it would seem that board members of the Authority should receive the same compensation as other major state boards.

CS HB 652

I support this bill if my assumption is correct that the necessary coordination of design, signing, lighting and signals would be achieved through the terms and conditions of the transfer. It might be wise to specify that the state highway system is a coordinated system using common design parameters to insure maximum safety. In essence, the relationship between the state and the municipality would be similar to the present federal-state highway relationship insofar as design and planning controls are concerned. The problem could also be handled by defining where maintenance ends and redesign begins.

I do not regard any of the above as problems that will not be surmounted by a reasonable good faith effort on the part of both parties concerned. What has been said about highways also applies to airports.

CS HB 654

I strongly support this bill. I believe that the Board would serve as the forum that has long been needed to discuss the transportation affairs of the state. It is time to decentralize some of the power in the state executive and this bill certainly is a good step in that direction.

I believe if we look at the Department of Education and see that the same Commissioner working with his board has survived some of the greatest policy changes in state history is a good indication of the way in which the board proposed in this bill might work for transportation. As a former Commissioner I would regard the board as an enhancement of the decision making power rather than a check upon it.

The change I would suggest would be to have two maritime members and drop the economist. This does not reflect a bias against economists who despite our present revenue forecasts I tend to admire as a profession. However, I believe this board should reflect overall transportation background and not specified professional expertise.

Summation

All of these bills tend to decentrailze the executive power. As I have said before, I believe the state should proceed in this direction as rapidly as possible. The institutions we used to run a state with a very limited income and budget are not proving to work so well for a rich state.

JAN 27 1982

STATE OF ALASKA

AUDIT DIVISION
POUCH W—ALASKA OFFICE BUILDING

THE LEGISLATURE

BUDGET AND AUDIT COMMITTEE

JUNEAU, ALASKA 99811

January 26, 1982

The Honorable Bette M. Cato
Chairman
House Transportation Committee
State Capitol
Pouch V
Juneau, Alaska 99811

Dear Ms. Cato:

We have reviewed proposed legislation introduced by your committee making certain changes to the Department of Transportation and Public Facilities.

Our review was made in consideration of recommendations contained in our performance review of the Department's Capital Improvement Program. The following comments are provided on only those bills that relate to issues raised in our series of five reports.

House Bill No. 650

HB 650 proposes amending Title 37 to require a two-year budget cycle for legislative additions to capital improvements proposed by the Governor and, in addition, requires the use of allocations within appropriations and the use of the capital project budget form.

This bill exactly addresses the recommendations we made for expediting the expenditure of capital project appropriations.

House Bill No. 649

Sections one and two of HB 649 require the establishment of five specific regions of the Department's organization. Section three details the duties of the five regional transportation and public facilities directors.

As you know, we recommended the Department increase regional authority and responsibility to provide for more efficient and effective operations of the capital project program. One area we did not review was the number of regions the Department needed. Therefore, we are not sure if there is a need for five regions for all functions of the Department.

One aspect of this bill that causes us some concern is the degree of authority given to the regional directors, or more specifically, the reduced authority of the Commissioner prescribed in AS 44.42.045(b).

We agree that increased regional planning and program authority is desirable, however, there is also a need for a central office function to provide a coordinated statewide program. We feel the Commissioner should be vested with all necessary authority to ensure regional consistency and coordination.

House Bill No. 653

HB 653 proposes changing the Department's fiscal year end to September 30. Although we did not address this issue in our reports, we did closely review the Department's accounting and control of their project system.

The Department could benefit from such a change primarily due to the construction season and the federal fiscal year. However, significant accounting problems would result in the Department of Administration relating to the State's accounting system. Administration's Division of Finance would be in the best position to describe the difficulties of accounting for only one State Department on a different fiscal year.

If you have any questions or would like to discuss the contents of this letter, please feel free to contact me at 465-3830.

Sincerely,

Gerald L. Wilkerson, CPA
Legislative Auditor
Division of Legislative Audit

STATE OF ALASKA

THE LEGISLATURE

BUDGET AND AUDIT COMMITTEE

AUDIT DIVISION
POUCH W—ALASKA OFFICE BUILDING

FINANCE DIVISION
POUCH WF—STATE CAPITOL

JUNEAU, ALASKA 99811

January 16, 1981

SUMMARY OF: Phase V, A Performance Review of the Department of Transportation and Public Facilities, Capital Improvement Program, December 30, 1980.

PURPOSE OF THE REVIEW

In accordance with the provisions of Title 24 of the Alaska Statutes and a special request of the Legislative Budget and Audit Committee, we have conducted a multiphase review of the Department of Transportation and Public Facilities' Capital Improvement Program (CIP).

This report, Phase V, summarizes the most crucial recommendations that should be implemented to improve the program and makes further recommendations for improvements to the capital budgeting and appropriation process Statewide.

FINDINGS AND RECOMMENDATIONS

1. The Department should provide for long-range planning of capital projects.

2. The Department should budget all planning and overhead costs and should prohibit these budgeted units from obtaining additional funding through the reallocation of capital project appropriations.

3. The Department should develop a regional organization structure to improve the efficiency of administering the CIP within each region.

4. The Department should develop an overhead accounting system to equitably allocate costs to CIP projects.

5. The Department should improve project accounting and fiscal controls of their capital project accounting system.

6. DOTPF should develop accurate and timely financial information for use by project managers.

NOTE REGARDING THE FOLLOWING FRAME ON MICROFILM:

COMPLETE DOCUMENT IS AVAILABLE IN ORIGINAL FILES IN ALASKA STATE ARCHIVES. TITLE PAGE ONLY HAS BEEN FILMED.

PHASE V
A PERFORMANCE REVIEW OF THE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CAPITAL IMPROVEMENT PROGRAM

December 30, 1980

Audit Control Number
25-21-1002-R

Commissioner, Department of Transportation and Public Facilities	Robert W. Ward
Deputy Commissioners, Department of Transportation and Public Facilities:	
Administration and Marine Operations	Ron B. Lind
Planning and Programming	John Bates
Maintenance and Operations	Patrick Ryan
Design and Construction	Ray Shumway

Trans Committee Schedules

TRANSPORTATION COMMITTEE

NUMBER	SPONSOR	TITLE	IN	OUT	COMMITTEE ACTION
SJR 4	Rules	Proposing an amendment to the Constitution of the State of Alaska relating to limitations on appropriations of state money.	1/14/81	3/26/81	Waived
SB 40	Rules	Relating to local service roads and trails.	1/14/81		Subcommittee-2/03/81 Gilman
SB 58	Ray	Relating to permits for overweight vehicles.	1/14/81		1/20/81, 1/29/81 Subcommittee-2/03/81 Dankworth
SCR 3	Ray	Relating to studying the feasibility of a state airline.	1/16/81		
✓SCR 5	Eliason	Relating to free travel for severely handicapped Alaskans on the state marine highway system.	1/27/81	2/05/81	2/03/81 CS Passed out-2/05/81
SB 122	Colletta	Making a special appropriation to the DOT&PF for construction of access from Whittier to Portage.	1/30/81		
SJR 12	Ferguson	Relating to construction of a deep water port facility in Nome.	1/30/81		2/05/81
✓SCR 6	Ferguson	Relating to construction of a deep water port facility.	1/30/81	2/05/81	Passed out-2/05/81
SB 135	Bennett	Relating to the operation and use of the highway between the Yukon River and the Arctic Ocean, and the use of the land adjacent to that highway.	2/03/81		4/09/81
✓SB 150	Bennett	Making a special appropriation to the DOT&PF for improvements to the Steese Highway.	2/04/81	2/17/81	Passed out-2/17/81
SB 155	Fischer	Making a special appropriation for a feasibility study and testing of the Turnagain Arm crossing and tidal power facility.	2/04/81		

NUMBER	SPONSOR	TITLE	IN	OUT	COMMITTEE ACTION
✓SB 156	Parr	Relating to the withdrawal of land for a utility corridor for extension of the Alaska Railroad and the preparation of a report evaluating the effect of an extension of the Alaska Railroad.	2/05/81	2/24/81	Passed out-2/24/81
SB 157	Dankworth	Making a special appropriation for phase I reconnaissance work on the Knik Arm crossing and tidal power generation facility.	2/05/81		
SB 158	Fischer	Relating to the construction of a Knik Arm crossing and related tidal power generation facilty.	2/05/81		
SB 159	Fischer	Making a special appropriation for construction of the Knik Arm crossing and the related tidal power generation facility.	2/05/81		
SB 160	Fischer	Making a special appropriation for construction of the Knik Arm bridge crossing.	2/05/81		
✓SB 178	Rules	Making a supplemental appropriation to the DOT&PF to fund the Inland Boatmen's Union contract.	2/17/81	3/17/81	3/03/81, 3/10/81 Passed out-3/17/81
SB 182	Mulcahy	Repealing the tax on motor fuel used in or on watercraft.	2/17/81	2/24/81	Passed out-2/24/81
✓SB 188	SA Com.	Naming the North Slope secondary highway bridge across the Yukon River in honor of Edward L Patton.	2/17/81	3/10/81	2/24/81 Passed out-3/10/81
SB 204	Ferguson	Making a special appropriation to the DOT&PF for the revegetation and reclamation of the highway from the Yukon River to the Arctic Ocean.	2/23/81		4/09/81
SB 207	Ferguson	Making a special appropriation for construction of a Nome port facility.	2/24/81		

NUMBER	SPONSOR	TITLE	IN	OUT	COMMITTEE ACTION
SB 208	Ray	Making a special appropriation to the DOT&PF for illumination of Egan Drive.	2/24/81	3/03/81	Passed out-3/03/81
SB 209	Kerttula	Making a special appropriation for fire fighting equipment for the City of Whittier.	2/24/81	3/03/81	Passed out-3/03/81
SB 212	Dankworth	Relating to the Alaska Railroad; establishing the Alaska Railroad Authority.	2/25/81		Subcommittee-3/26/81 Ray-Chair, Kerttula, Dankworth Ex-officio-Bennett & Rodey
SB 213	Dankworth	Making a special appropriation to the DOT&PF for the Alaska Railroad Authority.	2/25/81		Subcommittee-3/26/81 (Same as for SB 212 above)
SB 219	Hohman	Relating to surface transportation projects, exempting those projects from certain state permit requirements, amending and repealing laws relating to roads on state land, and authorizing construction of certain transportation projects.	2/26/81		4/09/81
SB 220	Hohman	Making special appropriations to the DOT&PF for surface transportation projects.	2/26/81		
SB 221	Hohman	Creating the Alaska Railroad Authority.	2/26/81		Subcommittee-3/26/81 (same as for SB 212 above)
SB 222	Sackett	Making a special appropriation to the DOT&PF for engineering of three bridges in the Nenana Agricultural Area.	2/26/81	3/10/81	3/05/81 CS Passed out-3/10/81
SB 229	Kelly	Making a special appropriation to the Municipality of Anchorage for a pedestrian overpass for the Eagle River urban project.	3/03/81	4/09/81	Subcommittee-3/31/81 Dankworth Passed out-4/09/81
SB 34	Fahrenkamp	Making a special appropriation to the DOT&PF for capital improvements at the Fairbanks International Airport.	3/03/81	3/24/81	3/05/81 Subcommittee-3/10/81 Sackett 3/17/81 CS Passed out-3/24/81

NUMBER	SPONSOR	TITLE	IN	OUT	COMMITTEE ACTION
SB 37	Fahrenkamp	Relating to international airport revenue bonds.	3/03/81	3/17/81	3/05/81 Subcommittee-3/10/81 Sackett Passed out-3/17/81
SR 2	Dankworth	Relating to the name of the international airport at Anchorage.	3/11/81	3/24/81	Passed out-3/24/81
HJR 20	Moss	Requesting the President to direct the creation of a utility corridor for the extension of the Alaska Railroad to the Canadian border.	3/12/81		
SR 3	Bennett	Renaming the international airport at Fairbanks as the Noel Wien International Airport.	3/13/81	3/17/81	Passed out-3/17/81
SB 300	Sackett	Relating to the state transportation and public facilities plans.	3/18/81		
SB 297	SA Com.	Making special appropriations for capital projects for which general obligation bonds have been authorized but not issued and for defeasance of outstanding general obligation bonds.	3/26/81	4/01/81	3/31/81 Sent to SA-4/01/81 to be returned to Trans.
SB 340	Fischer	Making a special appropriation for a coal exporting facility at the Port of Anchorage.	3/27/81		Subcommittee-4/16/81 Kerttula
SB 342	Rules	Relating to the level of bond authorization for international airports.	3/27/81	4/28/81	Passed out-4/28/81
SB 343	Rules	Relating to the source of the appropriation for improvements to the Fairbanks International Airport.	3/27/81	4/28/81	Passed out-4/28/81
SJR 28	Rodey	Requesting the President to direct the Secretary of Transportation to enter into negotiations with the State of Alaska regarding possible transfer of ownership of the Alaska Railroad.	3/31/81		Subcommittee-4/07/81 RR Subcommittee (same as 212)

NUMBER	SPONSOR	TITLE	IN	OUT	COMMITTEE ACTION
SB 368	Gilman	Relating to local service roads and trails.	4/01/81	4/07/81	Passed out-4/07/81
SB 369	Gilman	Making a special appropriation for local service roads and trails.	4/01/81	4/07/81	Passed out-4/07/81
SB 372	Hohman	Making a special appropriation for the constuction of a beach access road at Naknek.	4/01/81		
SB 382	Hohman	Making a special appropriation to the City of Bethel for a small boat harbor.	4/02/81	4/14/81	Passed out-4/14/81
SB 383	Hohman	Making a special appropriation to the City of Bethel for dock expansion.	4/02/81	4/14/81	Passed out-4/14/81
SB 386	Hohman	Making a special appropriation to the City of Bethel for construction of a public facilities maintenance facility.	4/02/81	4/14/81	Passed out-4/14/81
CSHCR1	Grussendorf	Relating to free travel for senior citizens aboard vessels of the state marine highway system.	4/03/81		Subcommittee-4/16/81 Gilman
SB 57	Ray	Relating to transportation safety.	4/06/81	4/07/81	Passed out-4/07/81
SB 294	Sackett	Making a special appropriation for development in the Nenana-Totchaket area.	4/06/81		Subcommittee-4/16/81 Dankworth
SB 416	Fischer	Making a special appropriation to DOT&PF to reimburse Boysen Investment Corp.	4/10/81	4/27/81	Withdrawn by Sponsor
SB 425	Hohman	Making a special appropriation to the City of Togiak for erosion control.	4/15/81		
SB 426	Hohman	Making a special appropriation to the City of Clark's Point for erosion control.	4/14/81		

NUMBER	SPONSOR	TITLE	IN	OUT	COMMITTEE ACTION
SB 427	Hohman	Making a special appropriation to the Bristol Bay Borough for an erosion control project at Naknek riverbank washout.	4/14/81		
SB 429	Hohman	Making a special appropriation to Department of Community & Regional Affairs for a boardwalk and bridge in Kipnuk.	4/14/81	4/30/81	Passed out-4/30/81
SB 430	Hohman	Making a special appropriation to the City of Port Heiden for erosion control.	4/14/81		
SB 433	Hohman	Making a special appropriation to the City of Kwethluk for erosion control on the Kuskokwim river.	4/14/81		
SB 434	Hohman	Making a special appropriation to the City of Dillingham for erosion control.	4/14/81		
SB 436	Hohman	Making a special appropriation to the City of Akolmiut for dredging the Nunapitchuk Lake Channel.	4/14/81		
SB 440	Hohman	Making a special appropriation to the City of Toksook Bay for airport relocation.	4/16/81	4/30/81	Passed out-4/30/81
SB 442	Hohman	Making a special appropriation for a grant to the Village of Nunapitchuk for erosion control.	4/16/81		
SB 443	Hohman	Making a special appropriation to the City of Bethel for Erosion control.	4/16/81		
SB 445	Hohman	Making a special appropriation to the City of Goodnews Bay for a dump site and access road.	4/16/81	4/30/81	Passed out-4/30/81

NUMBER	SPONSOR	TITLE	IN	OUT	COMMITTEE ACTION
SB 456	Hohman	Making a special appropriation to the Bristol Bay Borough for dock area security fencing for Naknek.	4/16/81		4/30/81
SB 461	Hohman	Making a special appropriation to the Department of Transportation and Public Facilities for airport construction and related facilities.	4/16/81	5/12/81	Passed out-5/12/81
SB 462	Hohman	Making a special appropriation to the City of Akiachak to dredge the Akiachak Slough.	4/16/81		
SCR 27	Kerttula	Requesting DOT&PF to delay its removal of design and construction unit from Valdez to Anchorage.	4/20/81	4/28/81	Passed out-4/28/81
SB 465	Hohman	Making a special appropriation to the City of Aniak for construction of a dike extension.	4/20/81		
SB 466	Hohman	Making a special appropriation to the City of Aniak for construction of a slough bridge.	4/20/81		
SB 477	Hohman	Making a special appropriation to the City of Aniak for a high school access road.	4/20/81	5/12/81	Passed out-5/12/81
SB 483	Hohman	Making a special appropriation to the City of Aniak for improvements to Morgan's Road.	4/20/81		
SB 484	Hohman	Making a special appropriation to the City of Akiachak for construction of a city dock.	4/20/81		
SB 493	Hohman	Making a special appropriation for the construction of access roads.	4/21/81		

NUMBER	SPONSOR	TITLE	IN	OUT	COMMITTEE ACTION
SB 495	Stimson	Relating to interest on public construction contract payments.	4/22/81		Subcommittee-5/07/81 Gilman
SB 500	Fahrenkamp	Relating to international airports.	4/22/81		5/07/81
SB 504	Hohman	Making a special appropriation to the City of Akiak for erosion control.	4/23/81		
SB 510	Parr	Making a special appropriation to the DOT&PF for a highway route survey from Prospect Creek to the Ambler mining district.	4/23/81		5/07/81, 5/12/81
HB 177	Smith	Making a special appropriation to the DOT&PF for resurfacing of the highway from the Yukon River to the Arctic Ocean.	4/29/81	5/12/81	5/07/81 Passed out-5/12/81
SB 541	Hohman	Making a special appropriation to the Bristol Bay Borough for the purchase of a grader for the Kipnuk airport runway.	5/04/81	5/12/81	Passed out-5/12/81

Alaska State Legislature

House of Representatives

Committee on Transportation

Rep. Bette Cato, Chairman

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

8:30 a.m. Capitol 112

Monday	May 25
	No Meeting
Tuesday	May 26 Cancelled
	Department of Administration, Commissioner Hudson Marine Highway Systems Contracts
Wednesday	May 27
	Department of Transportation, Commissioner Ward, Administration and Operations of Alaska Marine Highways
Thursday	May 28
	Presentations by Union, IBU, Masters Mates & Pilots Engineers Union
Friday	May 29
	HB 547 Loans to employees of the division of marine transportation for technical and vocational training.

Alaska State Legislature

House of Representatives

Committee on Transportation

Rep. Bette Cato, Chairman

8:30 a.m., Capitol 112

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

Monday	May 18	
		No Meeting
Tuesday	May 19	
	CSSCR 5(Trsp)	Free travel/handicapped/state marine highway system
Wednesday	May 20	
	HB 558	Spec. Approp. to City of Seward for Fourth of July Industrial Marine Park
Thursday	May 21	
		Act relating to name of highway between Skagway and Whitehorse
Friday	May 22	
		Bill Mark-up

Transportation Committee - Capitol 112, 8:30 a.m.

Rep. Bette Cato, Chairman BC
465-4858

Monday	May 25 No Meeting
Tuesday	May 26 Department of Administration, Commissioner Hudson, Marine Highway Systems Contracts
Wednesday	May 27 Department of Transportation, Commissioner Ward, Administration and Operations of Alaska Marine Highways
Thursday	May 28 Presentations by Unions, IBU, Masters Mates, & Pilots, Engineers Union
Friday	May 29 HB 547 Loans to employees of the division of marine transportation for technical and vocational training

Transportation Committee-Capitol 112, 8:30 a.m.

Rep. Bette Cato, Chairman
465-4858

Monday	May 11	
	HB 537	DOT authority to enter into professional services contracts
Tuesday	May 12	
	HCR 28	Installation of curb ramps for handicapped and elderly
	HCR 30	Substitution of clover for grass cover along highways
	CSSB 57	Act relating to transportation safety
Wednesday	May 13	
	SB 156	Act relating to the withdrawal of land for a utility corridor for extension of the Alaska Railroad and preparation of a report evaluating the effect of construction of an extension of ARR
Thursday	May 14	
	CSHB 368	Act relating to roads and authorizing of road project
	CSHB 369	Spec. Approp to DOT for road project
Friday	May 15	
		Bill Mark-up

Alaska State Legislature

House

JUNEAU ALASKA

TRANSPORTATION COMMITTEE

May 12, 1981

Legislation currently referred to the House Transportation Committee:

✓HB 558 FOURTH OF JULY INDUSTRIAL MARINE PARK

✓HB 537 DOT authority to enter into professional services contracts (Rls Req)

✓SCCJR 18 (SA) Requesting the President to direct te creation of a utility corridor for the extension of the Alaska Rialroad to the Canadian Border; by the State Affairs Committee. (Original Sponsor: Hohman)

✓CSCR 5 (Trsp) Free travel for the handicapped on the marine state highway (Eliason)

Bills currently before the Committee for Mark-up:

~~HB 295~~ Suppl Approp to DOT and DOA, with numerous amendments (Gov)

~~SSHB 536~~ Approp for the opening of the Dalton Highway (rogers)

~~CSSB 57~~ Transportation Safety Commission (Orgiinal Sponsor: Ray & Fergi)

~~HCR 30~~ Substitution of clover for grass cover along highways (Malone)

~~SB 156~~ Act relating to the withdrawal of land for a utility corridor for extension of the Alaska Railroad and the preparation of a report evaluating the effect of construction of an extension of ARR (Parr) ((Scheduled for Committee hearing on Wednesday, May 13)

~~CSHB 52~~ Amendments to the Alaska Transportation Commission (Rls)--this bill has been marked, however, Letter of Intent requested by Fanning has not been adopted)

Republican Bills:

HB 523 Spec. Approp to DOT for access from Portage to WHittier (Metcalfe)

HB 273 Spec Approp for road construction in various Southeastern communities (Haugen)

HB 368 Act relating to roads and authorizing of road project (Hayes, Rep. Caucus)

HB 369 Spec. Approp to DOT for road project--$462 million (Hayes)

HB 560 Spec. Approp to DOT for P/E + Design projects, ROW acq (Metcalfe)

HB 519 Alt Nag Pt Commission (Fry)

Misc:

HB 333 Nenana-Totchaket bill by Moss (deep-sixed)

Alaska State Legislature

House

JUNEAU ALASKA April 30,1981

Bills currently referred to the House Transportation Committee:

HB 295 Spec. Approp to DOT and DOA and numberous amendments (Gov)

~~HB 333~~ Nenana=Totchaket (Moss)

~~HB 519~~ Establishing Alaska Railroad Negotiating Commission (Fanning)

~~HB 523~~ Spec Approp to DOT for access from Portage to Whittier (Metcalfe)

~~HB 536~~ Approp for the opening of the North Slope Haul Road (Rogers)

~~HB 537~~ DOT authority to enter into professional services contracts (Rls Req)

~~CSSB 57~~ Transportation Safety (trsp comm) original sponsors: Ray & Fergi

~~HCR 28~~ Installation of curb ramps for handicapped and elderly (Malone)

~~HCR 30~~ Substitution of clover for grass cover along highways (Malone)

CSSJR 18 (SA) Req. President ot direct the creation of a utility corridor for the extension of the a Alaska Railroad to Canadian Border --by SA; original sponsor: Hohman

~~SB 156~~ Act relating to the withdrawal of land for a utility corridor for extension of the Alaska Railroad and the preparation of a report evaluating the effect of construction of an extension of ARR--(Parr, Fahrenkamp,et al)

CSCR 5 (trsp) Free travel for the handicapped on the marine state highway (eliason)

Republican Bills (house)

~~HB 273~~ Spec. Approp. for road construction in various Southeastern communities (Haugen)

~~HB 368~~ Act relating to roads and authorizing of road project (Rep. Caucus)

~~HB 369~~ Spec. Approp to DOT for road Project $462 mil.

Transportation Committee - Capitol 112, 8:30 a.m.

Rep. Bette Cato, Chairman
465-4858

Monday	May 18	
		No Meeting
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Friday	May 22	
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Alaska State Legislature

House of Representatives

Committe on Transportation

Rep. Bette Cato, Chairman

Capitol 112, 8:30 a.m.

Pouch V
State Capitol
Juneau, Alaska 99811
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	HB 369	Spec. Approp to DOT for road project
Friday	May 15	

~~Bill Marks-DOT~~



Alaska State Legislature

House of Representatives

Rep. Bette Cato, Chairman

Committe on Transportation

Capitol 112, 8:30 a.m.

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

Monday	May 4	
	HB 536	Approp. relating to opening of the North Slope Haul Road
Tuesday	May 5	
	HB 333	Spec. Approp. for development in Nenana-Totchaket area
Wednesday	May 6	
	HB 295	Suppl. Approp. to Department of Administration and the Department of Transportation and Public Facilities
Thursday	May 7	
	HB 547	Loans to employees of the division of marine transportation for technical or vocational training
Friday	May 8	
	Bill Mark-up	Cancelled due to early session

Alaska State Legislature

House

JUNEAU ALASKA

TRANSPORTATION COMMITTEE

Rep. Bette Cato,
Chairman

Capitol 112, 8:30 a.m.
465-4858

Monday	April 27
	HB 52 Amendments to Alaska Transportation Commission
Tuesday	April 28
	CSSC 222 (Trsp) Spec. Approp. to DOT-Nenana agricultural area
Wednesday	April 29
	HCR 25 DOT/PF delay removal of D&C unit from Valdez to Anchorage
Thrusday	April 30
	Bill Mark-up

Alaska State Legislature

House

JUNEAU ALASKA

TRANSPORTATION COMMITTEE

Rep. Bette Cato,
Chairman

Capitol 112, 8:30 a.m.
465-4858

Tuesday	April 21
	Alaska Transit Operators
Wednesday	April 22
	Board of Marine Pilots
Thursday	April 23
	Boeing Co. Jetfoil presentation
Friday	April 24
	Work Session

50 copies out

Alaska State Legislature

House

JUNEAU ALASKA

Transportation Committee

Rep. Bette Cato
Chairman

Capital 112, 8:30 a.m.
465-4858

Monday	April 13
	Unalaska Airport
Tuesday	April 14
	HB 52 Amendments pertaining to the Alaska Transportation Commission
Wednesday	April 15
	Work Session
Thursday	April 16
	Confirmation Hearings - Board of Marine Pilots
	Bill Barrington
	David George

Alaska State Legislature

House

JUNEAU ALASKA

TRANSPORTATION COMMITTEE

Rep. Bette Cato,
Chairman

Capitol 112, 8:30 a.m.
465-4858

Monday	April 6
	SCR 6 Construction of a deep water port facility in Nome
Tuesday	April 7
	HB 333 Spec. Approp. for development in the Nenana-Totchaket area
Wednesday	April 8
	No Meeting
Thursday	April 9
	SB 97 Naming North Slope Haul Road after James Dalton
Friday	Bill Mark-up

Alaska State Legislature

House

JUNEAU ALASKA

TRANSPORTATION COMMITTEE

Rep. Bette Cato
Chairman

Capitol 112, 8:30 a.m.
465-4858

Monday	March 30	
	HB 288	Spec. Approp. to the Municipality of Anchorage to study modes of mass transportation
[redacted]		
Wednesday	April 1	
	HB 264	Spec. Approp. to Department of Community and Regional Affairs for design and construction of a dock in Iliamna
	HB 378	Spec. Approp. for fire fighting equipment for City of Whittier
Thursday	April 2	
		Municpal Grants - Department of Administration
Friday	April 3	
		Bill Mark-up HB 688 + SB 183

Transportation Committee - Capitol 1.2, 8:30 a.m.

Rep. Bette Cato, Chairman
465-4858

Monday	March 30	
	HB 288	Spec. Approp. to the Municipality of Anchorage to study modes of mass transportation
Tuesday	March 31	
	HB 295	~~Supplemental Approp. to Department of Administration and the Department of Transportation and Public Facilities~~ Cancelled
Wednesday	April 1	
	HB 264	Spec. Approp. to Department of Community and Regional Affairs for design and construction of a dock in Iliamna
	HB 378	Spec. Approp. for fire fighting equipment for City of Whittier
Thursday	April 2	
		Municipal Grants-Department of Administration
Friday	April 3	
		Bill Mark-up

Alaska State Legislature

House

JUNEAU ALASKA

TRANSPORTATION COMMITTEE

Capital 112, 8:30 a.m.
465-4858

Monday	March 23
	No Meeting
Tuesday	March 24
	HB 277 Special Approp. to DOT and C&RA for erosion control and assessment projects
Wednesday	March 25
	SB 150 Special Approp. to DOT for improvements to Steese Hwy
	SB 188 Naming the North Slope secondary hwy bridge across Yukon River in honor of Edward L. Patton
Thursday	March 26
	Mark-up HB 12, HB 177
Friday	March 27
	Confirmation hearing - Alaska Transportation Commission
	Hesden D. Scougal

Alaska State Legislature

House

JUNEAU ALASKA

TRANSPORTATION COMMITTEE

Captial 112, 8:30 a.m.
465-4856

Monday	March 16
	Mark-up HB 12 Creating Alaska Railroad Authority
Tuesday	March 17
	DOT Commissioner Ward
Wednesday	March 18
	DOT Commissioner Ward
Thursday	March 19
	DOT Commissioner Ward

[redacted]

Alaska State Legislature

House

TRANSPORTATION COMMITTEE

JUNEAU ALASKA

Capital 112, 8:30 a.m
465-4858

Monday	March 9
	Jerry Wilkerson, Legislative Audit Division Department of Transportation Audits, Phase I & II
Tuesday	March 10
	Jerry Wilkerson, Legislative Audit Division Department of Transportation Audits, Phase III & IV
Wednesday	March 11
	Jerry Wilkerson, Legislative Audit Division Department of Transportation Audits, Phase V
Thursday	March 12
	Alaska Transportation Planning Council
Friday	March 13
	Mark-up HB 12

Alaska State Legislature

House

JUNEAU ALASKA

TRANSPORTATION COMMITTEE

Capitol 112, 8: 30 a.m.
465-4858

Monday	March 2	
	HB 52	Misc. Amendments to Alaska Transportation Commission
Tuesday	March 3	
	HB 209	Special Appropriation to DOT/PF for dock facilities at Aleknagik
Wednesday	March 4	
	HJR 20	Creation of a utility corridor for the extension of the Alaska Railroad to Canadian Border
Thursday	March 5	
	Bill mark-up	
Friday	March 6	
	HB 177	Special Appropriation to DOT/PF for resurfacing of highway between Yukon River to Arctic Ocean

Alaska State Legislature

House

JUNEAU ALASKA

TRANSPORTATION COMMITTEE

Capital 112, 8:30 a.m.

Monday	February 23	
	SB 98 am	Relating to the naming of highways, vessels, and marine facilities constructed or acquired by the state.
Tuesday	February 24	
	HB 12	An Act creating the Alaska Railroad Authority
Wednesday	February 25	
	HB 12	
Thursday	February 26, 1981	
	D.O.T. Commissioner Ward - State Marine Hwy System	

Alaska State Legislature

House

JUNEAU ALASKA

-- TRANSPORTATION COMMITTEE

Capital 112, 8:30 a.m.

Tuesday February 17

HB 145 Special Appropriation for Hydaburg Road

Wednesday February 18

HB 52 Misc. Amendments to Alaska Transportation Commission

Thursday February 19

D.O.T. Overview - State Highway System

Friday February 20

HCR 1 Reduced Rate Travel for Older Alaskans on State Marine Highway System

3/23/81

Bills currently referred to House Transportation Committee:

✓HB 177 Resurfacing of North Slope Haul Raod

✓HB 277 Fuller - erosion control and assessment projects for 15 communities

HB 295 Rules by request of Governor - supplemental approp to DOT and DOA

✓HB 326 Vaska - road between Bethel and Napakiak, and for bridge span Napakiak Slough ~~(post Christmas mail bill)~~ held lay request Vaska (transp bill)

✓HB 264 C&RA for D&C of a dock in Iliamna - Chuckwuk

✓HB 333 Moss, et.al.--development in the Nenana-Tokchaket area

✓HB 288 Clocksin - MOA study modes of mass transportation

REPULICAN BILLS

HB 273 Haugen - road reconstruction in various S.E. communities

✓HB 312 Hayes et.al.-creating Alaska Railroad Authority

hearings in Juneau

HB 368 Hayes et al. - re: roads and authorizing construction of road project (enabling legislation)

HB 369 Hayes et al. - special approp. to DOT for a road project (Knik Arm)

SENATE BILLS

✓SB 150 Bennett - improvement to Steese Highway

✓SB 188 St. Aff - Naming North Slope secondary highway bridge across the Yukon River in honor of Edward L. Patton

Alaska State Legislature

House

JUNEAU ALASKA

TRANSPORTATION COMMITTEE Feb. 10 '81

The following are SBs which have been recently introduced and referred to Senate Transportation Committee:

SB 150 Special Approp. for improvements to the Steese Highway, e.d. (Bennett)

SB 155 Special Approp. for feasibility study and testing of Turnagain Arm Crossing and tidal power facilities; e.d. Fishcer, et.al. 2.0 mil

SB 166 Relating to withdrawal of land for utility corridor for extension of Alaska RailRoad and preparation of report evaluating the effect of construction of extension of ARR;e.d. Parr, et al

SB 157 Approp. for Knik Arm Crossing, phase I reconnaissance and tidal power generation facilities, e.d. Dankworth; 2 mil

SB 158 Legislative findings on Knik Arm Crossing rela relating to the construction of and tidal power generation facility; e.d. Fishcer

SB 159 Spec. Approp. for construction of Knik Arm Crossing and the related tidal power generation facility; e.d. Fischer; 1.086 mil

SB 160 Spec. Approp. for construction of Knik Arm Crossing; e.d. Fischer; 431 mil

Second Reading:

CS from the Sen. Transp. Comm. for SCR 5 Relating to free travel for handicapped persons on the state marine highway system

Alaska State Legislature

House

Rep. Bette Cato,
Chairman

JUNEAU ALASKA

TRANSPORTATION COMMITTEE

CAPITOL 112

8:30 a.m.

AGENDA

MONDAY, FEBRUARY 9, 1981

ALASKA DEPARTMENT OF TRANSPORTATION COMMISSIONER WARD

TUESDAY, FEBRUARY 10, 1981

D.O.T. Overiew -- PORTS & HARBORS

WEDNEDSAY, FEBRUARY 11, 1981

D.O.T. OVERVIEW -- STATE HIGHWAY SYSTEM

THURSDAY, FEBRUARY 12, 1981

D.O.T. OVERVIEW -- STATE MARINE HIGHWAY SYSTEM

FRIDAY, FEBRUARY 13, 1981

D.O.T. OVERVIEW -- AIRPORTS

Unalaska Airport

PUBLIC MEETING
UNALASKA AIRPORT RUNWAY EXTENSION
APRIL 8, 1980

MEETING SUMMARY

Mayor Huffman opened the discussion with a personal anecdote about the difficulties of flying to Unalaska in prior years. He noted that the aircraft have improved since then but that the runway has not.

Comments by Dick Reeve of Reeve Aleutian Airlines.

Mr. Reeve commented that in 1967 RAA made two trips a week into Unalaska utilizing DC-3 aircraft. Since then the shell fish industry has grown to the point that they have increased from two DC-3 flights a week to six YS-11 flights a week. The YS-11 aircraft have a capacity to accomadate 46 passagengers. This represents 2.25 times as much capacity per flight or 12 to 14 times the weekly capacity of the 1967 schedule. Air traffic into and out of Unalaska is highly seasonal with September and October the busy season. Thirty percent plus of the annual traffic occurs in these two months.

Mr. Reeve noted that an airline needs more than an improved runway. Also required is adequate airspace around the runway. The current runway is not ideal in this regard due to topographic features. Mr. Reeve then spoke about the geographic features of Unalaska, and the history of the airport which was built by the Navy in early 1940's.

He indicated that an instrument approach to the airport is from the northwest with the normal departing pattern to the southeast with an immediate left turn due to Mt. Newhall across Iliuliuk Bay. This mountain requires that the runway extension be constructed from the northwest end of the runway.

He noted that FAA parameters require certain airspace requirments as to operational flight patterns. While the Dames and Moore study addressed the construction feasibility of the runway extension it did not address certification critieria as required by FAA. Mr. Reeve indicated RAA has looked at possible aircraft that could utilize the extended runway and concluded that either the Boeing 737 or 727-100 could utilize a 1700-foot runway extension; these aircraft are certified for use on gravel runways thus if money is not availble for paving the lengthened runway could still be utilized.

Mr. Reeve noted that to provide for use by four engine jet aircraft such as a Boeing 707, a 7000-foot runway is necessary plus substantially better runway strength and paving due to the greater weight of these class of aircraft. As well, he indicated that these aircraft are not certified for use on gravel runways.

Mr. Reeve indicated that RAA has looked into the alternative runway locations noted in the report by Dames and Moore. The proposed spit location is unfavorably exposed to the dominant winds which are from the southeast or

northwest. The spit is perpendicular to these dominant winds. The average wind in Unalaska is 17 knots indicating there are many periods with winds at higher velocities than this. Use of the spit location would result in many days when the airport could not be used due to winds. There are social considerations in assessing this site also; the planes would fly right over the community which would be noisy. He commented that the other tentative location was across the bay near the existing airport running at approximately right angles to the existing runway. The geographic considerations of this alternative are even worse than the spit runway site. Cross winds are present and a mountain interfers with flight paths.

In conclusion Mr. Reeve indicated that RAA thinks that Unalaska needs a better airport to accomadate existing traffic loads to say nothing of future volumes. He stated that a 1700-extension will adequatly serve the community for serveral years to come.

Following the presentation by Mr. Reeve, Roger Allington, Meeting Moderator, indicated that the information packet contained estimates of future passagenger and frieght loads. He indicated that these predictions portend substantially increased loads over those now being carried.

Comments by Doug Jones of Dames and Moore.

Mr. Jones indicated that his firm prepared a report concerning the technical feasibility of extending the runway at the Unalaska. The report was prepared for the Alaska Department of Transportation and Public Facilities, Division of Aviation Design and Construction. The report considered only briefly the airspace geometry that the FAA requires. He indicated that they found no particularly difficult engineering problems concerning construction of the extension. One item of concern was locating an adequate material source for the fill and armor stone. The obvious location to consider was Mt. Ballyhoo in that part of the mountain must be removed to provide adequate side clearance for the runway. Mr. Jones indicated that the mountain contains generally poor material intermixed with some acceptable material. The cost of segregating the good material from the poor was considered prohibitive. Other sites investigated included Captains Bay and Arch Rock. Arch Rock on "Little South America" has good structural rock in ample quantities and is the recommended source.

Mr. Jones indicated that the design parameters used to prepare the cost estimate in the report were conservative. This resulted in a possibly high estimate and he felt that more detailed engineering based upon more concrete data could result in a 10% reduction in the estimated construction costs. He indicated the estimate of costs did not include administrative costs or engineering. The absence of wave data was the most critical unavailable data. In order to estimate this, he noted, they used pressure charts to calculate surface winds and from this they calculated probable wave heights. The prediction of winds from surface charts was the most difficult aspect of this calculation in Mr. Jones' view.

In response to a question about tsunamis Mr. Jones indicated that they were not found to be a critical design factor. Also the basic structural design was cited as being inherently capable of withstanding an earthquake.

Mr. Jones indicated the one unusal engineering aspect of the project is the depth

of water that is being proposed for fill. He indicated that there are only a few similiar type fills of this magnitude.

Due to the conservatism of the wave related design and the water depth Mr. Jones indicated that his firm is recommending that modeling be done to test the design concepts and to augment this with acquisition of wave data to firm up this design criterion.

He indicated that in his view a 1700-foot extension would cost about 24 million dollars as compared to the 35 million dollar cost for the full 2500-foot extension. This was a very quick calculation done only since Mr. Reeve had suggested the shorter length was adequate, he cautioned.

Mr. Richard Careaga, Planning Director for Unalaska queried Mr. Jones about the cost of an access road to other potential airport sites such as Broad Bay and what the cost of crossings over salmon streams would be. Mr. Jones indicated that he was not familiar enough with the locations to extend a guess.

In response to a question by the moderator, Mr. Jones indicated that the cost estimates reflect 1981 costs.

Mr. Allington noted that Doug didn't know he was scheduled to speak or that the shorter runway extension option would be discussed and thanked him for his perserverance.

In response to a question from the audience Mr. Jones indicated that the cost estimates did include paving.

Comments by Robie Strickland, Chief of Airport Division, Federal Aviation Administration.

Mr. Strickland indicated that there are a couple of comments already made that the FAA concurs with. First, that runway improvements are needed at Unalaska.

Second, they believe that runway lengthing of 1500 to 1700-feet could accomadate future needs.

He indicated that the FAA supports needed improvements at Unalaska. Mr. Strickland noted that his first flight to Unalaska required an overfly. He said he supports the need for development.

Mr. Strickland indicated the FAA does have some concerns that extending the runway might not solve the total problem. For an example he noted that it might not satisfy terrain clearance requirements or airspace. He indicated that if a YS-11 has a 6-mile visibility requirement a jet aircraft might require even longer visual sight distance due to higher approach speeds.

He noted that jet aircraft would place other demands on the airport that must be considered. The terminal, passagenger and freight handling systems and many other factors must be examined. This is usally done in an airport master plan. He indicated the FAA will participate in and fund such a study when we get a program; a study to look at these questions. Mr. Strickland noted the airport development aid program (ADAP) is before congress now but he indicated the outcome is uncertain. Unalaska is on the list of airports needing improvements.

He commented that preliminary indications are that the FAA could have a difficult time granting the necessary deviations to operate jet aircraft at Unalaska. A study is necessary to address these questions.

A member of the audience asked if the jet limitation applied if the aircraft came in from over the bay. Mr. Strickland noted that maneuving speed of the jets is higher. In addition the airline wants to be assured they can safely make a missed approach. Mt. Newhall at the southeast end is a potential hazard. Often the missed approach criterion is the most critical design factor.

Mr. Reeve reiterated his comment that RAA has looked at the airspace requirements and believes that the small jet aircraft can operate at the runway.

Mr. Careaga asked how fast the FAA responds to such studies in making their decisions. Mr. Strickland indicated the FAA would be would funding the study immediatly if they had the scope and funds. Approval to proceed would take only a matter of weeks. He indicated that Unalaska is high on the list of priorities.

Mr. Allington read letters from Flying Tiger Line and the North Pacific Fishing Vessels Owners Association into the record (See Appendix A).

Comments by Hal Schuyler from Sea-land Service, Inc.

Sealand is very interested in upgrading the current deficient runway. If 727 and 737 aircraft could serve the community the savings and safety considerations would enhance the present operating conditions of industry and assist in its growth. Air freight and mail could be delivered without backlogs; these being critical requirements for industry. Accident and medical patients could be evacuated more expeditiously.

Mr. Schuyler stated that benefits to his industry would be considerable with regard to the timely movement of marine pilots, custom and immigration officials, agricultural inspectors and ship's agents. Savings would occur to the fishing industry in the time-in-transit for employees, as well as emergency supplies, and spare parts.

This airport could positivily affect the outlying communities such as Nikolski, Chernofski, Akutan and Beaver Inlet through the availability of better transportation.

Comments by Phil Tutiakoff of Unalaska, chairman of the nonprofit regional corporation and officer in the Ounalashka Corporation.

He indicated his conversations with the ARCO people pointed out that any oil development would probably affect Unalaska. This will add to the problems of health and social services. Mr. Tutiakoff indicated that with all these experts here, all working on this one issue he was sure the runway could be acheived. He expressed his opinion that the runway improvement would be most beneficial. He noted the improved air service that would follow would allow the lifestyle to be improved. Particularly, he indicated, health and social services could be improved.

Comments by David Baumeister of ERA Helicopter and Jet Alaska.

Mr. Baumeister noted that Jet Alaska has operated a service to Unalska with their Lear until last August when the FAA caused them to cease operations due to a change in their certification of the adequacy of the runway length. He noted some statistics about their prior operation: in 1978 they made 76 flights to Unalaska; in 1978 140 flights; and in 1980 32 times. This yields monthly averages for the three years of 9.5, 11.8 and 12.8 times per month on an annual basis. Mr. Baumeister noted their medievac service is the major benefit to the community. He indicated that they flew 22 patients during the 18 months this service was in operation. With this service patients with major injuries and problems that need rapid medical evacuation can reach immediate medical care.

He indicated that to reinitiate the medievac service his company would require runway extension and surfacing. The gravel surface adds a penalty as to the length of runway needed. This penalty amounts to approximatly 15% on landing and 20% on takeoff. He indicated a short-term solution might be to pave the runway immediatly. Another problem with the gravel is the foreign object damage to the engines. He noted Jet Alaska has had three instances of this with the results being minor in two cases and requiring an engine replacement in the third case.

Mr. Reeve asked if paving only the two ends of the runway would help as this was one cost saving suggestion that he had heard of. Mr. Baumeister felt that the major problem is when the nose wheel touches down. This is some distance down the runway he indicated, thus the partial paving would probably not help that much.

Mr. Careaga asked if Jet Alaska still operates the medievac service utilizing a shuttle to Coldbay. Mr. Baumeister responeded positively, but cautioned that the reliability of this transfer is not as good as direct service and the unfavorable impact of the transfer on the patient can be great. He indicated that the shuttle aircraft does not have the life support systems the Jet Alaska can provide.

Mr. Jones of Dames and Moore commented that paving the runway should not take place until the runway is elevated because of probable wave damage. He indicated the runway is overrun by waves almost annually.

Comments by Commander Richard School of Search and Rescue, USCG.

Commander School indicated it is the policy of the Coast Guard to not interfer with commercial medievacs. He stated they would only come into "Dutch" when a commercial airline can not. He said he would like to see the runway improved so that the C-130's did not have to come in. He commented that the airspace question must be answered and noted that Coast Guard pilots are not as familiar with the runway and consequently nervous about it. He stated that when the nose wheel of the C-130 comes down it throws aggregate at the plane with about $2000 damage to the plane on each landing.

Ray Heeley, Vice President Marketing, Wien Air Alaska.

Mr. Heeley stated that Wien is always evaluating the route structure of the Alaska market. He noted that Wien currently flys into five gravel strips. Due to improvments of their Boeing 737 he stated that Wien carried more than 600 medievacs in 1980. He noted that they have filed for a route into Cold Bay but

reoognize that much of this traffic goes into Unalaska. Wien has five new aircraft, Boeing 727-100's. Consequently Wien is looking at new routes; Seattle to Dutch Harbor or Cold Bay. Many new route options are possible with these aircraft. All of this relates to renewable resource development. Attendant benefits of the new runway, would be competition which is best for community. Realization of these benefits requires that a improved runway be provided.

At this point the meeting adjourned for lunch with Kay Poland as the guest speaker.

Upon reconvening the meeting Moderator Roger allington read a letter by Pan Alaska fisheries into the record (See Appendix A).

A question from the audienoe oonoerning the requirement for an environmental impaot statement was responded to by Jess Burton, City Manager for Unalaska. He commented than one has not been prepared. His discussions with the Department of Transportation and Public Facilities have indicated that they would probably not begin one until funding is found.

Robie Strickland of the FAA commented that the master planning he spoke of earlier could include the environmental investigations.

Dick Reeve of Reeve Aleutian Airlines indicated a need to get on with the project. He noted that a normal process would take two to three years until construction but that the aotual construction would only take a year.

Following this the meeting was brokien up into three round table disoussions in ordar to document the problem and use the many types of expertise available to brainstorm a solution.

At approximately 2:45 the meeting reoonvened for the purpose of relating the finding of the three round table discussions.
:UNA #2 MS:

Summary of oup Discussions

Group Number One--Spokesman Dick Reeve of Reeve Aleutian Airlines.

The group was mostly airline people including at Alaska, USCG and RAA.

Mr. Reeve indioated his group reached six major statements of oonoern or observation:
1. An airport extension is required with 1700-feet probably the optimum length to serve the airline oommunity.

2. There are no practioal alternative sites for the airport and further investigation should be discontinued.

3. Paving is highly desirable and the oost of the paving is reasonable in terms of the benefits derived.

4. DOTPF should immediatly begin the airspaoe study inhouse or through the FAA. Quiok answers are neoessary so that the engineering oan begin.

5. Completion by mid-1983 is the fastest practical schedule. This is based upon a fast track schedule. The biggest hurdle is the planning and paper work, not the actual construction.

6. About 6 million dollars has been allocated to the project with 90% of the money from Federal sources. The Federal component is uncertain at this time. Regardless of the availability of Federal funds the need for this airport is so great that the state should be prepared to fund the project 100%.

Group Number Two--Spokesman Jess Burton, City Manager of Unalaska.

Mr. Burton commented that his group was closer to the social factors resulting from an inefficient airport including the problems of medical care and the costs of moving people in and out which are very high. He cited an example of flying a family from Unalaska to Anchorage for a vacation or shopping which would cost $2400 for a family of four. If a resident's employer does not provide this benefit the mental stress of not being able to leave is enormous. The availbility of perishibles was cited as a problem. Three dollars for a half gallon of milk, if it is available. Other effects of the air transportation problem is the cost to a plant or fishing boat when break down parts are unable to be sent. He noted that a small part, if not available, can shut down a million dollar boat while waiting for parts.

Mr. Burton noted that the airport is utilized by Akutan and other communities who rely upon Unalaska as a portal (See Appendix A). Travelers get as far as Unalaska then get stranded by weather and have to wait for days. In some cases there are no facilities available.

He indicated that his group determined that an appropiate stratregy would be to seek Legislative funding for the FAA study and engineering design in order to get the project underway. Based upon more detailed engineering the City would be in position to solicit construction funding next year.

Group Number Three--Spokesman Kenneth Cage, Pan Alaska Fisheries.

Mr. Cage noted that his group consisted mostly of seafood processors, the FAA, and state agencies including the Departments of Environmental Conservation and Community and Regional Affairs.

He commented that his group determined that it is essential this session to get airspace study underway in order to assess aircraft requrements so that the design can proceed.

The potential of expanded markets is high if an improved runway is in place. Fresh seafood markets direct from Dutch Harbor to New York, San Francisco or Japan are possible. This requires quick efficent transportation.

The environmental concerns must also be considered. The passage near the proposed extension is the desiginated dumping area for almost all the processors. The extension will require some investigation of the revised currents to see what the viability of the outfall area will be. This is not a major problem but it must be addressed.

Following the presentations by the three groups Moderator Roger Allington

provided a condensed summary of the points touched on by one or more of the three groups.

1. A 1700-foot runway extension is suffoient.
2. Paving is required.
3. Alternative airport sites are not available.
4. Completion in 1983 is the earliest practicable.
5. Studies and engineering shoud begin in 1981.
6. Seek construotion funding in 1982.
7. Target oompletion date is 1983 with jet usable airport available.
8. Medical, social and business requirments all speak to the need for an improved runway.
9. The six-million dollars is not really available.
10. Funds needed to get underway would be approximately $2 to $2.5 million.
11. Expanded markets a real potential for fisheries with improved runway.
12. Environmental problems need to be taken care in parallel with runway design and construction.
13. Fast action is necessary to get funding this year so that design may proceed.

Mr. Reeve again reiterated his obseravation that the projeot will take two years of paper work and one year oonsturotion. The obvious area to streamline is the paperwork.

He noted that the benefits of the runway improvement will extend to the whole state not just Unalaska. The promise of expanded fisheries particulary bottomfish, requires an improved air transportation system that works in concert with other required systems.

Mr. Allington commented that it might be appropiate to transfer the project to Unalaska for management purposes given the recent findings of Lieutenant Governor Miller that the Department of Transportation and Public Facilities is over-loaded with construction projects.

Mayor Huffman then closed the meeting. A transcript of the mayor's speech follows:

MAYOR'S CLOSING REMARKS

First and foremost I need to thank all of you for being here today. Those of you who know the situation have helped us provide a clearer picture of the deficiencies of the Unalaska Airport runway. Those of you who are in decision-making positions now have a better understanding of the problems at the Unalaska Airport and we thank you for your time and attention today.

As I am sure you now realize, the problems at the Unalaska Airport are not just local, municipal problems. There is a well defined need for a safe, efficient transportation system throughout the State of Alaska if we are to develop our fisheries for world food supplies, our oil and gas reserves for National well being and in doing so, enhance the economic well-being of the State of Alaska. That transportation system requires regional centers where commodities can be gathered and trans-shipped safely and economically. In the Southwestern part of our Great Land, only the community of Unalaska has the sea port,

community infrastructure, and airport potential to serve as the regional transportation center.

The existing State airport at Unalaska is presently being used as a regional air center. As the Aleution-Bering Sea economic conditions continue to rapidly increase, the use of this deficient facility will become more and more evident. There is no question in the minds of most of us familiar with the existing conditions that it is only a matter of time until we have another airport runway related accident with the resultant life and economic loss. In addition, there is a continuing economic loss to the citizens of the State due to the inadequate runway facilities. These losses to the people of the State of Alaska will grow even larger as the inadequate runway becomes more and more the single restraint to safe, efficient transportation in the Aleutian-Bering Sea Region.

A lot of work has been done to date. The Alaska Department of Transportation and Public Facilities has, through the Dames and Moore Study, established the engineering feasibility of extending the existing runway. The Unalaska Air Terminal report by Kramer Chin and Mayo as well as other studies has documented and quantified the need for substantially improved runway facilities to handle existing and projected operations. The meeting here today has reinforced all of these findings and further underscores the need to move on this proposed runway improvement now!

There is an old saying in management circles that when it comes to making major decisions you are always short of three things; information, money, and time. We, the people of the State fo Alaska need those in decision-making positions to make the decision now to proceed with runway improvements at Unalaska. We do not need to reinvent the wheel. We do need whatever actions are necessary to get "bricks and mortar" as soon as possible.

We urge the decision-makers to make positive decisions to proceed with the runway improvements now and all others to keep on top of the issue by keeping informed as to progress on the project.

We, the people of the City of Unalaska, speaking for the people of the "Great Land," need action now!

TELEGRAM

ALASCOM, INC.
PHONE: 586-6442
JUNEAU, AK 99802

#

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PMS REP ERIC SUTCLIFFE STATE HOUSE OF REPRESENTATIVES 465-4940
POUCH V 0691
JUNEAU AK 99802

I AM TAKING THIS MEANS TO ADD THE ALEUT CORPORATIONS STRONGEST ENDORSEMENT TO THE PROPOSAL TO EXPAND AND IMPROVE THE AIRPORT FACILITIES AT UNALASKA/DUTCH HARBOR. ALTHOUGH I WAS PERSONALLY UNABLE TO ACCOMPANY JESS BURTON AND THE MEMBERS OF THE UNALASKA CITY COUNCIL TO JUNEAU, I AM NEVERTHELESS ANXIOUS TO MAKE YOU AWARE OF OUR SUPPORT FOR THIS PROJECT. UNALASKA IS AN EXTREMELY VITAL ECONOMIC AND TRANSPORTATION CENTER IN THE ALEUTIAN ISLANDS AND SERVES THE RICHEST FISHERY IN THE NATION AS A SUPPORT BASE. IN ADDITION, IT WILL UNDOUBTEDLY BCOME A STRATEGIC OPERATION CENTER FOR OFFSHORE OIL AND GAS ACTIVITIES THROUGHOUT ALL OF THE OCEAN AREAS IN WESTERN ALASKA. I SPEAK ON BEHALF OF OUR 3200 SHAREHOLDERS, MANY OF WHOM LIVE IN THIS AREA, WHEN I SAY THAT IT IS URGENT THAT THIS FACILITY BE MODERNIZED AT THE EARLIEST POSSIBLE DATE.

AGAFON KRUKOFF, JR, PRESIDENT
THE ALEUT CORPORATION

RECEIVED
APR - 9 1981
KRAMER, CHIN, & MAYO, INC.
JUNEAU

KOMAE JNO

FLY TIGER LSA

LA CA 4/7/81

KRAMER CHIN AND MAYO INC JUNEAU ALASKA

NBR 46-304

ATTN: THE HONORABLE ERIC SUTCLIFFE

SUBJ: MTG CONCERNING RUNWAY IMPROVEMENTS AT UNALASKA, AK

DEAR MR. SUTCLIFFE:

REGRET UNABLE TO ATTEND MTG ON APRIL 8 AS SCHED COULD NOT BE CHANGED. AM THEREFORE SUPPLYING FWG INFO WITH REGARD TO MTG:

FT IS A SUBSTANTIAL PARTICIPANT IN THE ALASKA AVIATION COMMUNITY

FT PAYS THE STATE OF ALASKA MORE FUNDS IN THE FORM OF LANDING FEES AND FUEL FLOWAGE FEES THAN ANY OTHER U.S. CARRIER. OUR OPERATION IN PACD IS BOTH AIRLINE OPERATIONAL AS WELL AS COMMERCIAL. IN A LEASE PARTNERSHIP WITH THE STATE OF ALASKA, WE HAVE BEEN OPERATING A CONCESSION OPERATION ON THE PACD AIRPORT FOR THE LAST 14 YEARS.

IN 1980, FT INVESTED APPROX DOLLARS 200,000 IN UPGRADING ITS AIRLINE FACILITIES AND EQUIPMENT IN PACD. AS PART OF THESE IMPROVEMENTS WAS A COLD STORAGE BLDG CAPABLE OF HOLDING OVER 100,000 LBS OF FRESH SEAFOOD BUILT UP ON ACFT CARGO PALLETS PLUS AN ADDITIONAL 100,000 LBS OF BULK PRODUCT. THIS BLDG WAS BUILT IN RECOGNITION OF THE PHYSICAL LIMITATION OF THE PACD FISHERIES AND THE FACT THAT TO ACCUMULATE A FULL PLANELOAD OF SEAFOOD MAY TAKE IN EXCESS OF SEVERAL HRS. THE DESIGN AND CONFIGURATION OF OUR COLD STORAGE BLDG ENABLES FT TO COMPLETELY LOAD A 100,000 LB. DC-8 CHARTER IN LESS THAN ONE HR. THE COMBINATION OF HOLDING THE SEAFOOD UNDER REFRIGERATION AND THE EXPEDITIOUS LOADING OF THE ACFT ALLOWS FOR THE HIGHEST QUALITY CONTROL.

THE CHARTERS WE OPERATED FROM PACD LAST YR WERE QUITE SUCCESSFUL.

PACD AND DUTCH HARBOR AIRPORT POTENTIAL IN THE AIR TRANSPORT OF SEAFOOD

TO ACHIEVE THE LOWEST POSSIBLE RATE/LB. REQUIRES THE USE OF EFFICIENT, MODERN, STATE-OF-THE-ART JET ACFT. THIS, IN TURN, REQUIRES A FULL PAYLOAD OF 100,000 TO 200,000 LBS./LOAD (DC-8-63 OR 747).

HANDLING LARGE CARGO JET ACFT TO THEIR MAXIMUM PAYLOAD AND RANGE. BEFORE WE COMMITTED TO INVEST CAPITAL IN PACD LAST YR, WE STUDIED THE PROPOSED IMPROVEMENTS IN THE DUTCH HARBOR AIRPORT. OUR CONCLUSION WAS THAT, REGARDLESS OF THE LENGTH OF THE PRESENT RUNWAY IN DUTCH HARBOR, WE WOULD STILL BE RANGE- AND/OR TAKEOFF-LIMITED DUE TO THE SURROUNDING APPROACH AND DEPARTURE TERRAIN.

ON THE OTHER HAND, IF DUTCH HARBOR AIRPORT WERE IMPROVED TO ALLOW THE MAXIMUM LOAD ON A HERCULES-TYPE ACFT (APPROXIMATELY 50,000 LBS.), THEN A SHUTTLE OPERATION TO PACD MAY BE FEASIBLE, BECAUSE TWO HERC LOADS WOULD MAKE UP A DC-8 LOAD AND FOUR HERCS WOULD MAKE UP A 747 LOAD. A SHUTTLE OPERATION WOULD ALLOW THE SMALLER, LESS EFFICIENT, ACFT USE TO BE MINIMAL AND THE LARGER, MORE EFFICIENT ACFT COULD BE USED TO THEIR MAXIMUM. THE HERC IS CAPABLE OF HANDLING BUILT-UP DC-8 AND 747 PALLETS, AND THE FT COLD STORAGE BLDG CAN STORE THE SAME PALLETS ON AN INTERNAL, ROLLERIZED CONVEYOR SYSTEM. THIS MEANS THAT, ONCE THE SEAFOOD IS BUILT UP ON A PALLET IN DUTCH HARBOR, IT DOES NOT HAVE TO BE RE-HANDLED AGAIN UNTIL IT REACHES ITS FINAL DESTINATION.

FTS ANC OPERATION SERVES THE MAJOR CITIES OF ASIA, EUROPE AND THE UNITED STATES. CONSEQUENTLY, A HERC LOAD OF SEAFOOD FROM DUTCH HARBOR TO ANC CAN THEN BE TRANSSHIPPED ON FTS COMMON CARRIAGE SYSTEM OF 110 CITIES IN THE U.S. AND ALL OF THE MAJOR CAPITOL CITIES OF EUROPE AND ASIA.

CONCLUSION

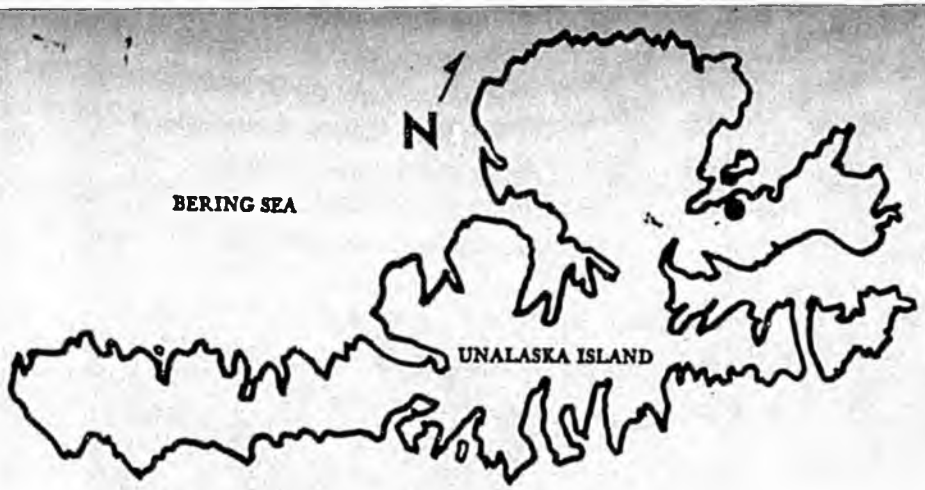
AN IMPROVED AIRPORT AT DUTCH HARBOR, WHICH WOULD ALLOW A FULLY LOADED HERC TO OPERATE TO PACD AND/OR ANC, WOULD INCREASE THE POTENTIAL OF AN ECONOMICALLY FEASIBLE AIR-TRANSPORTED SEAFOOD PROGRAM.

SINCERELY,

FLYING TIGERS
DOUGLAS R. SMITH
GENERAL MANAGER
CONTRACT AND GOVERNMENT PROGRAMS
TLX 674496

340PM
◆
KOMAE JNO

FLY TIGER LSA



OUNALASHKA CORPORATION

P. O. BOX 149
UNALASKA, ALASKA 99685
907-581-1276

AN ENVIRONMENTAL & SYSTEMATIC APPROACH
TO DEVELOPMENT

March 31, 1981

RECEIVED
APR - 9 1981
KRAMER, CHIN, & MAYO, INC.
JUNEAU

Eric Sutcliffe
15th District Representative
Pouch V
Juneau, Alaska 99811

Dear Eric,

It is my understanding that a Public Hearing will be held in Juneau on April 8th in the Baronof Hotel, with the main issue of the Unalaska Airport.

I would like you the read in the the record of the Ounalashka Corporation concerns and wishes regarding the Station here in Unalaska.

1. The present Runway is not sufficient to handle the traffic we receive in the Community.

2. The days of Aircraft cancellation, due to Runway condition, (ie. snow, rain, slush)is well into the past. If Unalaska is to continue as the center for Fishing Development.

3. The extension of the Unalaska Airport would have great Economic and Cultural change to the Community. Some examples of Economic change would be, more work for the local People year around because of the expanded arrival and departures of other Airlines besides Reeve Aleutian Airways, who have done an outstanding Job, as there record will ascertain. We feel with the interest of other main Airlines the possibility of a reduced Round Trip ticket to Juneau could make a big difference to the Policy maker of Alaska in the Aleutian Chain.

4. Interest in the development of the richiest fishing grounds in North America con be better controled by good Economical Transportation of our Public officials.

5. We of the Ounalashka Corporation feel that if we are to become Commercial Competitive with the foriegn Fisherman we should be given the tool of Transportation to all points needed to expand the sale of locally Produced and marketed Products.

In closing we would like to emphasize the importance of Air Transportation

in Unalaska, by inviting all Legislatives to travel to Unalaska and Experience a Westernly approach landing at Unalaska.

Sincerely

Vincent M. Tutiakoff, Sr.

Vincent M. Tutiakoff, Sr.
President

c.c. Jim Sourant

VMT/pbl

Resolution 81-5

A resolution supporting to expansion of air terminal facilities at Dutch Harbor.

WHEREAS, the people of the Aleutians are dependent upon air transportation for survival;

WHEREAS, air transportation in the Aleutians is excessively costly and difficult;

WHEREAS, these problems are brought about due to lack of adequate facilities;

WHEREAS, the weather in the Aleutians is among the worst in the world;

WHEREAS, the airport facilities at Dutch Harbor are completely inadequate;

WHEREAS, current facilities cannot accommodate large pay-load aircraft;

WHEREAS, Dutch Harbor is a vital link in the air transportation in the Aleutians; and

WHEREAS, the future economic development of the Aleutians is dependent on the expansion of air facilities;

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF AKUTAN,
that the people of Akutan strongly support the improvement and expansion of airport facilities at Dutch Harbor and urge Governor Jay Hammond to support the expenditure of state funds for this purpose.

DATED: 4-7-81

CITY OF AKUTAN

By: _____
Mayor

ATTEST:

_____
City Clerk

Pan-Alaska Fisheries, Inc.
A SUBSIDIARY OF CASTLE & COOKE, INC.
CASTLE & COOKE BUILDING, FISHERMEN'S TERMINAL
P.O. BOX 17705 / SEATTLE, WASHINGTON 98107 / 206 284-0900
TELEX 32 9439 PAN AKFISH SEA

April 7, 1981

Mr. Jess Burton
City Manager
City of Unalaska
Unalaska, AK 99685

Dear Jess:

I was very pleased to learn from you last week that the City of Unalaska was going to sponsor a public hearing in Juneau on April 8, 1981 to solicit support for the project to extend the Unalaska airport runways.

We strongly support the effort to extend the runway so that larger capacity, larger range aircraft can be operated into Unalaska. The benefit of such an extension to us as a major Unalaska-based processor would come in the form of more timely and economic movement of personnel and material. At the present time, the shuttle service between Cold Bay and Dutch Harbor causes us problems of longer trips, greater possibilities of delays enroute, and greater possibilities of air freighted material being lost or delayed enroute.

We understand that the City of Unalaska has requested that the Alaska Department of Transportation, which is responsible for the airport facility, apply for adequate funds from the State Legislature to extend the runway. We support this request because we believe it is in the long term best interest of both the City of Unalaska and the local residents, both individual and corporate.

We have asked that our engineer, Mr. Ken Cage, attend the hearing in Juneau to represent us so that we can be fully aware of what specific plans for the runway extension the responsible City and State agencies are now recommending, and to provide our input.

Sincerely,

PAN-ALASKA FISHERIES, INC.

William P. Woods, Jr.
Vice President - Production

WPW:kew

cc: R. Jensen - B. Kinnear - G. Gerhardstein

NORTH PACIFIC FISHING VESSEL OWNERS ASSOCIATION
Building C-3, Room 218
Fishermen's Terminal
Seattle, Washington 98119
Phone: (206) 285-3383

April 7, 1981

Jeffery C. Ottesen
Project Coordinator
Kramer, Chi & Mayo, Inc.
124 West Fifth Street
Juneau, Alaska 99801

Dear Mr. Ottesen:

The North Pacific Fishing Vessel Owners' Association (NPFVOA) is unable to send a representative to the April 8 public meeting on the need for extending and improving the runway at the Unalaska Airport. NPFVOA's failure to send a spokesman, however, should not be taken as an indication that the Association feels this project is not important enough to warrant "personal" attention or the Association does not support the improvement of facilities at the airport. NPFVOA strongly urges that the airport be upgraded and this project be given priority attention and funding.

NPFVOA's members own the majority of large vessels which harvest king crab and tanner crab in the Bering Sea. During the seasons for these crab, Dutch Harbor becomes a focal point for member (and non-member) vessels' "non-fishing" activities: almost all of the 141 million pounds of king crab and 76 million pounds of tanner crab caught during the 1980 Bering Sea fisheries were delivered to processing plants in Dutch Harbor; "finished" crab products were shipped from there. Supplies and equipment were transferred to vessels at Dutch Harbor, and relief crews board at this port. Critical to these vital support activities is the Unalaska Airport. Unfortunately, the condition and length of its runway are woefully inadequate to handle the aircraft which land there. The runway and lack of support facilities also inhibit efficient air transportation of materiels and personnel into Dutch Harbor, and restrict the volume of fish cargo which can be flown from Unalaska.

Our first concern is for the safety of the air travelers and aircraft. NPFVOA believes that the present runway does not adequately ensure the safety of those who fly into and out of Unalaska. The runway should be improved if only to preserve the lives and property which pass through the airport facilities.

Because of the condition and length of the runway, large aircraft cannot land at Unalaska Airport. Travelers and cargo destined for Dutch Harbor must first fly to Cold Bay and then transfer to the smaller aircraft which can be handled at the Unalaska Airport. In addition to being an inconvenience, valuable time is lost and unnecessary expenses are incurred as a result of the inability to fly large planes directly from Seattle

to Dutch Harbor. Usually the king crab fishery is short and intense; time is of the essence. Delays in receiving equipment and parts for emergency repairs mean less fishing time and substantial drops in income for crews and vessel owners. By extending and improving the runway at Unalaska Airport, large aircraft could fly directly from Seattle, thereby eliminating untimely (and costly) transfers of men and supplies at Cold Bay, and lessening the economic impact on fishing vessels engendered by these transfers.

If larger planes were able to land at the Unalaska Airport, more processed crab would move via air freight than presently do. Larger aircraft could also expand markets throughout the world for live crab. There is no reason the market for live crab could not rival and even dwarf that of live Maine lobster. There is now a demand in Japan for live, U.S. - caught Korean hair crab. However, because of the poor facilities of Unalaska, the crab must be flown to Anchorage for transshipment to the Orient. The less handling which occurs, the more likely that the crab will reach its intended destination alive and in good condition.

Although the crab fisheries presently dominate operations at Dutch Harbor, one cannot ignore the fledgling bottomfish industry in the Bering Sea. Domestic fishermen are just now beginning to develop fisheries for such species as pollock, cod, and yellowfin sole.

Already U.S. harvesters are making inroads into fisheries once the exclusive province of foreign fleets. As the domestic fisheries expand, foreign vessels will be eliminated from U.S. waters, and foreign nations will have to rely wholly on the U.S. industry for continuity of supply of fish and fish products. The untapped bottomfish resources of the Bering Sea have potential annual yields of millions of tons. And Congress, in the Magnuson Fishery Conservation and Management Act of 1976, made the development of the Alaska bottomfish industry a priority for fisheries management. Since the Alaskan bottomfish fishery will be developed by fishermen who are now fishing for king crab in the Bering Sea, Dutch Harbor will be the recipient of this largess of fishing activities. The economic promise of this fishery is unlimited: millions of dollars could flow into the economy of Dutch Harbor, Unalaska, Alaska, and the United States. It must be emphasized that this financial infusion of fish dollars will not be a one-shot deal. Unlike oil and gas drilling, which leave ghost towns once the wells are dry, fish are renewable resources and can sustain an economy as long as the fish are rationally harvested.

To make this economic Eden a reality, better transportation facilities are going to have to be provided at Unalaska Airport. If the runway were improved and extended, larger aircraft could transport fresh bottomfish to the lower 48 states; also, large amounts of frozen fish and finished product could be flown to domestic and foreign markets. In addition, support facilities at the airport will have to be added so that expeditious handling ensures that a premium quality product remains so.

NPFVOA believes that the benefits which would accrue to the City of Unalaska and the State far outweigh the costs of upgrading the facilities at Unalaska Airport. However, any improvements or additions to the airport should not be made with a near-sighted perspective. What is

necessary is that the planners and developers have a vision of the long-term potential of the crab and bottomfish industries

NPFVOA appreciates this opportunity to coment on the extension and improvement of the facilities at Unalaska Airport.

Sincerely,

Richard J. Goldsmith
Executive Director

cc: The Honorable Don Young
Jesse Burton

ARCO Oil and Gas Company
Alaska Region
Post Office Box 360
Anchorage, Alaska 99510
Telephone 907 277 5637

April 2, 1981

Jeffery C. Ottesen
124 West Fifth Street
Juneau, Alaska 99801

Subject: Runway Dutch Harbor

Dear Mr. Ottesen:

Due to the poor runway and landing facilities they have now and the number of accidents they have had in the past, I would not think there would be any doubt in anyone's mind that they need a better runway and landing facilities.

At the present time we will not take our aircraft into Dutch Harbor and will not until we get a better runway. It is just to dangerous.

I would think there would be no doubt in the Legislature's mind that Dutch Habor needs a new runway. So, if I was the Legislature I would take a hard look at this one. I would think the money would be wisely spent.

Sincerely,

M E Meyer

Captain Marvin Meyer
In Charge of Alaska Air Operations

MEM:mak

cc: Dave Harbour
Dick Knowles

ARCO Oil and Gas Company is a Division of AtlanticRichfieldCompany

APPENDIX A

UNALASKA AIRPORT RUNWAY EXTENSION
LETTERS OF SUPPORT

PLEASE NOTE: THE FOLLOWING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT

CITY OF UNALASKA

RUNWAY EXTENSION AND IMPROVEMENT PUBLIC MEETING

BACKGROUND INFORMATION

Regional and Commercial Setting

Strategicially situated, the City of Unalaska and it's associated port at Dutch Harbor serves a broad area of the North Pacific, Bering Sea and Aleutian Chain in the capacity of a service center, staging area and communications/transportation hub. The geographic significance of Unalaska's location was first recognized in WW II when Unalaska served as a headquarters for the Aleutian Campaign. The rapid expansion and growth of the crab fishery in the late 1960's and 1970's resulted in Unalaska becoming one of the leading ports in the nation in terms of dollar value of product processed. Yet, the level of activity at Unalaska is destined to increase further. The emergence of the white fish industry as an American-based fishery, which is predominantly a Bering Sea resource, will amplify greatly the need for services and transportation at Unalaska. Finally, two of the scheduled Federal oil and gas lease sales in the Bering Sea, Navarin Basin and St. George Basin, will probably be served with a base of operations at Unalaska (See Appendix A).

The importance of Unalaska as a service center for the Aleutians and the prospective resource development in the region is accentuated in view of the very limited alternatives available. Unalaska is the only organized municipality

southwest of King Cove and Sandpoint with an administrative and fiscal capacity to provide the necessary community infastructure the new industries will require. Unalaska possesses the only deep water port with convienent access to both the Bering Sea and North Pacific as well as containerized vessel capabilities, as is evident by the large number of vessels, processors, and shipping lines which utilize Unalaska as a port. These facts portend a dramatic future for Unalaska in light of anticipated economic activities. This future was quantified in terms of probable airfrieght and passagenger loads in a recent report by Kramer Chin & Mayo, Inc. and TAP, Inc (See Appendix C).

Runway Deficiencies

Dampening the opportunity and reliability of Unalaska to service these existing, emerging and potential industries is the deficiencies of the state-operated airport that is grossly inadequate by modern air transportation standards. Because there are limited opportunites to locate a service center elsewhere given the sparse population and rugged topography of the Aleutians, the Unalaska airport continues to be utilized in spite of the deficient facility. This reliance is especially significant in view of the absence of marine-based passenger transportation service to Unalaska. The aircraft operational limitations of the airport include runway length, runway width and lack of certain navigation aids. The current runway is approximatly 4000 feet in length with a usable width of 100 feet. The runway is surfaced with crushed gravel. The runway is unlighted and navigational aids are limited to an NDB (Non-directional radio beacon) and DME (distance measuring equipment). The absence of runway lighting and more sophisticated navigation aids, in concert with the presence of abrupt mountainous terrain immediatly adjacant to the runway necessitate that all

aircraft operations be conducted under VFR (visual flight rules). Use of the runway is limited to daylight hours and visibility from a distance of six nautical miles when on approach. These restrictions are significant in consideration of limited winter daylight and the notorious weather in the Aleutians. In comparison, Juneau's International Airport requires only two miles visibility and a 1000-foot ceiling for either day or night operations.

Severe limitations exist on the type of aircraft that can use the facility due to the shortness of the runway, the restrictive side clearances and the absence of naviagational aids. Reeve Aleutian generally operates YS-11 aircraft (twin turbo-prop engines) into the facility. Larger aircraft only infrequently operate in and out of the airport due to the limitations. Neither the Boeing 727 or 737 aircraft can economically use the runway. These two aircraft are the primary models employed in the Alaska intrastate and interstate commercial air carrier industry.

Runway Improvement

In response to these noted deficiencies the Alaska Department of Transportation and Public Facilities, Division of Aviation Design and Construction sponsored an investigation to assess the feasibility of contructing a 2500-foot extension to the 4000-foot runway at Unalaska Airport. The report, prepared by Dames and Moore, Anchorage, identifies four alternative construction options, each with different design configurations, materials and resulting costs. All options are based upon a 2500-foot extension from the northwest end of the runway. The presence of an existing road and harbor facilities at the southeast end preclude extension in this direction. The findings of this report were published in a

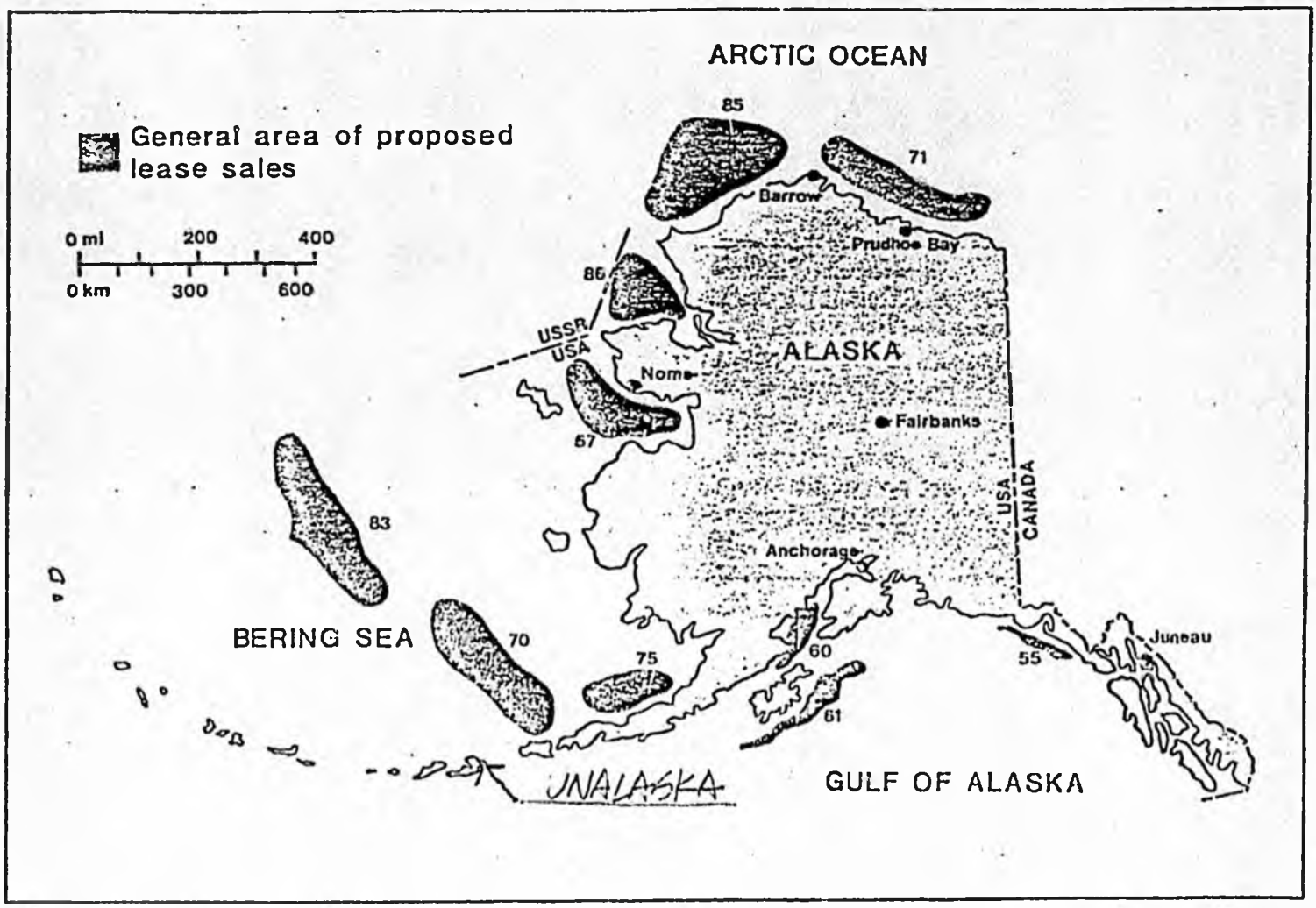
report titled "Offshore Runway Extension at Unalaska Airport, Alaska," September, 1980. Excerpts of this report are attached (See Appendix B).

Meeting Objectives

The purpose of this meeting is to further document the need for the runway extension and improvements. Business and Industry representatives from the air and marine transportation, commercial fishing, oil and gas and other private sector activities have been invited to speak to the need for, and potential benefits of improvements to the runway. Additionally, governmental representatives which would benefit from or have responibility for the improvement have been invited. It is hoped that individuals will take the opportunity to speak to the importance of this project from the standpoint of their company or governmental point-of-view. After lunch the meeting will break into a number of groups each focusing on a different aspect of the importance of the runway with the purpose of identifying a statement of support and benefits that pertain to the runway improvements from the particular industry or governmental activity. Following this, a general meeting will continue with the objective of summarizing the findings of the day including the findings of each group. A written summary of the meeting will be prepared and provided to the Legislature and appropiate government officials in support of funding requests.

APPENDIX A

OIL & GAS LEASE SALES - BERING SEA



-Areas proposed for lease in Alaska, 1980-1985 (adapted from Benton, McDowell, and Conner, 1979; BLM, 1980a; and U.S. Department of the Interior, 1980 by Rogers, Golden & Halpern, 1980).

ALASKA LEASING SCHEDULES

YEAR	STATE SALE No.	STATE DATE	STATE AREA	FEDERAL SALE No.	FEDERAL DATE	FEDERAL AREA
1981	33	2nd Qtr	Upper Cook Inlet (onshore & offshore, including the Susitna Valley)			
	32	3rd Qtr	Cook Inlet south of Kenai River (exempt acreage sale)	60	9/81	Lower Cook Inlet
					12/81	NPR-A
1982	35	1st Qtr	Lower Cook Inlet (offshore & onshore)			
	34*	2nd Qtr	Prudhoe Bay Uplands			
	36*	2nd Qtr	2nd Beaufort Sea (submerged lands)			
	37	3rd Qtr	Middle Tanana Basin and Copper River Basin	57	9/82	Norton Basin
				70	12/82	St. George Basin
1983	38	1st Qtr	Norton Basin	71	2/83	Beaufort Sea
	39	2nd Qtr	3rd Beaufort Sea	61	4/83	Kodiak Shelf
	40	3rd Qtr	2nd Upper Cook Inlet (offshore & onshore, including the Susitna Valley)	75	10/83	North Aleution Shelf
1984	41	1st Qtr	SW Bristol Bay Uplands			
	42	2nd Qtr	Minchumina Basin			
	43	3rd Qtr	4th Beaufort Sea	83	12/84	Navarin Basin
1985**	44	1st Qtr	Chukchi (nearshore & onshore)***	85	2/85	Chukchi Sea***
	45	2nd Qtr	Hope Basin	86	5/85	Hope Basin
	46	3rd Qtr	Holitna Basin			

---

* Same day Sales

** 1981 additions to the State 5-year lease schedule

*** The holding of the Chukchi Sales at this time is contingent upon a reasonable assumption that technology will be available for exploration and development in the lease sale area.

APPENDIX B

Exerpts of Report

by

Dames & Moore

"Off-shore Runway Extension at Unalaska Airport, Alaska"

EXECUTIVE SUMMARY

The Alaska Division of Aviation Design and Construction (ADA) is assessing the feasibility of constructing a 2500-foot runway extension to the 4000-foot runway at Unalaska Airport. Phase I results of a multidisciplinary study to investigate the site and ocean conditions, prepare preliminary designs, and estimate construction costs are contained in this report. If the project is determined to be feasible, Phase II studies will involve final design. Suggestions regarding important final design investigations are included in this report.

Results of this study incorporate underwater geological, geophysical, oceanographic, marine biological, and quarry investigations at the site, and engineering analyses incorporating laboratory rock testing, earthquake and tsunami studies, and computer analysis of slope stabilities. These investigations were integrated into an iterative design process, which considered the proposed structure's durability, construction methods, and estimated costs. Our design studies evaluated several alternative design concepts before selecting one for detailed cost estimates.

Throughout the design process we simultaneously considered the stability of the structure to waves and earthquakes, the construction conditions at this challenging site, and the associated costs. Although it was determined that the offshore site could experience severe wave attack, the existing data do not permit a very accurate refinement of the design wave criteria. Further, limitations on the locally available armor stone had to be considered. However, we believe that the selected design concept, a "benched-slope" embankment, represents both a cost-effective, and wave-resistent structure.

Our design and cost evaluation studies identified four construction options, each with different wave protection configurations, materials, and estimated costs. It will be necessary to conduct physical modelling tests to make an informed decision on stability/cost tradeoffs among these four cases.

INTRODUCTION

The Alaska Division of Aviation Design and Construction (ADA) desires to improve air service to the Unalaska area by upgrading the airport runway. The area is projected to become a major processing center for Alaska's developing bottomfish fishery. The geography of the airport facilities on Amaknak Island requires that any extension of the airstrip be towards the northwest into the ocean (Figure 1). Thus, major considerations are the design and cost to construct an offshore runway extension.

This study responds to ADA's Phase I feasibility evaluation and presents a set of preliminary designs, recommendations, and associated cost estimates. Phase II will involve detailed design of the facility.

In developing our conclusions, investigations were performed in the field and laboratory and by analytical methods. These included offshore and underwater surveys, quarry investigations, and evaluations of design events (waves, earthquakes, tsunamis), all in support of the actual design studies. Our results, conclusions, and recommendations are presented in the body of this report. Details of the investigations are included as appendices.

PURPOSE AND OBJECTIVE

The primary purpose of this study is to develop suitable and adequate information upon which to base preliminary engineering designs. These designs must withstand the considerable natural forces that impinge on this offshore site. Because the final design must consider the extent of risk of damage acceptable to ADA, our findings are presented in a format intended to assist ADA in their own evaluation and determination.

Based on the results of our investigations and preliminary design recommendations, our objective is to prepare a construction cost estimate. This estimate includes all major aspects of the proposed runway extension (quarrying, haul road, rockfill embankment, wave protection, and pavement)

We believe our estimated construction costs are suitable for assessing project feasibility; that is, these preliminary designs can be installed at this remote site for approximately the costs indicated (1981 base). The four cases and their associated costs are:

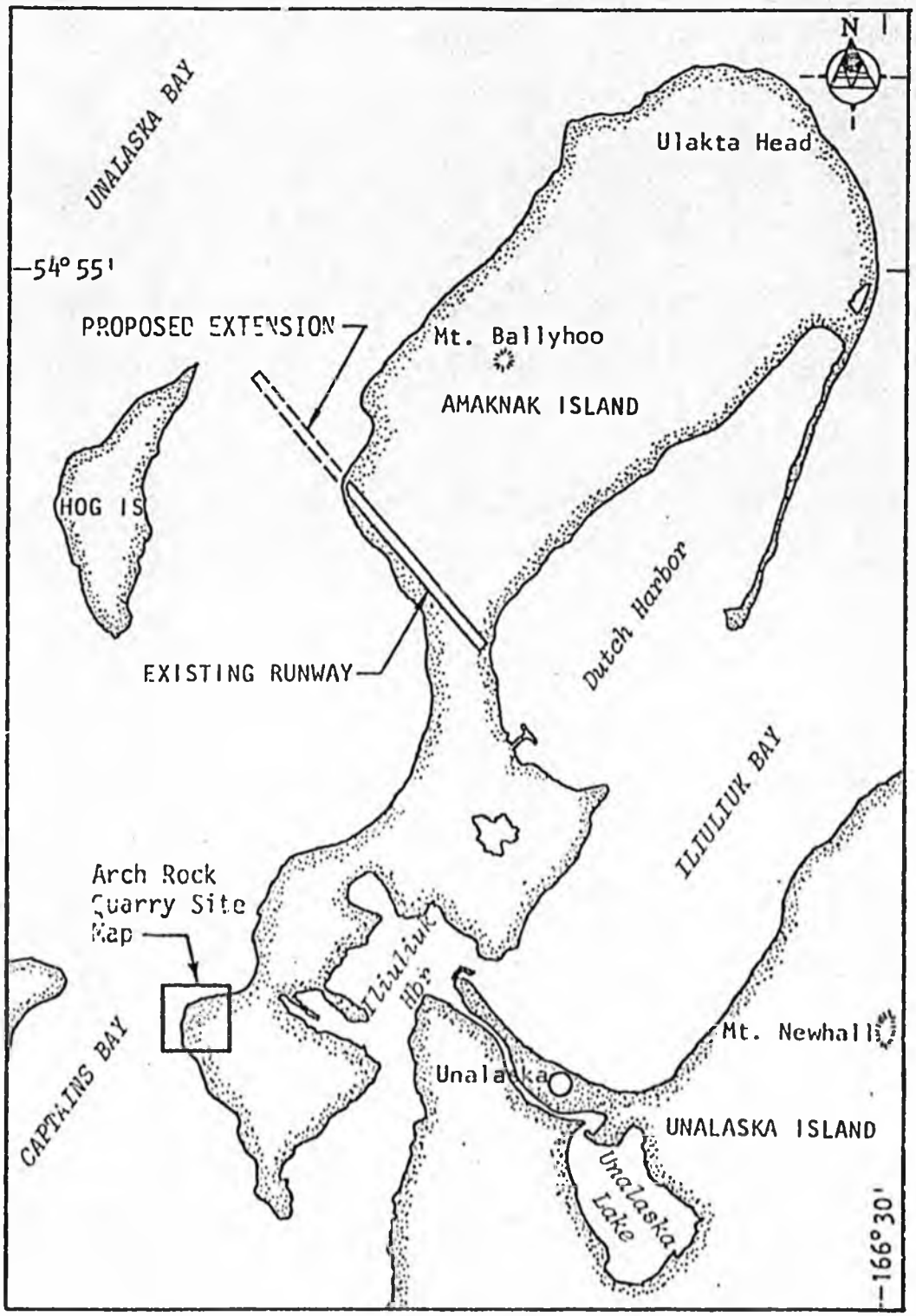
	Construction Options		
Case Designation	Marine Construction Techniques Needed	Add Concrete Wave Armor	Cost to Construct ($ Million)
Ar	Yes	No	33.7
Ac	Yes	Yes	37.6
Br	No	No	31.3
Bc	No	Yes	36.0

These costs are for construction activities only; contractual factors must be added to estimate total project cost. These highly variable factors include contractor's profit and bond, and any royalities to be paid to the quarry landowner. ADA's technical and administrative costs, also must be included. We estimate contractual costs for this project would be 20 - 25 percent of the construction cost.

Construction could be divided into smaller cost increments by building the extension in two or more length segments. The costs of the offshore extension may suggest that some variations, alternatives, or other refinements (alignments, orientations, lengths) be given further consideration.

Because the limited site wave data do not permit a refined evaluation of the design wave criterion, generally conservative (safer) assumptions have been incorporated into our design analysis. On-site wave measurements and physical modelling are recommended to assess this conservatism and to test the final design concept.

The actual results of such wave measurements and model tests cannot be predicted, but we anticipate that such investigations would reduce the above estimated costs by as much as several million dollars.



VICINITY MAP

0 3000

Scale in feet

nt Patterns

DAMES & MOORE

Figure 1

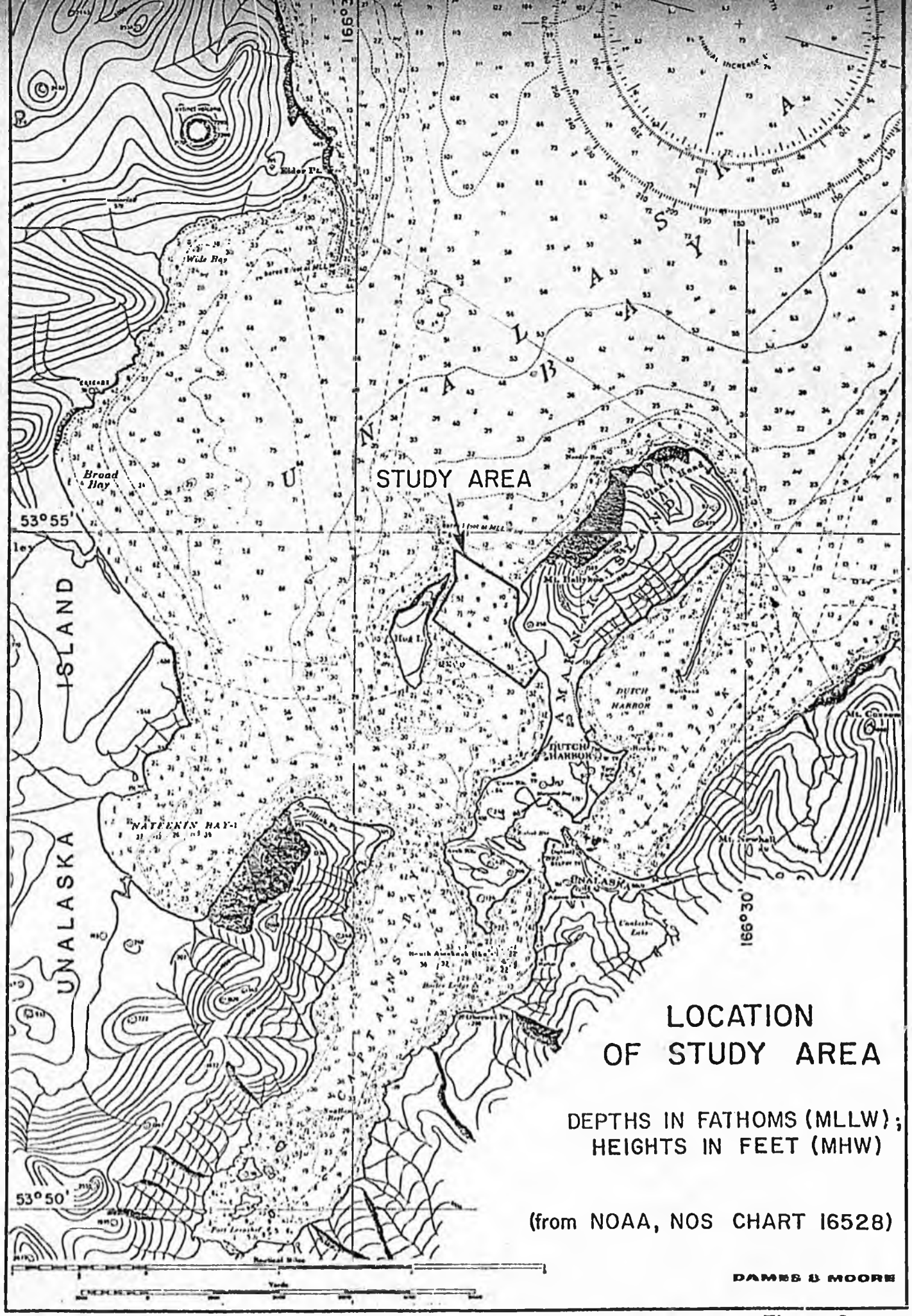
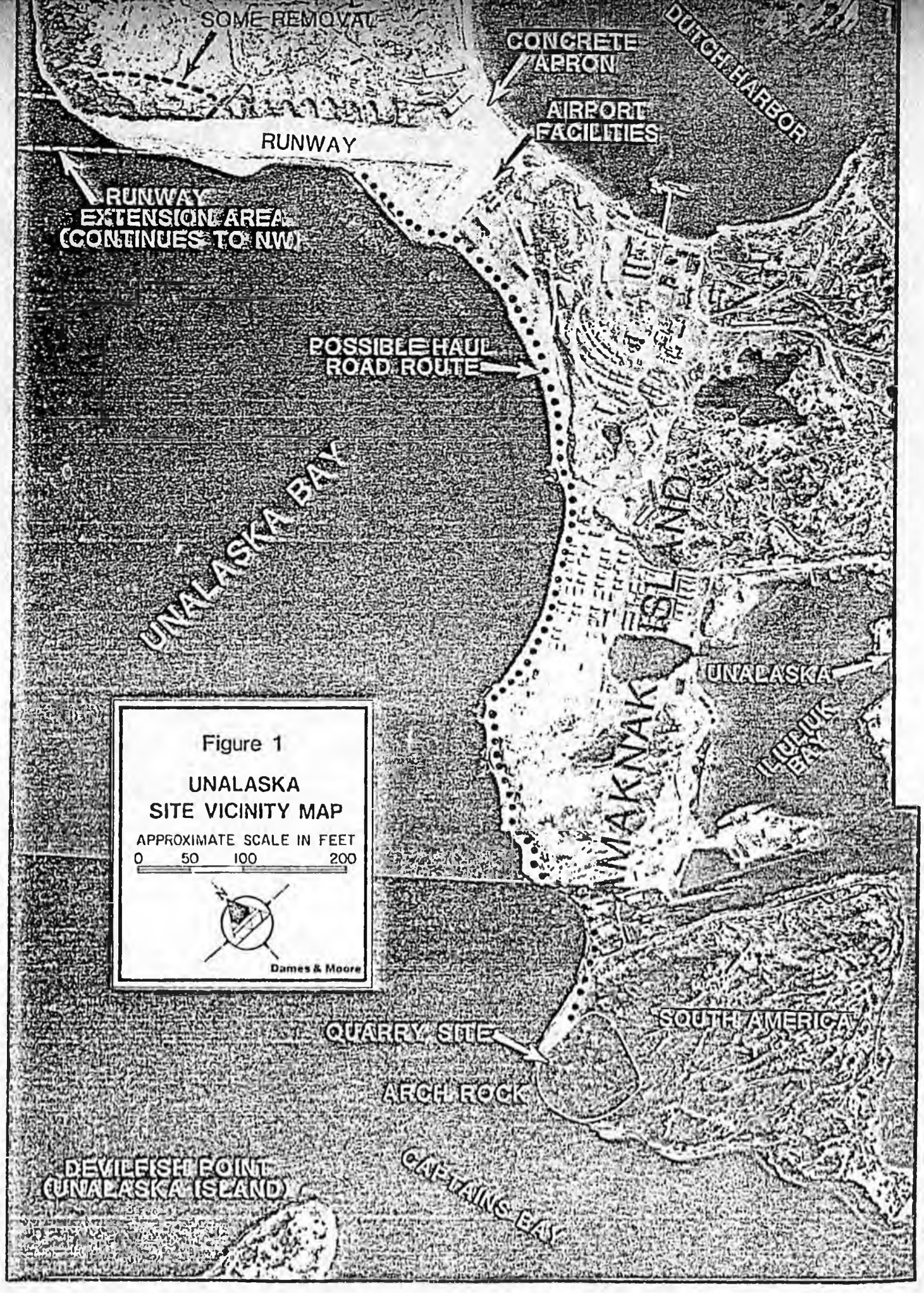

STUDY AREA
UNALASKA ISLAND
Broad Bay
Wide Bay
Eider Pt.
NATEEKIN BAY
DUTCH HARBOR
UNALASKA
Mt. Ballyhoo
Mt. Cannon
Mt. Newhall
53°55'
53°50'
166°30'
LOCATION
OF STUDY AREA
DEPTHS IN FATHOMS (MLLW);
HEIGHTS IN FEET (MHW)
(from NOAA, NOS CHART 16528)
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Figure 2


SOME REMOVAL
CONCRETE APRON
DUTCH HARBOR
AIRPORT FACILITIES
RUNWAY
RUNWAY EXTENSION AREA (CONTINUES TO NW)
POSSIBLE HAUL ROAD ROUTE
UNALASKA BAY
MAKNAK
UNALASKA
QUARRY SITE
SOUTH AMERICA
ARCH ROCK
DEVILFISH POINT (UNALASKA ISLAND)
CAPTAINS BAY
Figure 1
UNALASKA
SITE VICINITY MAP
APPROXIMATE SCALE IN FEET
0 50 100 200
Dames & Moore

and reflects the construction considerations for this remote location. This cost estimate will assist ADA in assessing the feasibility of constructing the proposed runway extension at Unalaska.

ORGANIZATION OF STUDY

A multidisciplinary team of Dames & Moore technical specialists was organized to address the various issues required to meet the objective of this study. The work was identified as several tasks for field investigations, laboratory and analytical evaluations, and finally engineering and designing studies. The details of the study tasks and their results are reported by the principal investigators as appendices to this report.

During the course of this study, there was a shift to greater emphasis on the considerable design-related problems identified during the earlier stages. This resulted in an increased level of effort by the study team in an iterative designing process, and the addition of a Technical Review Board composed of prominent coastal engineers.

This study is the result of a team effort by the following Dames & Moore engineers and scientists:

- D. Clark - Quarry Investigations
- N. Donovan - Seismic Criteria
- W. Driskell - Marine Biology
- L. E. Fausak - Marine Geology/Oceanography
- D. F. Jones - Project Management/Coastal Engineering
- D. F. Laneiwicz - Marine Geophysics
- D. C. Lees - Marine Biology
- J. T. Moore - Coastal Engineering
- L. L. Morrison - Geology/Quarry Investigations/Geotechnical
- C. I. Rauw - Tsunamis
- K. W. Tsai - Geotechnical Analysis
- J. C. Wilson - Principal-in-Charge/Design Studies/Cost Estimating

and outside consultants:

- W. F. Baird – Coastal Engineering
- L. F. de Stwolinski – Construction Cost Estimating
- B. Edge – Coastal Engineering
- C. E. McHuron – Engineering and Quarry Geology
- C. K. Sollitt – Coastal Engineering

PROPOSED CONSTRUCTION

The proposed construction would lengthen and surface the Unalaska airstrip to accommodate larger jet aircraft. Three extension lengths were initially considered: 1000-foot, 2500-foot, and 4000-foot, the latter spanning the strait to Hog Island. This study focuses on the 2500-foot extension, although some conclusions regarding a 1000-foot extension also are presented. Brief consideration was also given to alternative 6500-foot runway alignments.

The proposed offshore extension is a rockfill structure protruding out to a depth of about 55 feet (MLLW). The paved runway surface is to be 100 feet wide, which will require a usable level strip 300 feet wide. The sides and head (offshore end) of the structure must be protected from wave attack by suitable armor stone or concrete shapes. Crest elevation will be about +30 feet contingent on tides, storm water levels, and wave runup (which depends on side slope and materials). Wave overtopping must be negligible or entirely prevented to protect the pavement. The improvements must provide acceptable airspace clearance for larger aircraft. Discussions with ADA emphasized that the structure also should require minimum maintenance because of the cost of providing such services in a remote location.

Rockfill material and armor stone are to be produced from local sources. Initially, the hill immediately north of the existing runway was proposed as a quarry source. Part of this hill must be removed to provide adequate airspace clearance associated with the runway improvement. (Cutting back a portion of this hill and wasting it north of the extension will not be a significant effort using the equipment available for the embankment construction.) However, our early site reconnaissance determined that the rock materials comprising this hill would not produce armor-quality stone or good fill material. Therefore, we conducted an exploration for potential quarry sites. Of several candidate sites, the one at Arch Rock on Amaknak Island was selected for detailed mapping and drilling and proved to offer some of the best rock in the area. Development of this quarry site, which is close to the airstrip, will permit overland transport of rock materials along a 2-mile haul road.

SITE CHARACTERISTICS AND DESIGN CONSIDERATIONS

GENERAL SETTING

The community of Unalaska is located on Unalaska Bay in the eastern Aleutian Islands (Figure 2). The town of Unalaska, industrial (mainly fisheries) improvements, and airport facilities surround Iliuliuk Bay. Dutch Harbor and the airport are on Amaknak Island (Figure 1).

The airstrip runs NW-SE across the island, immediately south of Mount Ballyhoo. Its length is 4000 feet and usable width about 100 feet. Crushed gravel is used as surface material except for a concrete apron approximately 1000 by 400 feet setting obliquely to the centerline on the southeast end. Several former military buildings, including the terminal used by Reeve Aleutian Airlines, sit along the apron. The northwest end of the runway fronts Unalaska Bay and is unprotected. According to the terminal manager for Reeves, that end of the airport is flooded by waves each year.

The north side of the airport has been partially excavated from the adjacent hillside. On the northwest end, a steep bluff lies immediately adjacent to the runway; toward the southeast, a series of scallops have been cut into the slope. These originally functioned as parking spaces, and some are still used for that reason. They also provide some protection from winds prevalent on Amaknak Island.

Because of the 1800-foot high mountains and existing harbor facilities to the southeast, the airport extension must run northwestward into the ocean. This seafloor area is shallow relative to the surrounding underwater area and forms a sill (underwater saddle ridge) connecting Amaknak and Hog Islands.

Weather conditions are a major consideration in selecting construction methods and equipment, and in planning construction schedules. Good weather is the exception in the Bering Sea and wind shifts are both frequent and

rapid. Storms are almost continuous during the winter. Major storm tracks follow a trajectory that roughly parallels the Aleutian Island chain with storm centers passing both north and south of the Unalaska area.

SEAFLOOR CONDITIONS

The seafloor is smooth over most of the outer extension area below about 35 feet deep and consists of sand and gravel sediments within a broad dish-shaped 10-foot depression enclosing a maximum depth of almost 60 feet (see bathymetric chart in pocket). Underwater geologic observations and marine geophysical surveys strongly suggest that the coarse sediments are thin deposits overlying bedrock material (however, drilling would be required to confirm this interpretation). Large boulders occur over the shallower narrow shelf of the nearshore portion (Appendix A).

Overall, the seafloor conditions, while somewhat deep, are favorable for the proposed construction. Slopes are slight and towards the structure, sediments are coarse and thin, and the seafloor is free of prominent irregularities.

OCEAN CONDITIONS

Tidal fluctuations are usually only 3 - 4 feet and do not appear to drive circulation at the site. Current measurements yielded generally low speeds, averaging about 1/4 knot, and their directions and speeds do not show any clear pattern (Appendix B). The low currents between Amaknak and Hog Islands and coarse seafloor sediments appear to preclude any scour problems caused by construction of the extension.

Large storm-generated waves can impinge on the proposed structure, especially from the northern octant. Our design wave studies included collection of the limited wave data (insufficient for engineering purposes), three independent wave hindcasts, and computer analysis of wave refraction from the deep sea shoreward to the site (Appendix G). These studies concluded that unattenuated deepwater waves of 24-30 feet could reach the

site with frequency of occurrence of 1-in-50 to 1-in-100 years. We found these storm-generated waves will be the controlling design criterion, overriding earthquakes and tsunamis.

EARTHQUAKES AND TSUNAMIS

Although our detailed study showed that the site could be susceptible to a catastrophic tsunami, the historical record suggests this possibility is too rare to include as a design condition (Appendix F). However, the potential for a large seismic event affecting the Unalaska site is great. Our study found that 17 earthquakes of magnitude 6 or greater have occurred within 60 miles (100 km) of the site during the 60-year period of record. A vertical acceleration of 25%g was selected as the seismic design criterion (Appendix E). The return period for this event is similar to the design wave, between 1-in-50 and 1-in-100 years. A 40%g safety criterion (about 1-in-400 years) was used to analyze the geotechnical stability of the embankment (Appendix I).

MARINE BIOLOGY

A marine biological investigation (Appendix C) was conducted to assess ecological or environmental conditions that would influence project design or costs. No sensitive, endangered, or unique commercial or threatened species were encountered in the site vicinity. The most direct environmental impact would be the habitat alterations caused by the offshore embankment and the coastal haul road. However, no unique or sensitive species or habitat will be lost. The main effect will be burial of some existing substrate with a net increase in rocky habitat. Organisms will become re-established in the new habitats after a few seasons.

Alterations in the local circulation caused by the proposed structure could impact a larger area. The extent of changes in current and wave patterns and resultant effects are not possible to forecast at this time. Of primary concern is the cannery effluent discharge area approximately 1-1/2

miles south of the site. Some change in the waste field or reduction in mixing could be experienced.

GEOLOGY AND QUARRY POTENTIAL

The Aleutian Islands are volcanic in origin, usually andesitic. Plutonic and intrusive rocks also occur throughout the site area. Rocks in the vicinity of the site tend to be altered and fractured with several volcanic or intrusive sequences.

The mountain and hills immediately north of the existing runway are comprised of moderately- to highly-altered volcanic rock. This area is unsuitable for armor stone sources and only marginal for rockfill material. Several other localities were inspected as potential quarry sites. Of these sites, Arch Rock was selected for detailed investigation by mapping and rock core drilling. This quarry site proved to provide the best armor stone potential within a reasonable proximity to the construction site. Located on Amaknak Island, it also offers overland transport to the construction site.

The Arch Rock quarry site is composed primarily of massive andesite and competent andesite breccia. Test results indicate this rock will provide good rockfill material. The massive andesite will be the primary producer of armor stone.

The maximum size classification of armor stone will be 20 tons (16 to about 24 tons). Production of this class of stone will control quarry operations and strongly influences both design and construction costs.

SELECTION OF DESIGN CRITERIA

The preceding discussions illustrate the relevant design parameters and their relative importance at the Unalaska site. Selection of magnitudes for these natural forces as the basis for design has significant impact upon the final construction and its costs. This section presents information upon which ADA can select the acceptable risk level to be incorporated into the final design.

In order to proceed to a specific construction cost estimate we have made a preliminary selection of design parameter values. Should ADA choose more or less conservative criteria, the cost estimate should be adjusted accordingly.

Calculation of all variations in tradeoffs between design criteria (accepted level of risk of damage) and costs would be inappropriate at this preliminary stage. Rather, we have attempted to provide the benefit of our judgement, gained from our detailed studies of the many unique site conditions, for ADA's consideration regarding the feasibility of this project. Although we have made relatively specific conclusions as a result of our study, there is in reality a broader range of possible solutions.

DESIGN PARAMETERS

All site-specific data available at the time of this study have been incorporated into our analyses. In addition, we have developed a considerable body of new data relevant to this site's design problems. These are summarized in the preceding section and presented in detail in the various appendices.

Of all the considerable natural forces to be considered in designing an offshore rockfill structure at this site, the potential storm wave attack clearly dominates. Even the formidable Aleutian earthquake climate, and its associated water wave, the tsunami, are of lesser design significance than

the possible Bering Sea waves from the north. Yet data on storm waves is limited for design purposes; in fact, wave data had to be supplemented using wave hindcasting techniques.

Other site design parameters (seafloor conditions, ocean currents, quarry sources, and environmental impacts) all appear to range from manageable to quite favorable. Of these, a source for larger armor stone or shallower site depths might mitigate the wave protection problem; but given the overall conditions found in our study, waves would remain the paramount consideration.

CONTROLLING NATURAL FORCE: WAVE CRITERIA

In the absence of adequate wave data, hindcast analyses were performed to select design waves. These analyses are presented in Appendix G, which also includes a discussion of the unknowns and accuracy of this technique. Based on interpretation of our hindcast studies, we have selected the following values for significant wave heights, H_S, and their associated return periods.

	H_S (feet)	
Return-Period	From Extremal Distribution Model	With Allowance for Accuracy of Data Base
50-Year	22.5	26
100-Year	24.5	28

As explained in the following section and in Appendix G, we have used the conservative 28-foot H_S in our design analysis. We further recommend that measurements of actual wave conditions at the site be made before design is finalized. This would reduce much uncertainty in the design wave criteria, and could reduce estimated costs significantly.

DESIGN CONCEPTS

APPROACH

At the outset of this study it was assumed that a conventional "rubble-mound" coastal structure would provide a sufficient runway extension. However, early results from our design wave studies, combined with the quarry investigation data, suggested that more challenging design issues must be faced. The problem became that of finding a resistant design concept that maximizes use of the local rock materials, can be constructed using fairly standard construction methods and equipment, and incorporates a prudent standard of safety. For instance, the Arch Rock quarry appears quite good, but potentially large waves dominate the available armor stone. Requirements for marine construction equipment and methods should be minimized or eliminated to reduce costs. In addition, despite the lack of specific wave data, indications of large waves call for some conservative design assumptions.

The design study, as described in detail in Appendix H, has as its major elements:

1. Selection of design wave criteria;

2. Development of several alternative design concepts;

3. Review of these alternatives by our study team, and an independent Technical Review Board(1); and

4. Development of a "hybrid" preliminary design based on the reviews.

---

(1) The Technical Review Board was comprised of three independent coastal engineering specialists prominent in their field: Dr. W.F. Baird of Hydrotechnology, Ltd., Ottawa, Ontario; Dr. B. Edge of Clemsen University, Clemson, S.C.; and Dr. C.K. Sollitt of Oregon State University, Corvallis, OR.

ALTERNATIVE CONCEPTS

Four alternative "rubble-mound" concepts were designed and cost-estimated for the review process. These were selected following initial assessments of: a) more conventional embankment structures, which were found to be unable to withstand site wave criteria; and b) other design concepts, such as pile- or cassion-supported runways or concrete structures, which were shown to be much more expensive alternatives.

The four rockfill embankment alternatives varied in wave protection measures, and overall configuration. Basically, their characteristics were:

1. Rubble-mound design based on the standard methods of the Shore Protection Manual (U.S. Army, 1977). This design requires very flat slopes for stability and demands extensive marine construction and extreme rock quantities.

2. Adding concrete shapes (45-ton dolosse) at the head of the structure to reduce required slope and quantities. The use of dolosse is questioned in the face of recent failures.

3. Further reducing quantities by adding "placed" armor stone along the trunk of the structure. The stone available from the Arch Rock quarry will not yield the shape required to provide the extra stability inherent in the "placed" stone technique (Sollitt and Debok, 1976).

4. A traditional rubble-mound design protected by a submerged breakwater offshore. This design showed promise, but there are substantial design unknowns associated with this untried concept.

Following evaluations of these four alternatives by the study team and technical review board, a "hybrid" concept was devised: a benched slope. This configuration has a shelf extending seaward that will cause large waves to break and dissipate prior to reaching the embankment slope below the runway.

PRELIMINARY DESIGN

The benched-slope concept is the preliminary design used for construction cost estimating. During the iterative design review process, the variations in configuration and construction of this concept were evaluated. The study team concluded that the concept could be constructed as:

Plan A: A basic design with standard wave protection components requiring some (minimized) marine construction, or

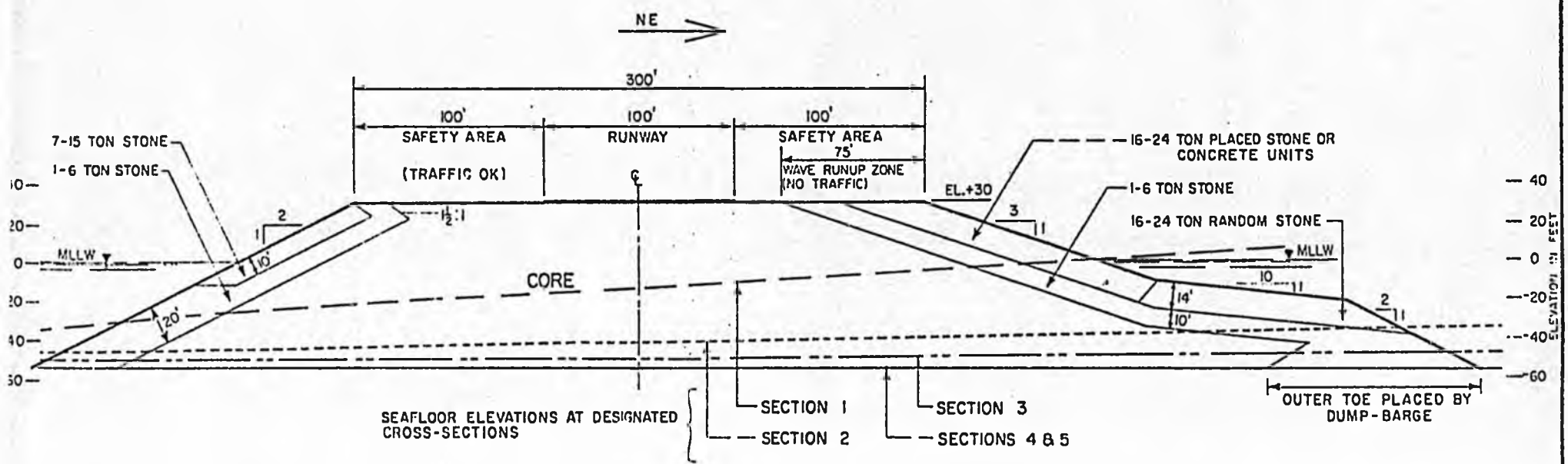
Plan B: A variation that could be constructed without marine equipment (at some cost savings) and especially mandates model testing of the adequacy of its wave protection characteristics.

Marine construction methods require more expensive equipment and operations than land-based construction. In addition, the greater risk and susceptibility to delays increase contingencies that must be incorporated into construction costs. Therefore, we sought to minimize or eliminate marine construction requirements.

CONFIGURATIONS AND WAVE PROTECTION

Plan A configuration (Figure 3), has a submerged bench extending about 100 feet seaward of the runway embankment from a depth of 10 - 20 feet. This bench would intercept larger waves and cause them to loose force by shoaling or breaking before reaching the runway embankment. Although the proposed configuration minimizes costly marine construction methods, some marine construction must be employed to build the outer bench and the slope.

Plan B (Figure 4) has a similar bench extended just above sea level to permit land-based construction equipment access to build the outer toe slope. The outer bench and slope in this plan must resist the full force of

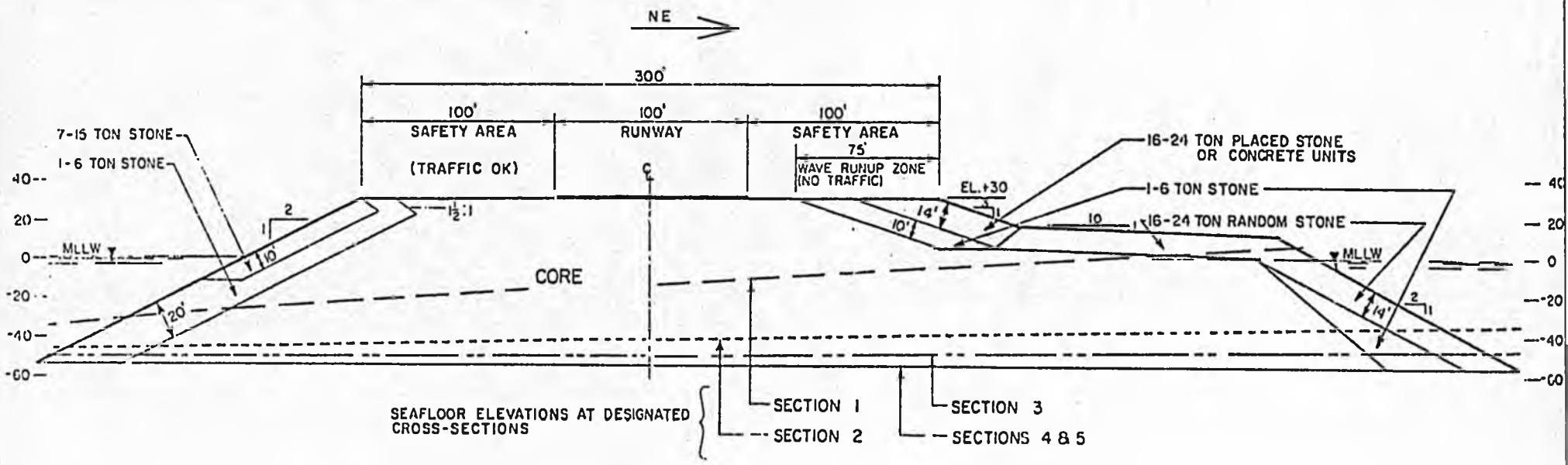


PLAN A
TYPICAL CROSS SECTION - PROPOSED BENCHED-SLOPE DESIGN CONCEPT



NOTE:
PLAN A REQUIRES SOME MARINE CONSTRUCTION
PLAN B DOES NOT REQUIRE MARINE CONSTRUCTION

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PLAN B

TYPICAL CROSS SECTION - PROPOSED BENCHED-SLOPE DESIGN CONCEPT



NOTE:

PLAN A REQUIRES SOME MARINE CONSTRUCTION

PLAN B DOES NOT REQUIRE MARINE CONSTRUCTION

DAMES & MOORE

Figure 4

all waves, and endure breaking and overtopping by the larger waves. However, minor failures and displacements at the outer bench would not affect the runway embankment. Runup from large waves would be dissipated over the elevated bench and embankment slope. This configuration, which might have to allow some level of sacrificial failure to protect the main facility under severe wave loading conditions, must be tested by physical modelling.

GEOTECHNICAL STABILITY

Geotechnical stability characteristics of this structure were analyzed (Appendix I) and it was concluded that the slope and settlement behavior during severe earthquake loadings was satisfactory.

CONSTRUCTION MATERIALS

The available local armor stone (maximum size 16 - 24 ton) could be augmented by installation of concrete armor units. Actual need for such units, their size, and coverage over the structure, would depend upon modelling results.

A 2500-foot extension using the preliminary design dimensions shown will require 3.0 - 3.2 million cubic yards of rockfill and armor stone.

AVIATION CONSIDERATIONS

A minimum width of 300 feet is needed to provide 100-foot "runway safety areas" on both sides of the 100-foot paved airstrip. Included within one safety area is a 75-foot "wave runup zone" over the upper edge of the armor stone layer along the northeast side. The surface of the wave runup zone would be composed of a smooth layer of rock and gravel covering the armor stone. This surface would not be suitable for aircraft or vehicle traffic and would require some routine maintenance, similar to that for a gravel runway. Should wave overtopping occur, extensive maintenance could be required. The alternative to this maintenance would be to widen the embankment.

Other aviation considerations, such as airspace, meteorological and aircraft operations factors, have not been assessed in detail because of the predominance of the offshore construction in determining project costs. In order to proceed to final design with the marine extension, these factors must be evaluated further. The cost of the offshore extension also suggests that a feasibility assessment of other airport alternatives may now be appropriate.

CONSTRUCTION COST ESTIMATE

Four construction options were identified as representing the range of estimated construction cost at this preliminary design stage. The principal variables in the four options are Plan A or Plan B construction configuration, and armor stone or concrete armor units. For cost estimating, four cases were defined (Appendix J):

Matrix Identifying Four Estimate Cases

	All Rock	With Concrete
Plan A - Some Marine Construction	Ar	Ac
Plan B - No Marine Construction	Br	Bc

Quantities of construction materials were taken based on the preliminary design description; these are summarized in Table 1.

Detailed estimates of specific construction components were made for such activities as mobilization/demobilization, quarry production, haul road, placement of rockfill, placement of armor stone, casting of concrete units, and runway surfacing. These various components were then combined using the lump sums, unit costs, and production rates (all based on 1981 projected prices) appropriate to each of the four cases (see attachments to Appendix J for details). This resulted in estimates of the total construction-related costs for a 2500-foot extension, summarized below:

Case	Estimated Total Cost to Construct (1981 $)	Approximate Unit Cost (per foot extension) (1981 $)
Ar	33,747,400	13,500
Ac	37,649,550	15,060
Br	31,252,800	12,500
Bc	35,964,650	14,385

TABLE 1

QUANTITY TAKE-OFFS

BENCHED-SLOPE DESIGN CONCEPT

	PLAN A (Some marine construction)		PLAN B (No marine construction)	
	All Rock (Ar)	With Concrete Shapes (Ac)	All Rock (Br)	With Concrete Shapes (Bc)
Concrete Shapes[1]	—	4,270	—	4,270
Armor Stone (tons)				
16 - 24 ton stone	516,000	287,000	516,000	287,000
7 - 15 ton stone	102,000	102,000	102,000	102,000
1 - 6 ton stone	818,000	818,000	818,000	818,000
Total Armor Stone	1,436,000	1,207,000	1,436,000	1,334,000
Quarry Volumes (cubic yards)				
Embankment Rockfill	2,343,000	2,343,000	2,523,000	2,523,000
Total Structure[2]	2,976,000	2,874,000	3,156,000	3,054,000
Waste[3]	1,521,000	—	1,341,000	—
Total Volume Quarried	4,497,000	2,874,000	4,497,000	3,054,000

Footnotes:

1 Assumed 40-ton units and complete coverage.

2 Embankment rockfill and armor.

3 Extra to produce required amount of 16 - 24 ton armor stone at 5% yield.

These costs are for construction activities only. Four principal contract-related factors must be added to the above costs; these are:

- Profit - This highly variable factor could range 10 - 15 percent or higher. We suggest 12 percent for purposes of an estimate.

- Bond - A contractor's bond usually ranges between 0.5 - 1.0 percent of the total contract (including profit). We suggest a figure of 0.75 percent.

- Royalty - Royalities may have to be paid for quarry production, and would be determined from negotiations with the landowning party. These costs might range widely ($0.10 - $0.70 per cubic yard of production).

- Administration, Engineering, Design and Inspection - Allowance for ADA's technical and administrative costs can be estimated using the ASCE Manual of Engineering Practice, No. 45 (1975). For projects of this size ($30 - $40 million), this recommends a range of 4-3/4 percent (average complexity) to 5-3/4 percent (more complex) of construction costs recommended. Five percent is suggested for this project.

A reasonable range for contractual factors for this project is 20 - 25 percent for estimating purposes. Therefore, the total costs associated with construction of a 2500-foot runway extension at Unalaska Airport could range about $35 - $45 million, depending upon the selected construction option and negotiated contracts.

For comparison, we also made a rough estimate for the least-cost extension having the same runway length, width and surfacing. This extension would be constructed by land-based methods using all rock without extra armor stone production and bench. This hypothetical structure's estimated total cost is about $28 - 30 million ($24 million plus contractual factors). Therefore, the

potential for cost reductions with new design information is on the order of several million dollars.

It may be desirable to construct the extension in phases in order to permit smaller funding increments over an extended period. We believe that the best approach to phased construction is to divide the work into increments of extension length. We suggest a 1500-foot interim extension for the first phase construction. Costs for phased construction were estimated using Case Br as an example assuming the phases are in two consecutive years and inflation is 9 percent:

Phase	Length Increment (feet)	Cost to Construct (1981 $ millions)
I	0 - 1500	14.9
II	1500 - 2500	19.6
TOTAL	2500	34.5

For this example, the increase in total cost of a 2500-foot extension, assuming one-year inflation and two mobilizations, is approximately 10 percent.

CONCLUSION

Cost estimates and construction methods have been analyzed throughout the design process, and have been important factors in design decisions. We feel we have identified the most economical approach to building a structure that can withstand the forces at this site. Considering the possible cost reductions that may become evident from further design information, we believe these preliminary costs are suitable for ADA's feasibility assessment.

APPENDIX C

Excerpts from Report

by

Kramer, Chin & Mayo, Inc.

and

TAP, Inc.

"Feasibility Study for a New Air Terminal - Dutch Harbor, Alaska"

AIR FREIGHT AND CARGO

Equally important as the transporting of persons is the transportation of mail, freight and cargo of all types into the Dutch Harbor Airport by air carrier. At present, Reeve Aleutian Airlines has a combination passenger/cargo flight each day six days a week and a separate cargo-only flight. This is being flown by a YS-11 aircraft which is a turbo-prop two-engine aircraft manufactured in Japan. The aircraft is unpressurized but has operated extremely well into Dutch Harbor, given the facility and operational restrictions at that airport. For the year 1980, Table 1 indicates that as much as 134 tons of freight could be delivered at the airport. An equally impressive number of 100 tons of air mail could develop. It is interesting to note that the freight enplaning and deplaning at most airports is fairly equal. This is especially true in a metropolitan area; the further one gets from the manufacturing centers, the more freight is delivered to that location. It is not surprising that the off-load freight and mail at Dutch Harbor should be some 6 times that of the on-loaded freight leaving Dutch Harbor. This situation could be expected to continue throughout the century regardless of the other influences of the airport or the town. It is this large volume of freight which dictates the necessity of a separate air freight building. At the present time one of the Native Corporation-owned buildings is being used for that purpose and this study suggests that it continue to be used for the purpose. The terminal building will have an area dedicated to the receipt and mailing of smaller air freight parcels.

Table 1.

HISTORIC & FORECAST COMPARISON OF
POPULATION/ENPLANEMENTS/AIR CARGO

	Area		Total Cargo			
			Freight–Tons		Air Mail–Tons	
	Population	Enplanements	On	Off	On	Off
HISTORIC						
1977	1,500 e	7,227 a	89.5	N.A.	39	N.A.
1978	2,250 e	8,565 a	65.7	N.A.	40.4	N.A.
1979	3,000 e	11,517 a	67	415	41	445
FORECAST						
1980	5,200	18,000	134	719	100	771
1985	12,000	37,000	310	1,660	230	1,780
1990	16,000	50,000	413	2,213	307	2,372
1995	18,000	60,000	464	2,489	345	2,670
2000	20,000	70,000	516	2,766	384	2966

a = actual

e = estimate

N.A. = not available

Source: TAP, Inc.

PASSENGER ENPLANEMENT

Table 2 of this study, Scheduled Flights Per Day, indicates the forecast enplanements by target years and the average passengers per day for those years. This indicates the number of seats needed per day which in turn either dictates the type of aircraft or the frequency of service each day.

The assumption has been made in this study that the runway will not be improved to the degree that it can accept any larger aircraft until 1985. Therefore, two flights per day with the YS-11 are programmed in this forecast section from 1980 to 1985 and one cargo-only flight per day. This is based on service of 6 days a week.

The passengers per day grow from 58 for the current year to as many as 192 at the end of the century. This number ofspersons leaving Dutch Harbor daily would have great difficulty being accommodated on an aircraft as small as the YS-11. However the use of a larger aircraft is dependent on extension and improvement of the runway.

Certainly there will be peak periods throughout the year based on such things as fishing seasons and other industrial demands as well as possible tourist peaks. Therefore, the airline will be adjusting flights and flight schedules accordingly but for the purpose of space planning, average enplanements only have been utilized.

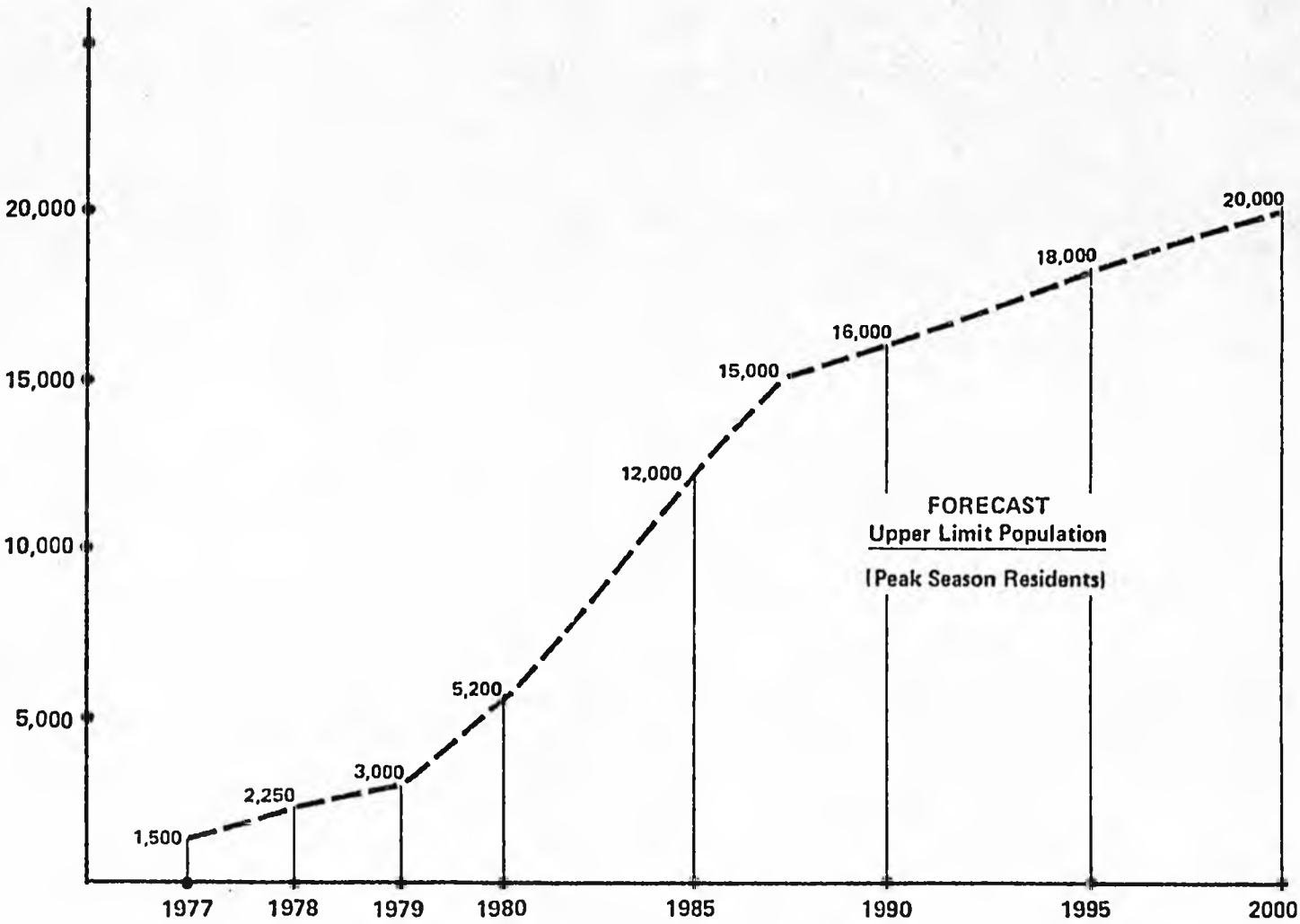


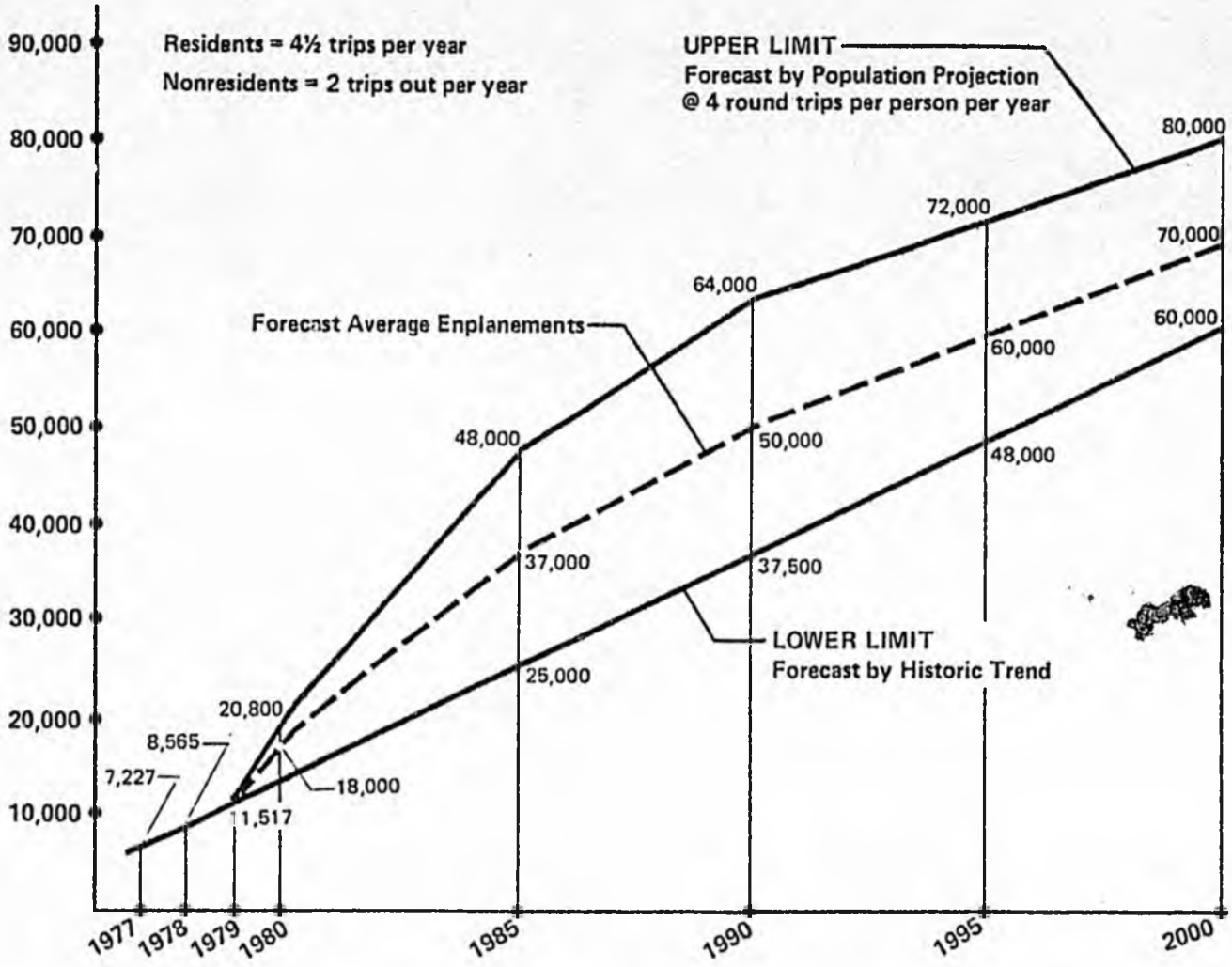
DIAGRAM 1

PEAK SEASON POPULATION FORECAST

(Based on Community Development Plan, November, 1977
by Tryck, Nyman & Hayes, Anchorage, Alaska)

Interpolations by T.A.P. Inc.

Kramer, Chin & Mayo, Inc.
Consulting Engineers, Architects, Applied Scientists
124 West Fifth Street, Juneau, Alaska 99801
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DIAGRAM 2

PASSENGER ENPLANEMENTS –
TOTAL SCHEDULED AND NONSCHEDULED

Table 1

HISTORIC & FORECAST COMPARISON OF POPULATION/ENPLANEMENTS/AIR CARGO

	Area		Total Cargo			
			Freight—Tons		Air Mail—Tons	
	Population	Enplanements	On	Off	On	Off
HISTORIC						
1977	1,500 e	7,227 a	89.5	N.A.	39	N.A.
1978	2,250 e	8,565 a	65.7	N.A.	40.4	N.A.
1979	3,000 e	11,517 a	67	415	41	445
FORECAST						
1980	5,200	18,000	134	719	100	771
1985	12,000	37,000	310	1,660	230	1,780
1990	16,000	50,000	413	2,213	307	2,372
1995	18,000	60,000	464	2,489	345	2,670
2000	20,000	70,000	516	2,766	384	2966

a = actual

e = estimate

N.A. = not available

Source: TAP, Inc.

Table 2

FORECAST SCHEDULED FLIGHTS PER DAY

Year	Enplanements	Passengers per day	Flights per day	Cargo flights per day
1980[1]	18,000	58	2 YS11	1 YS11
1985[2]	37,000	118	2 L-188	1 YS11
1990[3]	50,000	160	2 B-737	1 L-188
1995[4]	60,000	192	2 B-737	1 L-188
2000[5]	70,000	192	2 B-737	1 L-188

1. 1980 service six days/week with YS11 @ 30 seats available
2. In 1985 service with Electras @ 80 seats six days/week
3. In 1990 service with 116-seat jet six days/week
4. In 1995 116-seat jet two flights/day six days/week
5. In 2000 116-seat jet two flights/day seven days/week

All assuming scheduled service by only one carrier.

By the end of the planning period, 1980 to 1985, one Lockheed Electra per day will be required just for freight and mail.

17,700 lbs of freight
18,700 lbs of mail

36,400 lbs or 18 tons per day six days per week

Source: TAP, Inc.

AIRPORT REQUIREMENTS

Through interviews with Reeve Aleutian Airlines personnel and top management, it has been determined that the airlines are fully cognizant of the fact that the Dutch Harbor traffic is rapidly increasing. It is the desire of this airline to fly a larger aircraft into Dutch Harbor. However that is not operationally possible until the runway is improved. The present 4200-foot runway does not have a prepared all-weather surface and is not maintained to high standards. The airport itself has physical limitations because of poor approaches and a mountain in the transition zone, and this causes the runway problem to be magnified.

Reeve Aleutian Airlines has stated that as soon as the airport runway is lengthened it will fly an aircraft with more seats available and the first step would probably be to a Lockheed Electra. This study has assumed that the one cargo flight per day will continue with the YS-11 until 1990, at which time an additional Lockheed Electra will be used once a day for cargo-only flights. In the meantime, from 1985 until 1990 two Lockheed Electras will be necessary for the forecast passenger traffic. In 1990 there will be sufficient traffic to justify two Boeing 737 or similar aircraft with some 116 seats available per aircraft. By establishing the 737 as the ultimate aircraft, certain runway improvements can now be designed to this critical aircraft. Reeve has stated that they would desire to have a 5500-foot runway for a Lockheed Electra but could get by with 5000 feet. They further stated that they would desire to have a 6000-foot runway for the Boeing 737 but could get by with 5500 feet. The airport would still have a certain operational limitation, namely being a VFR airport, daytime only. Also, due to the faster heavier aircraft, even though there will be more runway, it will still require a highly specialized pilot skill to fly in the extraordinary weather conditions of the Aleutians coupled with a substandard airport. Airport improvements are so critical to the economic health of the area in Dutch Harbor that this study has assumed that the state and the FAA will act on the suggested improvements and provide a greater runway length with a paved surface just as soon as monies are appropriated.

Table 3

SUMMARY OF REQUIREMENTS OF
PASSENGER TERMINAL RELATED FACILITIES

	Needed for				
	1980	1985	1990	1995	2000
TERMINAL AREA					
Airline gates (GA)	2	2	3	3	3
Air taxi—charter gates (AC)	0	2	3	3	3
Total gate positions on apron	2	4	6	6	6
AUTO PARKING SPACES REQUIRED					
Public parking	10	50	100	150	200
Employee parking	2	5	10	20	25
Car rental spaces	0	5	7	10	15
Total spaces required	12	60	117	180	240
Curb load and unload linear feet required	80	120	140	170	200
ANNUAL TOTAL CARGO, TONS					
Airfreight, on and off	853	1,970	2,623	2,953	6,297
Air mail, tons, on and off	881	2,010	2,679	3,015	3,350
Total annual tonnage	1,734	3,980	5,302	5,968	9,647
Pounds handled per day six day/week	11,120	25,520	33,980	38,260	61,840
Tons handled per day six day/week	5.56	12.76	16.99	19.3	30.92

Source: TAP, Inc.

Table 4

FORECAST OF AIRCRAFT OPERATIONS AND ACTIVITY

	1980	1985	1990	1995	2000
Based aircraft, business, pleasure, government—peak season	4	6	8	9	10
Total annual aircraft operations	5,424	7,680	8,800	9,400	10,740
Air carrier—noncargo	624	1,240	1,240	1,240	1,460
Air taxi	N.A.	1,040	1,560	1,560	2,080
Military	100	100	100	100	100
Civilian— Local	200	300	400	500	600
Itinerant	4,500	5,000	5,500	6,000	6,500
Air Cargo	624	624	624	624	624
Annual Totals	11,472	15,984	18,224	19,424	22,104
Average daily aircraft operations	16	24	32	36	40
Average peak hour operations	6	8	10	12	14
Annual scheduled air carrier operations	1,248	1,248	1,248	1,248	1,460
Daily scheduled air carrier departures	2	2	2	2	2
Maximum air carrier stage length, mi.	180*	180*	180*	180*	800**

*Cold Bay **Anchorage

Source: TAP, Inc.

PLEASE NOTE: THE PRECEDING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT.

Union Info (IOMMP)

Alaska State Legislature

House of Representatives

Committee on Transportation

May 28, 1981

Rep. Bette Cato, Chairman

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

M E M O R A N D U M

TO: ALL HOUSE TRANSPORTATION COMMITTEE MEMBERS

FR: Rep. Bette Cato, Chairman BC

RE: Union Information

Attached you will find copies of materials that were distributed in the May 28, 1981 House Transportation meeting regarding unions, pay scales, and contracts.

BC:st

Letter of Agreement
between the
State of Alaska
and the
International Organization of Masters, Mates & Pilots
Pacific Maritime Region

Re: Agreements Reached Pursuant to Rule 37.02 Reopener

Negotiations have been reopened in conformance with Rule 37.02. Having bargained fully and in good faith, the parties now desire to commit to writing the agreements and understandings reached during reopened negotiations.

Pursuant to Rule 37.02(d) and (e), the parties agree that effective on th date of signing this Letter of Agreement, Rule 12 of the Southeast Agreement will be replaced in its entirety and will subsequently read as follows:

Rule 12 - Relief Terminal and Free Passage

12.01 Change ports shall be Juneau and Ketchikan. However, other communities may also be used as change ports whenever both regularly assigned employees in a position reside in such community or vicinity and when such community is a regular port of call. Deck Officers shall normally be relieved at the same change port where they began their regularly assigned duties. If the Deck Officer begins his duties at, or is relieved at, a place other than his regularly assigned change port, he will be furnished transportation between his regularly assigned change port and the place of relief or replacement or place of next assignment, as necessary. Such a Deck Officer may also receive a quarters and/or meal allowance, as provided in Rule 11.

12.02 Deck Officers who reside at any port of call of the Employer's vessels other than at their designated change port may "deadhead" aboard said vessels. During such passage the Deck Officer may take meals in the Officers' mess without charge. Berth will be furnished free of charge

whenever possible, on a space-available basis, but the Employer shall not be liable for travel and/or other expenses incurred by a Deck Officer traveling to the Deck Officer's designated change port by means other than vessels of the System.

12.03 Licensed Deck Officers traveling at the convenience of the Employer shall receive straight-time wages for actual hours traveled. If actual hours spent traveling are less than eight (8), the Deck Officer shall receive eight (8) hours straight-time pay. The maximum to be paid shall be twelve (12) hours for each twenty-four (24) hour period. Such travel pay shall apply toward minimum guarantee. The foregoing applies regardless of mode of transportation, and if such travel is via the Employer's vessels, meals and quarters will be furnished.

12.04 In no case shall the implementation of a change port other than Juneau or Ketchikan cause the State of Alaska to incur any significant additional expense nor cause any Alaska resident to travel outside the State of Alaska to relieve another Deck Officer.

Effective July 1, 1981 and pursuant to Rule 37.02(a), Rule 17 of the Southeast Agreement shall be replaced in its entirety and shall thereafter read as follows:

17.01 Wage Schedule for Non-Alaska Residents:

M/V COLUMBIA, MALASPINA, MATANUSKA & TAKU

	Monthly (182 Hrs.)	Biweekly (84 Hrs.)	Daily (12 Hrs.)	Straight Time Hourly	Overtime Hourly
Master	$ 4,061.60	Base Salary			
	+ 265.00	(Master's Pay)			
	+ 260.00	(Nonwatch Pay. In Lieu of Overtime)			
	$ 4,586.60	$ 2,116.80	$ 302.40	$ 25.20	$ 37.80
Pilot	$ 3,824.92	1,765.6[illegible]	252.24	21.02	31.53

Chief Mate	3,518.07 Base Salary				
	+ 200.00 (Nonwatch Pay, In Lieu of Overtime)				
	$ 3,718.07	1,716.12	245.16	20.43	30.65
Second Mate	$ 3,309.18	1,527.12	218.16	18.18	27.27
Third Mate	$ 3,309.18	1,527.12	218.16	18.18	27.27
Third Mate - Trainee	$ 3,106.85	1,433.88	204.84	17.07	25.61

M/V LECONTE & AURORA

	Monthly (182 Hrs.)	Biweekly (84 Hrs.)	Daily (12 Hrs.)	Straight Time Hourly	Overtime Hourly
Master	$ 3,898.95 Base Salary				
	+ 265.00 (Master's Pay)				
	+ 260.00 (Nonwatch Pay, In Lieu of Overtime)				
	$ 4,423.95	$ 2,042.04	$ 291.72	$ 24.31	$ 36.47
Chief Mate - Watchstander	$ 3,375.25	1,558.20	222.60	18.55	27.83
Second Mate	$ 3,309.18	1,527.12	218.16	18.18	27.27
Third Mate	$ 3,309.18	1,527.12	218.16	18.18	27.27

M/V CHILKAT

	Monthly (182 Hrs.)	Biweekly (84 Hrs.)	Daily (12 Hrs.)	Straight Time Hourly	Overtime Hourly
Master	$ 3,835.00 Base Salary				
	+ 260.00 (Nonwatch Pay, In Lieu of Overtime)				
	$ 4,095.00	1,890.00	270.00	22.50	33.75

17.02 Wage Schedule for Alaska Residents:

M/V COLUMBIA, MALASPINA, MATANUSKA & TAKU

	Monthly (182 Hrs.)	Biweekly (84 Hrs.)	Daily (12 Hrs.)	Straight Time Hourly	Overtime Hourly
Master	$ 4,565.00				
	265.00 (Master's Supremacy Pay)				
	+ 260.00 (Nonwatch Pay, In Lieu of Overtime)				
	$ 5,090.00	$ 2,349.48	$ 335.64	$ 27.97	$ 41.96
Pilot	$ 4,306.00	1,987.44	283.92	23.66	35.49
Chief Mate	3,969.00				
	+ 200.00 (Nonwatch Pay, In Lieu of Overtime)				

	$ 4,169.00	1,924.44	274.92	22.91	34.37
Second Mate	$ 3,740.00	1,726.20	246.60	20.55	30.83
Third Mate	$ 3,740.00	1,726.20	246.60	20.55	30.83
Third Mate - Trainee	$ 3,518.00	1,623.72	231.96	19.33	29.00

M/V LECONTE & AURORA

	Monthly (182 Hrs)	Biweekly (84 Hrs)	Daily (12 Hrs)	Straight Time Hourly	Overtime Hourly
Master	$ 4,387.00				
	265.00 (Master's Pay)				
	+260.00 (Nonwatch Pay, In Lieu of Overtime)				
	$ 4,912.00	2,267.16	323.88	26.99	40.49
Chief Mate - Watchstander	$ 3,812.00	1,759.80	251.40	20.95	31.43
Second Mate	$ 3,740.00	1,726.20	246.60	20.55	30.83
Third Mate	$ 3,740.00	1,726.20	246.60	20.55	30.83

M/V CHILKAT

	Monthly (182 Hrs)	Biweekly (84 Hrs)	Daily (12 Hrs)	Straight Time Hourly	Overtime Hourly
Master	$ 4,319.00				
	+ 260.00 (nonwatch Pay, In Lieu of Overtime)				
	$ 4,579.00	2,113.44	301.92	25.16	37.74

The foregoing wage schedule for Alaska residents incorporates the resident pay differential of $100.00 per month which has been payable since July 1, 1980, as well as the additional wage increases negotiated only for Alaska residents in connection with this reopener which will become effective 1 July, 1981.

17.03(a) Any Deck Officer not having pilotage endorsements which are valid for the Puget Sound routes normally used by the Employer shall have his straight-time hourly rate of pay reduced by $1.00 per hour; and

(b) Any Deck Officer not having pilotage endorsements which are valid for Southeastern Alaska main line ports of call shall have his straight-time rate of pay reduced by $1.00 per hour; and

(c) Any Deck Officer not having pilotage endorsements which are valid for the outports of Southeastern Alaska shall have his straight-time rate of pay reduced by $1.00 per hour. Outport pilotage shall include pilotage for the

following ports of call: Metlakatla, Hollis, Kake, Angoon, Tenakee Springs and Hoonah. This list of outports may be modified by mutual agreement or by changes in the outports serviced by the Employer's vessels. Those outports which are scheduled to receive service from the Employer's vessels which amounts to at least twenty-six (26) stops during a fifty-two (52) week period will be considered among the outports for which pilotage is required. When a new outport is added to the above list, those Deck Officers who presently qualify for outport pilotage will be allowed a grace period of twelve (12) months in which to secure the necessary pilotage. During this grace period, such Deck Officers will continue to be paid outport pilotage. However, subsequent payments to individual Deck Officers for outport pilotage is contingent upon the individual securing pilotage for the new outport.

(d) Notwithstanding the provisions of 17.03(a) - (c) above, Deck Officers who are receiving pilotage as of the date of the signing of this Agreement shall continue to receive the current rate for pilotage ($546.00 per month) regardless of which endorsements they hold.

17.04 It is agreed that the Employer will compile a total gross wage study for all shipboard ratings within the System when so requested by the Union. In the event the Union requests the wage study be performed by an independent third party, this party must be mutually agreed to by the Union and the Employer. Any expenses incurred by having a third party perform such wage study are to be shared equally by the Union and the Employer.

17.05 In recognition of the additional administrative duties required of the Master, M/V CHILKAT, when the vessel is in operational status, the Employer agrees to pay said Master an additional $95.00 per pay period as "Administrative Duty Pay". Such payment will be made only when the vessel is in operational status, and will not be paid to the Master, M/V CHILKAT, when he is on leave, whether it be for medical or vacation purposes. (In the case of leave, the relief Master will receive the $95.00 per pay period Administrative Duty Pay.)

T.A.
DCAB
5-12-81

Similarly, Rule 17 of the Supplemental Agreement covering the M/V CHILKAT during its day boat operations is replaced, effective July 1, 1981 with the following:

17.01 Wage Schedule for Non-Alaska Residents:

	Monthly (173.3 Hrs)	Biweekly (80 Hrs)	Daily (10 Hrs)	Straight Time Hourly	Overtime Hourly
Master	$ 3,640.00				
	+260.00 (nonwatch Pay, in Lieu of Overtime)				
	$ 3,900.00	1,800.00	225.00	22.50	33.75

17.02 Wage Schedule for Alaska Residents:

	Monthly (173.3 Hrs)	Biweekly (80 Hrs)	Daily (10 Hrs)	Straight Time Hourly	Overtime Hourly
Master	$ 4,100.00				
	+260.00 (Nonwatch Pay, in Lieu of Overtime)				
	$ 4,360.00	2,012.80	251.60	25.16	37.74

The foregoing wage schedule for Alaska residents incorporates the resident pay differential of $100.00 per month which has been payable since July 1, 1980, as well as the additional wage increases negotiated only for Alaska residents in connection with this reopener which will become effective 1 July, 1981.

17.03(a) Any Deck Officer not having pilotage endorsements which are valid for the Puget Sound routes normally used by the Employer shall have his straight-time rate pay reduced by $1.00 per hour; and

(b) Any Deck Officer not having pilotage endorsements which are valid for Southeastern Alaska main line ports of call shall have his straight-time rate of pay reduced by $1.00 per hour; and

TH RCAB 5-12-81

(c) Any Deck Officer not having pilotage endorsements which are valid for the outports of Southeastern Alaska shall have his straight-time rate of pay reduced by $1.00 per hour. Outport pilotage shall include pilotage for the following ports of call: Metlakatla, Hollis, Kake, Angoon, Tenakee Springs, and Hoonah. This list of outports are regularly serviced by the Employer's vessels. Those outports which are scheduled to receive service from the

Employer's vessels which amounts to at least twenty-six (26) stops during a fifty-two (52) week period will be considered among the outports for which pilotage is required. When a new outport is added to the above list, those Deck Officers who presently qualify for outport pilotage will be allowed a grace period of twelve (12) months in which to secure the necessary pilotage. During this grace period, such Deck Officers will continue to be paid outport pilotage. However, subsequent payments to individual Deck Officers for outport pilotage is contingent upon the individual security pilotage for the new outport.

(d) Notwithstanding the provisions of 17.03(a) - (c) above, Deck Officers who are receiving pilotage as of the date of the signing of this Agreement shall continue to receive the current rate for pilotage ($546.00 per month) regardless of which endorsements they hold.

17.04 In recognition of the additional administrative duties required of the Master, M/V CHILKAT, when the vessel is in operational status, the Employer agrees to pay said Master an additional $95.00 per pay period as "Administrative Duty Pay". Such payment will be made only when the vessel is in operational status, and will not be paid to the Master, M/V CHILKAT, when he is on leave, whether it be for medical or vacation purposes. (In the case of leave, the relief Master will receive the $95.00 per pay period Administrative Duty Pay.)

TH DAB. 5-12-81

Furthermore, effective July 1, 1981 Rule 17 of the Supplemental Agreement covering the M/V TUSTUMENA shall be replaced with the following:

17.01 Wage Schedule for Non-Alaska Residents:

	Monthly (240 Hrs)	Half-Monthly (120 Hrs)	Daily (8 Hrs)	Straight Time Hourly	Overtime Hourly
Master	$ 4,600.90 Base Salary +260.00 (Nonwatch Pay, in Lieu of Overtime) $ 4,860.90*	2,430.00	162.00	20.25	30.38

Chief Mate - Nonwatchstander	$ 4,136.17 Base Salary +105.00 (Nonwatch Pay) $ 4,241.17	2,120.40	141.36	17.67	26.51
Chief Mate - Watchstander	4,136.17	2,067.60	137.84	17.23	25.85
Second Mate	3,910.56	1,954.80	130.32	16.29	24.44
Third Mate	3,730.07	1,864.80	124.32	15.54	23.31

* $50.00 to be added for "Master's Pay".

17.02 Wage Schedule for Alaska Residents:

	Monthly (240 Hrs)	Biweekly (120 Hrs)	Daily (8 Hrs)	Straight Time Hourly	Overtime Hourly
Master	$ 5,157.00 +260.00 (Nonwatch Pay, In Lieu of Overtime) $ 5,417.00*	2,708.40	180.56	22.57	33.86
Chief Mate - Nonwatchstander	4,647.00 +105.00 (Nonwatch Pay, in Lieu of Overtime) 4,752.00	2,376.00	158.40	19.80	29.70
Chief Mate - Watchstander	4,647.00	2,323.20	154.88	19.36	29.04
Second Mate	4,400.00	2,199.60	146.64	18.33	27.50
Third Mate	4,202.00	2,101.20	140.08	17.51	26.27

* $50.00 to be added for "Master's Pay".

Lastly, effective July 1, 1981 Rule 17 of the Supplemental Agreement covering the M/V BARTLETT will be replaced with the following:

17.01 Wage Schedule for Non-Alaska Residents:

	Monthly (360 Hrs)	Half-Monthly (180 Hrs)	Daily (12 Hrs)	Straight Time Hourly	Overtime Hourly
Master	$ 5,136.04 Base Salary +260.00 (Nonwatch Pay, in Lieu of Overtime) $ 5,396.04*	2,698.20	179.88	14.99	22.49
Chief Mate	4,971.25	2,485.80	165.72	13.81	20.72
Second Mate	4,802.54	2,401.20	160.08	13.34	20.01

* $50.00 to be added for "Master's Pay".

17.02 Wage Schedule for Alaska Residents:

	Monthly (360 Hrs)	Half-Monthly (180 Hrs)	Daily (12 Hrs)	Straight Time Hourly	Overtime Hourly
Master	$ 5,744.00				
	+260.00 (Nonwatch Pay, in Lieu of Overtime)				
	$ 6,004.00*	3,002.40	200.16	16.68	25.02
Chief Mate	5,563.00	2,781.00	185.40	15.45	23.18
Second Mate	5,378.00	2,689.20	179.28	14.94	22.41

* $50.00 to be added for "Master's Pay".

The foregoing wage schedule for Alaska residents incorporates the resident pay differential of $100.00 per month which has been payable since July 1, 1980, as well as the additional wage increases negotiated only for Alaska residents in connection with this reopener which will become effective 1 July, 1981.

It is understood that the wage increases set out above are limited by A.S. 23.40.210 to those Deck Officers who are residents of the State of Alaska. It is further recognized that the validity and constitutionality of A.S. 23.40.210 is currently the subject of litigation. It is therefore agreed that in the event A.S. 23.40.210 is determined to be unconstitutional, void, or inapplicable to the Deck Officers covered by the parties' collective bargaining agreement, then those Deck Officers who have been deprived of any wages or wage increases because they are not or were not residents of Alaska shall be made whole by receiving retroactively all wages and wage increases of which they have been deprived by virtue of A.S. 23.40.210.

The parties recognize that negotiations have taken place on the subjects addressed by 37.02(b) and (c) and that they have agreed, as the result of these negotiations, to make no changes in the collective bargaining agreement or its supplements with regard to Sections 37.02(b) and (c).

TA 5-12-81

IN THE WITNESS WHEREOF, the parties hereto have duly caused this Letter of Agreement to be executed this _____ day of _____, 1981.

STATE OF ALASKA:

_____
W Hudson, Commissioner
Department of Administration

_____
Robert W. Ward Commissioner
Dept. of Tr & Public Facilities

INTERNATIONAL ORGANIZATION OF MASTERS, MATES AND PILOTS, PACIFIC MARITIME REGION:

_____
Dave A. Boyle

U.S. Dept. of Trans. - Financing Fed. Aid Highway

FINANCING FEDERAL-AID HIGHWAYS

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
May 1979

CONGRESSIONAL PROCEDURES
(SIMPLIFIED, TYPICAL PROCESS)

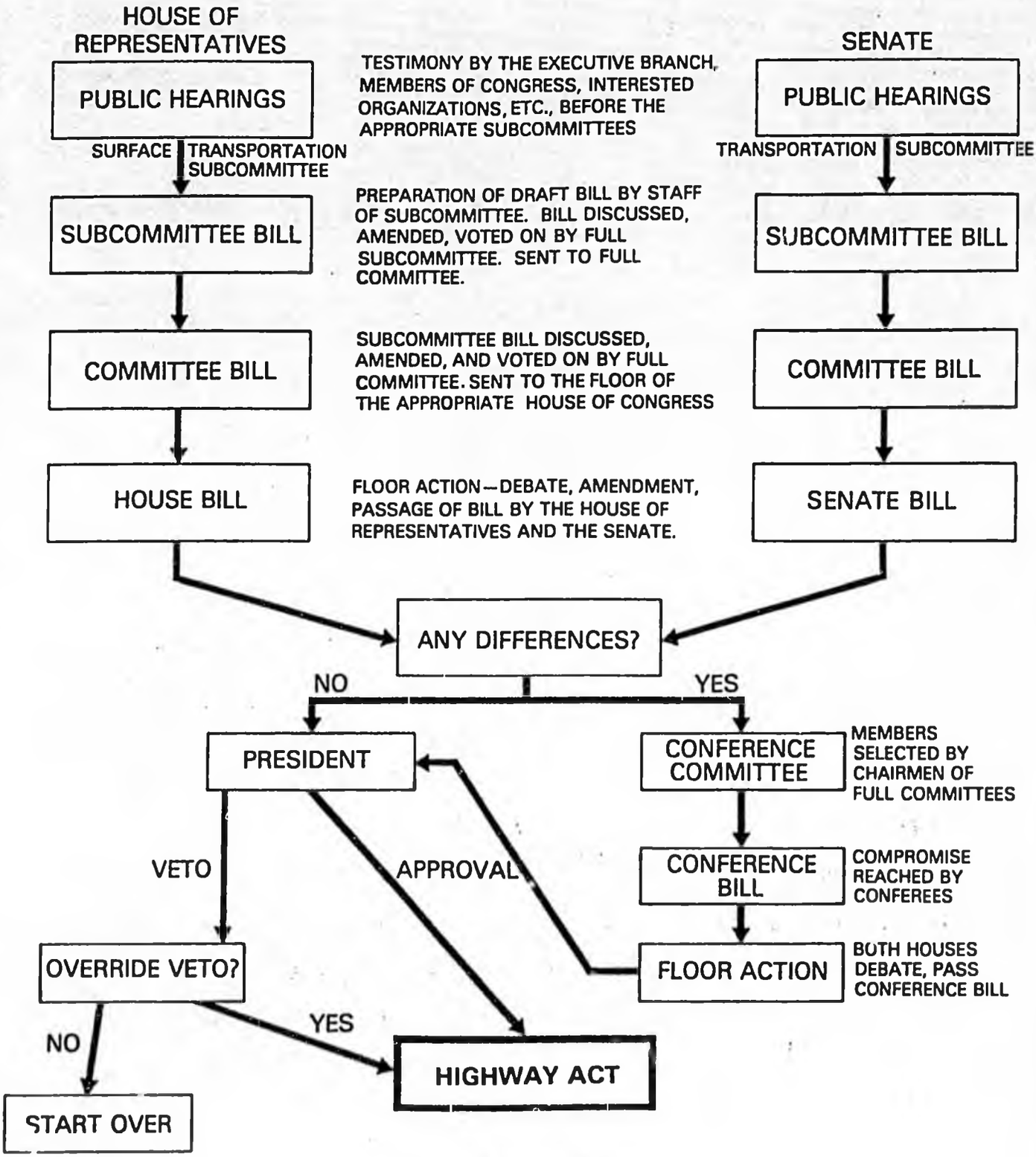


FIGURE 1

FINANCIAL PROCEDURES FOR CONTRACT AUTHORITY PROGRAMS

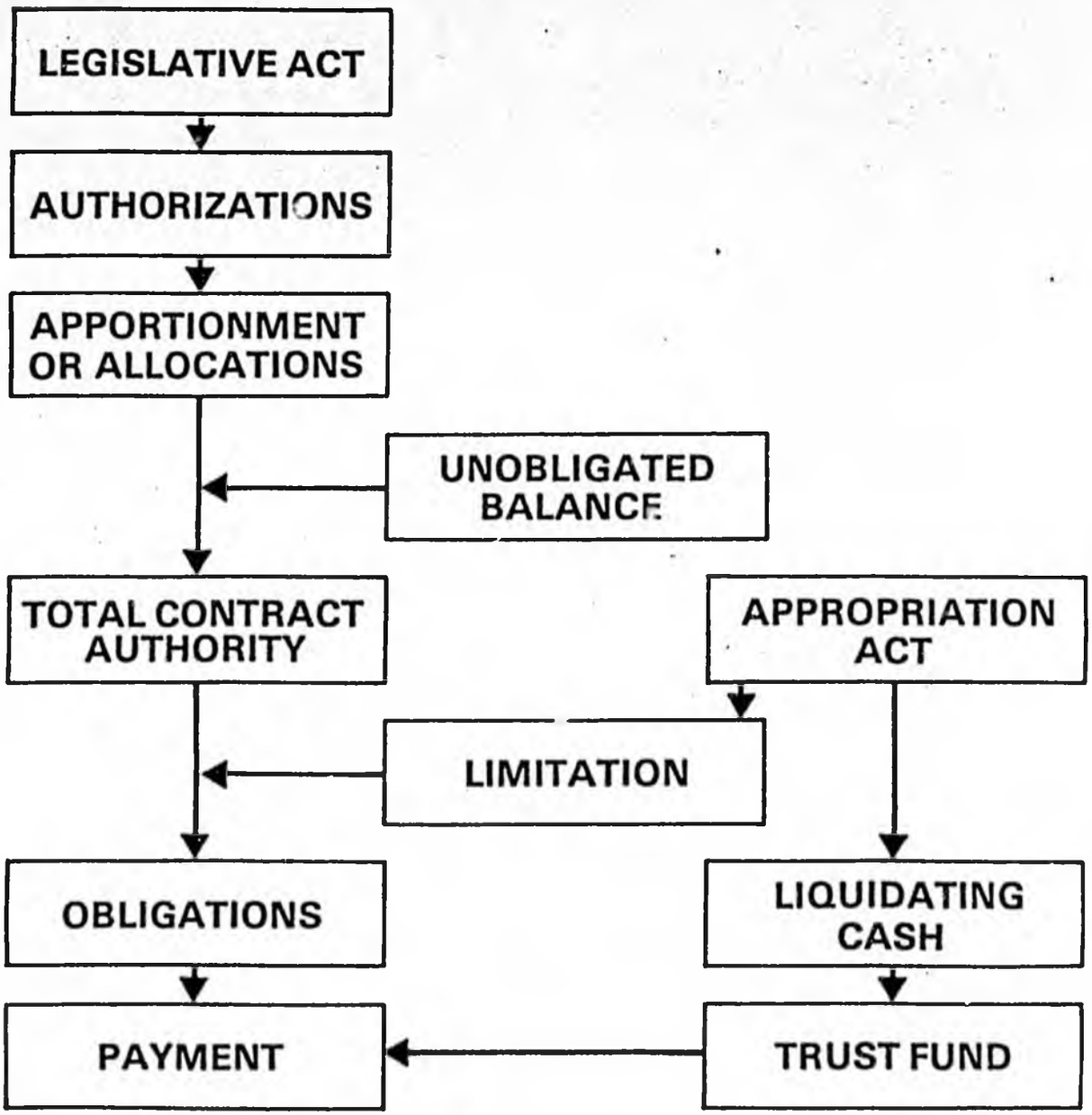


FIGURE 2

FINANCIAL PROCEDURES FOR APPROPRIATED BUDGET AUTHORITY PROGRAMS

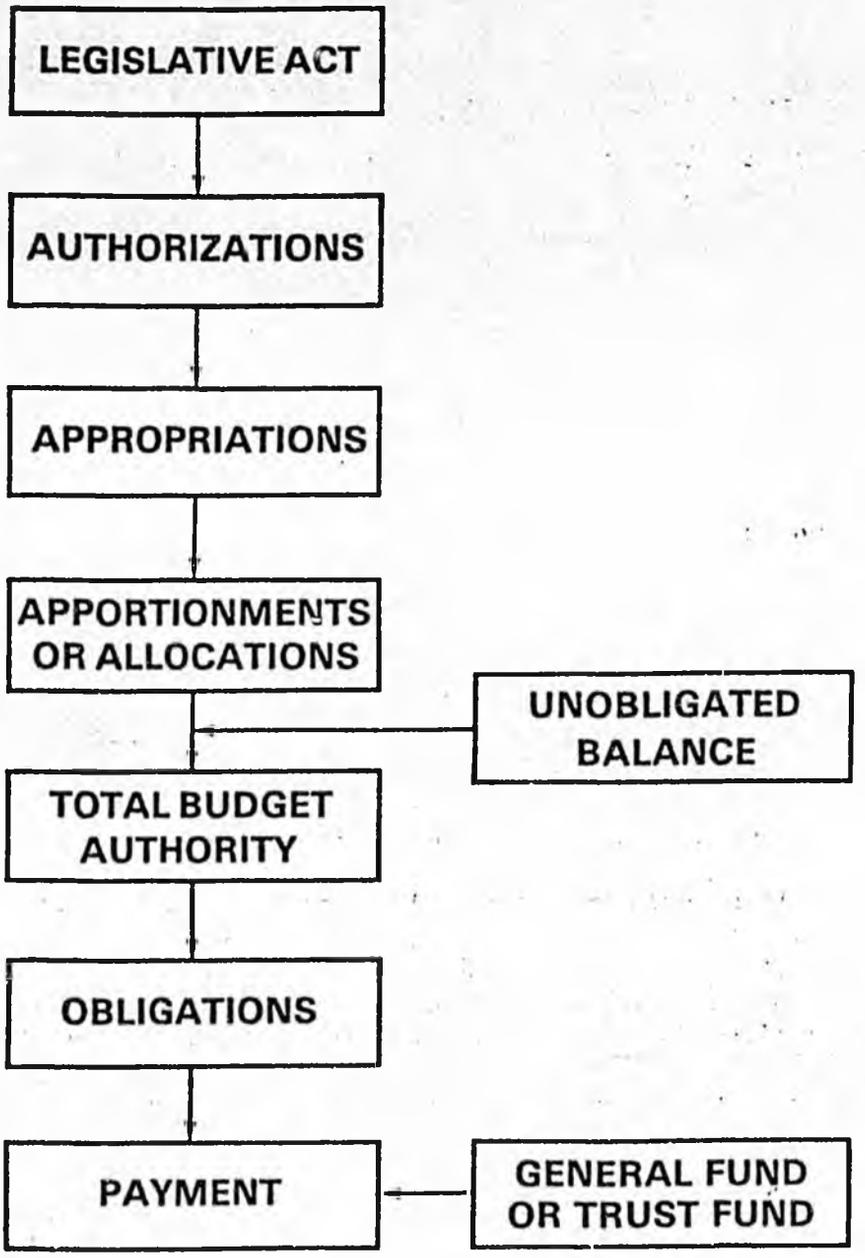


FIGURE 3

FINANCIAL PROCEDURES
(CONTRACT AUTHORITY PROGRAMS)

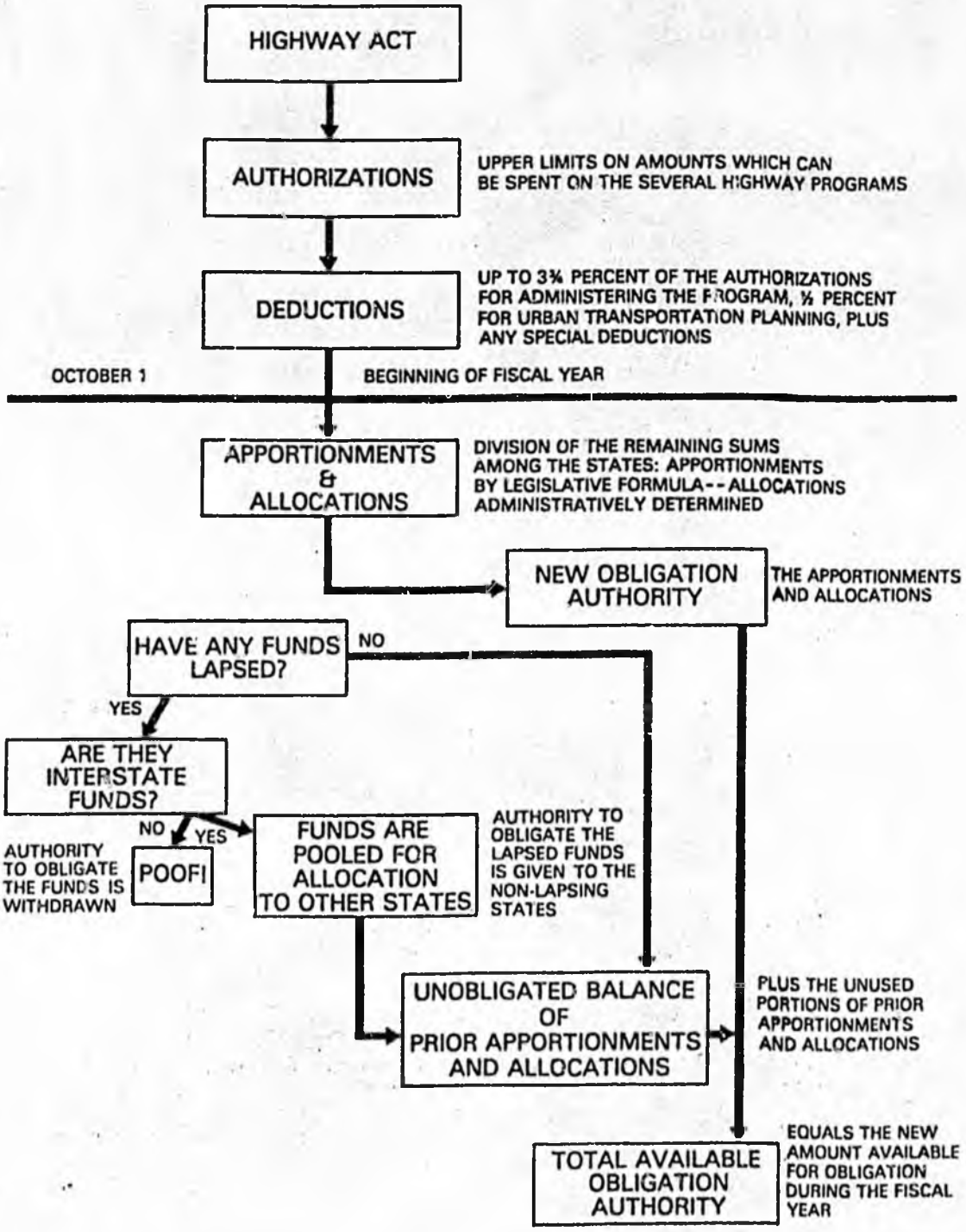


FIGURE 7

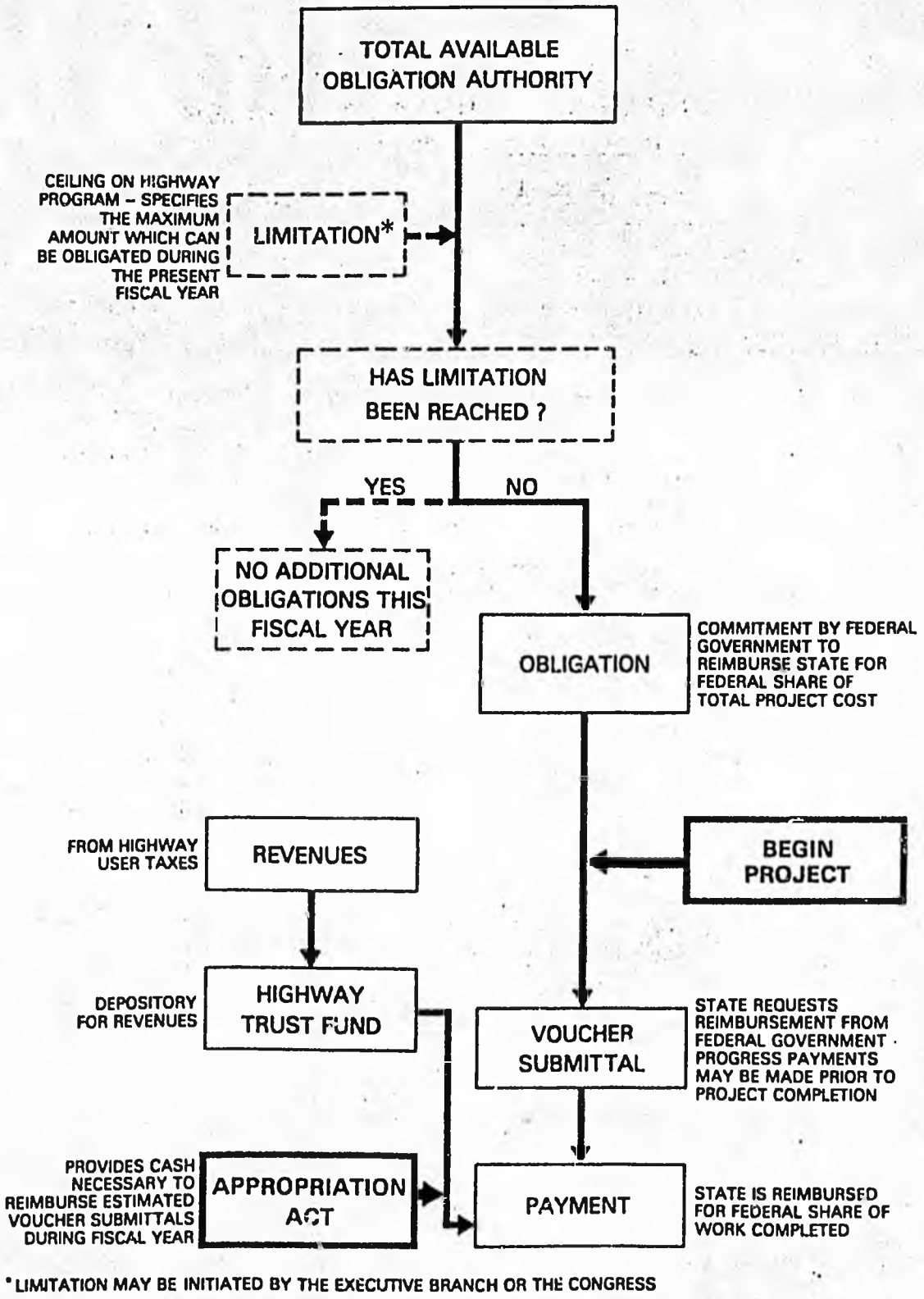


FIGURE 7 (cont.)

APPENDIX A FEDERAL

Glossary

Allocation--An administrative distribution of funds among the States. This is done for funds which do not have legislatively mandated distribution formulas.

Apportionment--A term which refers to a legislatively prescribed division or assignment of funds. An apportionment is based on prescribed formulas in the law and consists of dividing authorized obligation authority for a specific program among the States.

Appropriation--Act of legislative body which makes funds available for expenditure with specific limitations as to amount, purpose, and duration. In most cases, permits money previously authorized to be obligated and payments made. But for the highway program operating under contract authority, appropriations specify amounts of funds that Congress will make available to liquidate prior obligations.

Authorization--Basic substantive legislation which empowers an agency to implement a particular program and which also establishes an upper limit on the amount of funds which can be appropriated for that program.

Impoundment--Any action or inaction by an officer or employee of the United States that precludes the obligation or expenditure of budget authority provided by Congress. Present law does not define impoundment, but replaces it with the terms "deferral" and "rescission."

Limitation on Obligations--Any action or inaction by an officer or employee of any branch of the United States Government that limits the amount of Federal assistance that may be obligated during a specified time period. A limitation on obligations does not affect the scheduled apportionment or allocation of funds; it just controls the rate at which these funds may be used.

APPENDIX B

Fiscal Characteristics of Highway Programs Authorized by the Surface Transportation Assistance Act of 1978

The following table lists the highway and highway safety programs administered by the Department of Transportation that were authorized by the 1978 Surface Transportation Assistance Act of 1978 and summarizes the following important fiscal characteristics:

(1) Source of funding—Trust Fund or General Funds of the Treasury.
(2) Federal share of a project's cost.
(3) Type of budget authority—contract authority or appropriated budget authority.
(4) Period of availability of funds.

Major Program Category	Trust Fund or General Fund	Federal Share	Contract Authority or Appropriated Budget Authority	Availability of Authorizations (Years)
Interstate Completion	T	90*	C	2
Interstate Resurfacing	T	75*	C	2
Interstate One-Half Percent Minimum	T	75-90*	C	2a/
Primary	T	75*	C	4
Secondary	T	75*	C	4
Urban	T	75*	C	4
Forest Highways	T	100	C	4
Public Lands Highways	T	100	C	4
Economic Growth Center Development Highways	T	75*	C	4
Emergency Relief	T	75-100*	C	3
Territorial Highways	G	100	AB	b/
Northern Mariana Islands	G	100	AB	b/
Northeast Corridor Demonstration Project	G	80-100	AB	c/
Great River Road				
a) On-System	T	75*	C	4
b) Off-System	G	75	AB	b/
Control of Outdoor Advertising	G	75	AB	b/
Safer Off-System Roads	G	75*	AB	b/
Access Highways to Lakes	G	75	AB	c/
Urban High Density	T	90	C	4
Special Carpool/Vanpool	T	75	AB	c/
Bridges on Federal Dams	T	100	C	-
Demonstration Projects—Railroad Highway Crossings	2/3 T 1/3 G	95	AB	c/
Special Bicycle Program	1/2 T 1/2 G	75	AB	c/
Overseas Highway	T	70	AB	d/
Access Control Demonstration	T	75	C	4
Bypass Highway Demonstration	T	90	C	-
Integrated Motorist Information System	T	90	C	4
Highway Safety Programs (23 USC 402)	T	75*	C	4
Safety Research and Development (23 USC 307(a) and 403)	T	100	AB	c/
Bridge Replacement and Rehabilitation	T	80	C	4
Pavement Marking	T	100	C	4e/
Hazard Elimination	T	90	C	4
Rail-Highway Crossings	T	90	C	4
National Maximum Speed Limit	T	75	AB	b/
Schoolbus Driver Training	T	75	C	4
Innovative Project Grants	T	75	AB	b/
Accident Data	T	100	AB	c/
Highway Safety Education and Information	T	100	AB	d/

* May be increased up to 95 percent for States with large areas of public lands.

a/ Interstate one-half percent minimum funds are available for 2 years if used for Interstate purposes, for 4 years if transferred for use on other Federal-aid systems.

b/ Authorizations are available for appropriation for multiple fiscal years. Once appropriated, the funds are available as specified in the Appropriation Act.

c/ Authorizations are available for appropriation for one fiscal year only. Once appropriated funds are available as specified in the Appropriation Act.

d/ Authorizations are available for appropriation without time limit.

e/ Pavement Marking authorizations are available for 4 years; however, if not used by States in 2 years, they are withdrawn and reallocated to other States.

APPENDIX C-1

Apportionment Formulas

Formulas for apportioning authorized sums for certain classes of Federal-aid highways are specified by statute. These are shown below.

Fund	Factors	Weight	Statute*	Minimum Apportionment
Primary System	Area	2/9	104(b)(1)	1/2 percent (except for D.C.)
	Rural Population	2/9		
	Rural Delivery Route Mileage and Intercity Mail Route Mileage	2/9		
	Urban*** Population	1/3		
Secondary System	Area	1/3	104(b)(2)	1/2 percent (except for D.C.)
	Rural Population	1/3		
	Rural Delivery Route Mileage and Intercity Mail Route Mileage	1/3		
Interstate System (for completion only)	Relative Federal Share of Cost to Complete the System**	1	104(b)(5)(A)	1/2 percent (including Alaska) as specified in Sec. 104(b)(1) of the 1978 STAA
Interstate Resurfacing, Restoration, and Rehabilitation	Interstate System Lane Miles in Use for More than 5 Years	3/4	104(b)(5)(B)	----------
	Vehicle Miles Traveled on Interstate System Lanes in Use for More than 5 Years	1/4		
Urban System	Urban*** Population	1	104(b)(6)	1/2 percent
Urban Transportation Planning	Urbanized**** Population	1	104(f)(2)	1/2 percent
National Scenic & Recreational Highway (Great River Road)	Relative Needs	1	148(d)	----------
Hazard Elimination	Total Population	3/4	152(e)	1/2 percent*****
	Public Road Mileage	1/4		
Forest Highways	Area of Forests	1/2	202(a)	----------
	Value of Forests	1/2		
Safer Off-System Roads	Area	2/9	219(b)	----------
	Rural Population	2/9		
	Off-System Road Mileage	2/9		
	Urban Population	1/3		
Highway Safety Programs	Total Population	3/4	402(c)	1/2 percent*****
	Public Road Mileage	1/4		
Rail-Highway Crossing	Area	1/12	Sec. 203(d) of the 1973 Highway Act	----------
	Rural Population	1/12		
	Rural Delivery Route Mileage and Intercity Mail Route Mileage	1/12		
	Urban Population	1/4		
	Number of Rail-Highway Crossings	1/2		
Bridge Replacement & Rehabilitation	Relative Needs	1	144(e)	1/4 percent (8 percent maximum)

* Denotes appropriate section in Title 23, U.S.C., unless otherwise indicated.

** Apportionment factors are contained in the periodic reports, "A Revised Estimate of the Cost of Completing the National System of Interstate and Defense Highways," submitted to Congress as required in 23 U.S.C. 104(b)(5)(A).

*** Places of 5,000 or more persons.

**** Usually places of 50,000 or more persons--definition contained in 23 U.S.C. 101(a).

***** Except that the Virgin Islands, Guam, and American Samoa each get only one-third percent.

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

Table 2 - Status of FY 1980 Limitation on the Federal-Aid Highway Program
Pursuant to PL 96-304 and Order of the United States District Court

as of July 8, 1980

(thousands of dollars)

States	Total FY 1980 Limitation	Obligations October 1, 1979 Thru July 8, 1980	Unobligated Balance	1/ Amount Reserved	Available For Obligation
Alabama	137,410	124,401	13,009	699	12,310
Alaska	103,105	84,700	18,405	991	17,414
Arizona	104,742	83,273	21,469	0	21,469
Arkansas	65,716	53,838	11,878	0	11,878
California	481,521	392,531	88,990	4,790	84,200
Colorado	106,239	105,706	533	6	527
Connecticut	53,732	37,989	15,743	364	15,379
Delaware	27,943	22,664	5,279	133	5,146
Florida	438,085	438,085	0	0	0
Georgia	271,262	271,262	0	0	0
Hawaii	57,494	30,649	26,845	0	26,845
Idaho	31,116	23,803	7,313	341	6,972
Illinois	271,624	271,542	82	0	82
Indiana	130,222	107,698	22,524	1,172	21,352
Iowa	123,171	123,154	17	0	17
Kansas	129,091	128,941	150	0	150
Kentucky	183,131	179,538	3,593	0	3,593
Louisiana	169,935	127,529	42,406	0	42,406
Maine	40,151	31,821	8,330	0	8,330
Maryland	492,091	491,874	217	0	217
Massachusetts	113,670	89,480	24,190	0	24,190
Michigan	200,454	165,234	35,220	1,884	33,336
Minnesota	138,868	112,904	25,964	1,398	24,566
Mississippi	46,821	36,374	10,447	562	9,885
Missouri	154,492	153,726	766	41	725
Montana	81,796	81,655	141	0	141
Nebraska	57,178	46,285	10,893	586	10,307
Nevada	62,004	62,004	0	0	0
New Hampshire	37,406	30,675	6,731	122	6,609
New Jersey	122,561	85,886	36,675	0	36,675
New Mexico	52,790	40,325	12,465	633	11,832
New York	410,432	359,540	50,892	414	50,478
North Carolina	155,421	128,592	26,829	1,444	25,385
North Dakota	52,506	48,032	4,474	240	4,234
Ohio	180,755	145,709	35,046	1,858	33,188
Oklahoma	90,612	90,610	2	0	2
Oregon	86,710	65,848	20,862	0	20,862
Pennsylvania	444,770	348,287	96,483	0	96,483
Rhode Island	29,366	21,374	7,992	377	7,615
South Carolina	58,437	44,755	13,682	674	13,008
South Dakota	50,673	41,919	8,754	400	8,354
Tennessee	164,335	149,443	14,892	802	14,090
Texas	471,937	471,585	352	0	352
Utah	90,665	86,873	3,792	0	3,792
Vermont	31,500	21,276	10,224	0	10,224
Virginia	170,793	137,162	33,631	1,790	31,841
Washington	204,085	182,545	21,540	1,105	20,435
West Virginia	218,074	218,060	14	0	14
Wisconsin	120,819	120,819	0	0	0
Wyoming	55,134	45,457	9,677	521	9,156
Dist. of Col.	13,133	6,616	6,517	227	6,290
Puerto Rico	29,409	29,048	361	10	351
Subtotal	7,615,387	6,799,096	816,291	23,584	792,707
Administration	183,000				
Forest Highway	1,613				
Total	7,800,000				

1/ Reserved from availability pursuant to Order of the United States District Court, Eastern District of Arkansas, Western Division. State of Arkansas, ex rel. Arkansas State Highway Commission vs Neil Goldschmidt, Secretary of Transportation of the United States. Funds have not been reserved from the amount required to prevent lapse.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Attachment 1

Distribution of 80 percent of $8.75 Billion
Limitation on Federal-Aid Highway Program Obligations for FY 1981

(thousands of dollars)

State	80 Percent Amount
Alabama	125,806
Alaska	101,761
Arizona	89,018
Arkansas	67,546
California	502,734
Colorado	94,691
Connecticut	112,624
Delaware	30,357
Florida	251,254
Georgia	205,744
Hawaii	74,666
Idaho	46,598
Illinois	233,394
Indiana	123,127
Iowa	110,970
Kansas	97,932
Kentucky	135,626
Louisiana	191,658
Maine	40,140
Maryland	204,726
Massachusetts	146,722
Michigan	194,466
Minnesota	149,862
Mississippi	68,802
Missouri	139,854
Montana	64,491
Nebraska	64,786
Nevada	52,930
New Hampshire	37,646
New Jersey	163,739
New Mexico	80,502
New York	375,768
North Carolina	146,355
North Dakota	48,696
Ohio	208,470
Oklahoma	71,875
Oregon	86,449
Pennsylvania	340,382
Rhode Island	55,683
South Carolina	90,825
South Dakota	47,978
Tennessee	151,509
Texas	357,550
Utah	75,252
Vermont	38,471
Virginia	199,813
Washington	184,214
West Virginia	99,970
Wisconsin	108,467
Wyoming	52,859
Dist. of Col.	53,048
Puerto Rico	26,720
Subtotal	6,824,526
Undistributed	1,706,132
Forest Highway	33,342
Administration	186,000
Total	8,750,000

Trans. Committee Meetings: MINUTES

Absent
Buch.
Metcalfe
~~Hart~~
Lutz

May 29 Transportation

Footage

10. SCRS Passed around Trans. C.S. for SCRS



34 Jerry Johansen Represent Alaska Pacific Univ IBU
600 Members
entry level positions require a certain Amount of sea time

3rd engineer needs 3 years Sea time

77 JJ Passed around discharge papers.
Several people are interested in upgrading their classification
Schools in San Francisco - 10 weeks
But cost is very great = $3,000

133 Chair if a person goes through the ranks and a person the next step is filled by a permit person, what happens to the

145 JJ This has not happened in Marine Hwy system
We can adjust person to a higher classification to get the sea time.

175 JJ I understand but I have not seen that problem

178 Fanning - our impression is hindrance is lack of jobs and upward Mobility because of people want to stay where they are

192 JN Jobs are available on top - it is necessary to go outside to get the proper training

220 JS A lot of areas are being investigated - County college - other study so that Alaskans have employment

252 JS Very confident that through the union we can reach a satisfactory result.

254 Fam - Some unions have schooling through our i.f.o. pocket does your union have this.

270 JS - National Maritime Academy in Oregon does this Funded by Fed. Union does not.

287 PortLND - DOT - PF - Don't think it should be only Marine Transportation employees - if so it should be a negotiated agreement. - current student loan bill has forgiveness clauses

- wording should be consistant w/ student loan forgiveness
- for shorter term training is also to be needed
- a maritime academy currently qualifies for student loan

334 H Gov. - Fiscal Note ...

340 Land - Don't know what it would be

345 - Recap of the Points

355 Cato — Line 15-19 page 22

Lind — Yes.

360 Fong — Should Dept. certify schools, Post Sec Ed. or the Legislature

370 Lind — Post Sec. Ed.

380 Fong — Unions should have Auth to have part program

395 Lind. — No unions should not negotiate education ~~of~~ people attending should be able to go

400 Hart — I'm Not sure I support preferred loans to Public Employees

410 Cato — This bill has some things that need to be looked into. Do other Members have this concern?

Hayes - Fong Hart. I do.

420 Cato — We should look into this more

438 Cato — In front of you is the Union information from UMP & others to request us and be an excellent intern program
2 cc Card

Jerry McCutcheon — In order to get a card you need to be on a ship
" " " Ship " " " have a card

455 Jerry J - Need to have a letter of commitment - issued by the coast guard. Must come from a employer

Prior to letter of Commitment - indiv. must attend lifeboat class through Ketch. CC.

480 Cato - Closed industry - very difficult to get in

Jerry J - Room for improvement

501 Cato - Any other Meetings TBA.

Zhar - ~~Cato~~ Where is central office located?

Cato - Vdz.

Hayes - Support this interim committee - I don't generally support I.C.

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE:
LOCATION:
SUBJECT:

NAME	REPRESENTING	ADDRESS	PHONE	HERE TO TESTIFY	HERE TO OBSERVE
Jarry P. Johansen	IBU of the Pacific	1104 Millar Ketchikan	225-6560		
Ron Lind	DOT/PF	Pouch Z	465-3900	*	
Jim Eide	Marine Trans.	Pouch R	465 3950		

(by Hand)

May 28

Members Present: Chairman Cato, Rep Fanning, Rep. Metcalfe, Rep Hayes, Rep Hurlbut

Members Absent. Rep Zharoff, Rep Buckholdt

(00) House Trans called to order 8:45

Cato: 2nd phase of acquainting session contrary to Joe LaRocca statement

2 members of Masters Mates & Pilots and IBU.

Mr. Franks statement quoted - 2 Akns hired for Ferry system.

Myron Brixner called to testify

Myron (HH) Thank you

Cato: Could you explain the pro

State into system '63 Collective bargaining for deck officers

App 70 deck off currently.

We have - some moving around. 42 or 43 residents of the state. 2 have acquired license & pilotage.

Negotiations have been completed

Expected to be ratified tomorrow.

Do you ha

Fanning (100) Comparison of members of the 2 states in that comparison what is the relationship of vacation costs / employment

Bryon (102) 3 diff sets in Ak increase up to 10 yrs of ser.

Vacation system Justy 38 240 pr mo.

Bartlett 30 12hr day.

off shore - 26 days off pr master

23 day Mates

Seattle
30 day off pr yr.
40 days off pr yr. compens in
trngs subject to negot
1/2 day + 180 days off.
3/4 of a day plus vacation
covers pretty much

Jan (144) Yesterday we heard a diff opinion

Byron (150) Talking appls
Talking abo

Jan (155) Our vacation is 73 ÷ 74 We don't have
the ⊙ Benefits excessive
a 1/3 more on the ferry system does

Myron (165) Your total cost 12.4% for oc
off shore vacation 27.4%
Wash. vacation cost 5.1% total
offshore 24.1% + 2.5%
Current up the date

Jan (194) In comp. offshore about 1/2 in reg
almost double.

Cato (198) Could you explain the comp SE ÷ SW.

Myron (201) Both wk 12 hr day
SE 1 wk on 1 wk off SW wk 30 12 hrs.
2.1% they 17 days amth

Cato (204) Scheduled ?

Byron (213) On Summer schedule now.

Hayes (228) You've been speaking about
What's the definition of emp costs?

Byron (236) ABW $106.64 a day - Travel time - vac - sick term
holiday pay - Cost factors - TWC 162.25
TEC 74-75 - $184.11 1980 - TEC - 48.8% inc

Hayes (261)

Myron (263) 273.95 now from 184.11
Offshore 74-75 - $192.06 $366.45 to date
up 90.8% 48.8% comp

Tam (278) Percentages were just for vacations. We've
been told Is this everything?
What's the relationship?

Byron - (283) I'll give them again.
108.00 Wash. 80 - 207.43 w 91% up
SW - 75 - 105.72 80 - 202.09 - 91% up (Tugs)
License qualif - 2 licenses req.
Wash has to have pilotage

Hayes (322) Do you have the same def for man day?

Byron - (326) It's for Pacific - Nat - Gulf - One Uniform Contracts
We've a
Report distributed

Johnson (443) Scheduling -

Cato (482) Questions? Do you - What can we as Leg
do to help - Things that you'd like to see imp

Johnson (459) Yes - Lots things improved

Cato (461) Statutes

Johnson (463) No - Win system

Cato (464) Contracts?

Bepon (468) Wages - opinion - change port changed - Community when 2 deck officers reside in same. can change - No AK res be required to change in Seattle.
No wages or benefits for Non

Cato (485) Wage diff

Bepon (487) Not yet perhaps next yr.
22½%
Wage schedule - copy 2 copies no inc for non residents

Cato (498) Incentive to live in AK

Bepon (500) Yes

Faun (503) Mag M can offer a differential
Bepon (506) adopted in 74

Faun (508) Read Report - Wage diff.

Cato (512) Inquire not here

Cato (518) further question

Cato (513) Intro Mr. Johansen - Rep IBU

Johansen (523) 600 member during summer.
Fleet - 50 member. 85% resides in AK
and yr rnd.
Leg report - ① Collective Barg ② Union rel
③ Work Schedules ④ Wages & Salaries ident unlicensed
⑤ Union Role in Future.

Cato (553) Where are hiring halls?

Johanson (558) Hours in AK done in State system

Cato (561) Questions? COLA?

Johanson (567) No - No Cola -

Cato (563) differential?

Johanson (565) Yes - Non Res - & Res.

Cato (567) Route change - Ketch Prince Rupert?

Johanson (575) Beneficial to both Seat & AK?
Primary concern - change part -
agreement ident in contract.

Fann (581) Adamant to change Seattle route
Whats Objection.

Johanson (585) No major Were here to service public
would result in dub. in reductions
of service.

Fann (597) diff of contracts of AK & tour ship

Cant answer will get answer.

and (608) Cruise ship all foreign flagged

Tann (615) Bargained separately? Terms?

and (619) Pay scale usually makes the decision
1/3 more in AK.

Cato- (625) Wage diff in my office.

Byron (628) SE ment.
SW-
MH lost 11 to Pilot to

Tann (631) Because of wage diff

Cato (643) list of tankers in Ody. If interested
contact my office.
Is there a SE & SW pilot assoc?

Dr Daddow (670) Call us if you have questions

Cato (673) BCR 5 scheduled for tomorrow.

Cato adjourned 9:35 am

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE: 5-28-81
LOCATION: HESS Rm 112
SUBJECT: Ferry System-Union, IBU. Master, Mates & Pilots Representation

NAME	REPRESENTING	ADDRESS	PHONE	HERE TO TESTIFY	HERE TO OBSERVE
MYRON P. BRINKER	MASTERS, MATES & PILOTS	55 BELL	623-2271	✓	
ROBERT M JOHNSON	MASTER MATES PILOTS	6.5 TONGAS RD KETCHIKAN	2254332	✓	
Jerry P. Johansen	IBU of the Pacific	1104 Millar Ketchikan	225-6560	✓	
Sharon Macklin	lobbyist - IBU	315 Fifth St.	586-9518		✓
Ron Lind	DOTPF		465-3900		—
FRED MULLER	DOA	POUCH C	465-2200		X
S. WITHERS	DOA	POUCH C	465-4404		X
M. NUSBAUM	DOT/PF	POUCH R	465-3950		✓
GREG O'CLARAY	IBU, SIUNA	124 FRONT ST. JUNEAU, AK 99801	586-9711		✓

5/[illegible]/81

Ward, Hudson
Mueller, Friedkin, Burton
Joe LaRocca
Sharon Macklin
Dave Sears

Helen
Fred

Hs Trsp

Commissioners Ward & Hudson
Marine Transportation System

38 Hudson - negotiations

83 Mete - Wash law ferry workers barg. rights
Hudson - same as civil servants - no for sign.
doesn't yet know effect
full bird of inquiry he compliments marine engineers ~~employees~~
beneficial also Wash legisl
union hall group - dist from any port

144 Ing - how many in Ak?
Hudson - 64; highest paid empty from vessel - side
person maint in route
'63 - Taku, Malaspina, - where do crews come from
recruited from Sea Talks @ beginning

304 Hayes - Criticism of good deal personnel on marine highways - is that typical re/ rest of U.S.
Hudson - employees well paid in industry
premium for home disruption

343 Ward - wages aren't that out-of-line; vacations are excessive. happened in '73 - no increases
Bette - explain excessive vacations

360 Hudson - early '75, three unions the admin in '73 somehow agreed to ~~[illegible]~~ doubling the time beyond what that could earn
8¢ first year - 588 hrs off - 10 yr
Created 1/3 > employees in system - must hv replacement

392 Mete - 588 hrs 1 wk on, 1 wk off 1350 hrs
Hudson - max pay for 588 hrs yrly - 4 mos
work 84 hrs a week
Wickersham + Columbia - rather than lay off expand accum. vacation

333 Bette - do most people equate wk off re/ vacation - she doesn't
Hudson - no
Ward - general public does hv prob

5/26/81

Randall from Hayes

As Tmp

345 Mete - wk on/off most sought after jobs in State
Ward - other industries r. do be vacations & they fly there in & out
368 Mete - Wash legis serge but exgencies
373 Ward - his perception was > reaction to work stoppages than vacations
Ing - 588 hrs
Hudson - that's max: 405 average
[84 of 7 wks]

Hudson - legis chng law re contract which prov for vac/benefit pkg to exceed x hrs.
Mete - what type of changes if go private
458 Hudson - looked @ shipping & food service - resp if he to bide w/ employees & their contracts goes if can do cheaper
492 Ward - it is collective bargaining
system open from business - like approach
record show unions responsible, system oper well
probs: Chng - port law, differential
no priv business could open system & make profit
523 Ing - policy of legis to direct system to give free rides - won't get far.
prepare suggestion -
prepare - if went to negot, no work stoppage
Hudson - hard to predict reaction of unions - unfavorable
legis meddling in affairs @ negot table
legis set guidelines in past for negot - helpful
would legis be able to come to consensus
operations of system - last 6-7 yrs > bus. - like
principles - routes set on predicated traffic
schedules, public hearings, majority done
more by ads, & windfall of empty & expansion
of lay-up in winter good
ships getting older - aver life 12-15 yrs

5/29/81 Dick Brent

+ Trsp

> docking, light waters - system not way out of Seattle

596 Bette - future plans for vessel repl + routes

Ward - Legis vac times - dept adm labor rel we deal w/unions per contracts - some input. deal in good faith in contracts

not like Legis sol to vacations

> in vacs non-negotiable w/him

No probs w/process - won't be cured by civil service

Bette - vessel repl + blue-water ferry (Seattle to North

640 Ward - Trust prog for repl - welding hulls now

repl process (fed funds) - antic repl cost for Trust - $50 mil; Legis not anx to put fed proj - 100 mil of which half to one vessel?

if can get into ~~fed~~ backlog, then could do

Trust does need to be repl - 1985

D-B Trsp Study over 10 yr shd replace 3 vessels

Malas, Trust, Tahu

Not seen #s that indic rev ½ of span of ferry

If extend route to North, widen gap alot

700 Nelle - expansion of service - looking @ hydrofoils

Ward - yes - not too hot on hydrofoil; Chair - diff

need freight roll-on-off, passenger accomd diff - freight

hydrofoil - is controversial - not excited; for long-range

system + come close econ - doing work on

hovercraft - > applicability

734 Nelle - econs, quicker travel, higher utilization

Ward - don't ho role on/off cap

Hudson - Navy gets best experimtl design on hydrofoil

4-500 ft vessels many mils

if pick up ~~fod~~ net in jet, goes down like crossboat

better than ship

Ward - freight cap, hydrofoil known today,

containerized freight cut passengers. Not hot for long-term

5/21/81

Hs Trsp

Ward used in areas of hvy pop + short distances
Hudson - Ak good design on roll on/off, share gang der @ our expense - if deviates, mistake
Ward - still talking w/ Boeing, not optimistic
772 Bette - training + educ must be
781 Jim Ride - lic deck officers - lots of train
no college educ needed to get 3rd mate
2nd mate addt'l hrs + training & se on
exper + knowledge of sea coast & ship/cargo handling
not sure of breakdown on time hrs for lic
800 Hudson - h.s. grad
4 yrs maritime trng now 1-2 sea exper - trainee
pos to get certif by C.G.
can come from ranks; getting to master is hrs
of 10-15 yrs exper
Ride - pilotage endorsements - # landings @ sea port
req in S.E. + S.W.
835 Bette - pilotage P.W.S. -
concern over Ak hire - what can Legisl do to
speed process
Ride - HB 547 to Treadwell loan fund to upgrade
858 Ward - marine system alone bother narrow -
no prob w/ concept of HB 547, compliment not excited
Hudson - lic upgrading prog ex at - Ak hire coord
effort to expand UA's program for partial lic - college
prog - keep money in Ak
Ward - 3 items in court: 1) Chng port law struck
down + appeal by A.G. (9th Circuit Court)
2) MM+P + IBU filed suit against differential -
move to dismiss on jurisdictional grounds
MM+P filed late last yr + IBU early this yr
(before Sen mtg)
908 Hug - Board not advsc regt elect by Legisl - what other suggest
to do we do w/o Legisl
918 Ward - opinion diff from priv indust hrs state board of dir
diff - regt when legisl not in session - legisl must act

5/27/81

to show support + understanding, so when agreement
reached there won't be bottleneck or get out of line
@ negot table

935 Fry - dodge gives successfully - here's the amt of
money - approve it follows

945 Ward - open session to address contracts - not
cut + dried. Legis/ like Wash st passed is
complicates issue - loud + clear signals imp
Intent Cong. -

960 Hudson - many live + fire benefits given to
st empl · pro free @ negot table benefits

Beck Hurd (by Dave)

May 22, 1981 HB369 - 368

C S Markups

footage

31 - Hayes - His bill is amend w/earlier discussions - capital appropriate
Base Design - Location study.

56 - Move the Markup - Hayes for discussion

86 - Zhon - the funding goes to particular region, my district
picks up the tailings
Increased costs are targeted and therefore
I do not oppose.

140 - Hayes - we are sensitive ~~resist~~ to your needs
Lets assume $1.62 M.
- one of the financing issues is the coal development.
also consider toll bridge to generate revenue.
state toll authority
or state appropriate and toll authority sell rev. bonds

222 Fanning - Pg. 1 ln. 17 HB368. *

240 Hayes - purpose of 368 is a cost draft for 369
- we are not considering 368

271 Hayes - $5.5 M will be 1.2% of the project
scale of that amount for preliminary design.
Soil testing bottom profile - determine elements
for final design and preliminary cost estimate
and later we go into field design and construction
and this could be in the same appropriation.
Private practice generally 15% for design.

315 Hayes - Move the Bill - Zhon oppose

328 - Cato - Project to work on during interim
- goals and objectives will be worked out for statewide plan

"Realize we don't interfere with the Dept, but consider the lateral movement of funds between projects."

375 Hayes - In favor of these because my constituents have Mining concerns and it is a issue to me. that Lateral bridge should be built

440 Fanning - C&A recorded a process - that several times the year

426 - Legal Division to prepare law ~~statutes~~ could be changed to stop lateral collects of funds.

Resolutions do statute changes that would assist access mileage to the administration.

Metcalf ca my bills next session.

5/21/81

Sen Thsp

~~Whittier Access - Attorney's duties~~

SB 500 - International Policy Board
Ron Field - no consistent DOT designee
Reg - Chamber of Commerce member
F.N. 100. 1½ pos. from DOT
line 18, pg 2
Amdm Attach - Div of Rev.
Int'l Airport Rev Fund - det by Dept -
Rev performs cash-mgmt
utilization (3¢ mil in invested funds) det by DOT
pg 1 line 24 - powers of board
bd determines utilizg
DOT feels board should be managing it -
~~Kert~~ no qual. in public sector
Kert - move all indiv recs

CS HCR 1 - Zharkendorf
line 14 - Older Alk
Kert - move CS w/ letter of intent / analysis

SB 122 - Whittier access
Kert - motion to table
Kert / Dash
am - hold to next session

3/21/81 ab

Hs Trsp

HB 579 Klondike Hwy

35 Hayes – move bill – unan. consent

46 adjourn

State Affairs

CSSB 341 - donation of legal cases
no [redacted] F.N.

SJR 37 - Bethel Y.Q.

CS HBS 46
Patty Moriarty Dept - Ombudsmen
pg 2 - 30 days prior public notice
unless exception @ bottom of pg 2
pg 3 line 24 regs for processing PSC in
accordance w/ Admin Procd. Act
pg 4 penalty sections - currently only guidelines

add pty - awarded by same state agency
→ or reduce amt to 2500
delete in 12 mo period
pg 3 line 15 delete "report on a" . 16 report 1) and
'5' re valuations

supportive of F.N. to monitor, adv,

Bill Mullen - DOA, Div of Fin
pg 2 sec(B) line 1
mandates newspaper adv; 30 day
obj re mandates back - (Abood - good)
pg 3 - line 24
pg 4 line 6
dy public assessment delete 'and urgent'
penalty prov
pg 14 line 19 title 39
F.N. (part I): reissue 3 pos in dept ~~160.~~ for computer
tracking system
redrafting manual - redraft; public hearings
(part II): mun - agency costs

inflated fiscal note / cost of ads

Ron Reid

places all DOT under
review of current procedures
30 days from last ad - longer time really reg
3' 3 terms

pg 2 line 16 should say "or designee"
line 26 + 27
dept "of gov't" - expand to include
fed + muni

pg 3, line 13
not opposed to eval, but shd be lower (higher) estimate
5. not worth it

adoption of ann - Admin Proced Act - long lead
time - how long does process take

pg 4, 3(b) line 7 + 8

line 9 10 + 11

considerably chng rules for DOT
oral comm, written, public

Mark-up to follow

pg 3. 29-31, commissioner

3/10/81

Johnny Johnson
Kent Dawson
~~Rep~~ Christ-Veco
→ Sen. Gelman
Norm Gorsuch
Russ Meekins Jr

HS Tisp

Anchorage

HB 558 - Fourth of July Creek

30 Johnny Johnson - City Mgr of Seward
description of proj
stim other local industries welding diesel, fisheries
chron cost of taking boats to Sea for repair elsew
Major bottomfish industry
support services for OCS activities
Seward ship etc
& bottomfish studies by AK, Veco study pt to City
of Seward as excellent pt for port
9 mil '80: 4.5 bond, 4.5 mil grants 3.7 rd,
1.5 dev port. Money is spent
everything on sched. dredging permit
Required Off on by AK & Feds
Now major construction stage
180 Hayes - freight - draft capability
Johnny - capable 28' - designed ; 1-150. ton ships
237 Mete — Discuss rel. w/ Johnny + priv enterprise
ship repair owned by Veco, leased land
public port
license Veco as City's operator
lay-down area - all public
Veco intent to prov priv lay-down area in addition
Mete - cold storage fac?
252 Johnny cleared land - next phase; been concentrating
on getting operational
260 Mete - why did you come to Seward
Johnny - port dev has laid at states for years
Mgr heroes of 9 mil from last yr
Johnny - version of 9 mil
.5 EIS
1.4 contract - total eng + design documents for port
322 Sen Gilman
4 yr ago Alpetco proj - City went thru quick + dirty

5/30/81

Gov, D C+ED Agreement Danish shipbuilders
Gov announced go ahead - fell on its face
+ City trying to move & generate proj.

351 Mete - tie into coal or grain export facility

Johnny Johnson - grain in Gov's office

Agreement of City w/ Torkelson - Kellogg. 1-3 mil tons
1) temp fac in Seward in 2 yr period - ARR land
2) rail cars (unit trains) available
3) market coal

Agreement @ this time: (reset by Council)
8 yr period to construct 10-15 mil world class
fac; must ~~make~~ lease payments
no fed, st, city monies in temp or perm fac

grain - Ag Council Torkelson - Kellogg

414 Keith Campbell - priv enterprise do basic operations
(Seward City Council) 22-23% city unemploy
during winter

436 Ron Christ - Veco, Inc. (began in Ak, expand to Outside)
Hdqtrs in Anc - Prudhoe, Kenai Houston, Grand
Junction Colorado.
- not all that interested in proj when Danish firm

501 Mete - full scale Off-shore leg prod

Christ - yes

Mete - satisfy leg of any size proj in state?

Christ - Some proj maybe not, Fund majority
port viable for construction work for fabrication
of Prudhoe / gasline rather than sea

519 Mete - familiar w/ Veco; anxious to see proj happen
employ Alaskans; ques for st to back dec of
importing goods + people to do work

Christ - has hr Outside - employing > Ak; oil leg
60-75% Ak; roustabouts crew 100% native
trained @ Ak skill center

569 Ing - priv built behind public

586 Hayes - move bill - no obj, so moved

attendance record distributed

HOUSE TRANSPORTATION COMMITTEE
ATTENDANCE RECORD
MAY 19, 1981

DATE	CATO	ZHAROFF	HURLBURT	BUCHHOLDT	HAYES	METCALFE	FANNING
2/9/81	X	X		X	X	X	X
2/10	X	X		X		X	X
2/11	X	X		X	X	X	X
2/12	X	X		X	X	X	X
2/13	X	X		X	X	X	X
2/17	X	X		X	X	X	X
2/18	X	X		X	X	X	X
2/19	X	X		X	X	X	X
2/20	X	X		X		X	X
2/23	X	X		X			
2/24	X	X		X	X	X	X
2/25	X	X			X	X	
2/26	X	X			X	X	
3/2	X	X			X	X	
3/3	X	X		X	X		
3/4	X	X			X	X	X
3/5	X	X			X	X	X
3/6	X	X		X	X	X	X
3/9	X	X		X	X		X
3/10	X	X		X	X		X
3/11	X			X	X	X	X
3/12	X	X		X	X	X	X
3/13	X	X	X		X	X	X
3/16	X	X	X	X	X		X
3/16	X	X	X	X	X		

DATE	CATO	ZHAROFF	HURLBURT	BUCHHOLDT	HAYES	METCALFE	FANNING
3/17	X	X	X	X	X		
3/18	X	X	X	X	X		X
3/19	X	X	X	X	X	X	
3/20							
3/24							
3/25	X	X	X		X	X	
3/26	X		X	X	X	X	
3/27	X				X	X	
3/30	X				X	X	X
4/1	X	X		X	X		X
4/2	X	X	X	X	X		X
4/3	X	X	X	X	X	X	X
4/6	X	X	X			X	X
4/7	X	X	X		X	X	
4/9	X	X			X	X	X
4/13	X	X	X		X	X	X
4/14	X	X	X			X	X
4/15	X	X		X		X	X
4/16	X	X	X			X	
4/21	X	X	X		X	X	
4/22	X	X	X		X	X	
4/23	X	X	X			X	
4/27	X	X			X	X	X
4/28	X	X	X		X		X
4/29	X	X	X	X	X		X
4/30	X	X			X		X
5/2	X	X	X		X	X	

DATE	CATO	ZHAROFF	HURLBURT	BUCHHOLDT	HAYES	METCALFE	FANNING
5/4	X	X		X	X	X	X
5/5	X	X	X		X	X	X
5/6	X	X	X		X	X	
5/7	X	X			X	X	X
5/11	X	X	X		X	X	X
5/12	X	X	X	X	X	X	X
5/13	X	X	X		X	X	X
5/14	X	X			X	X	X
5/15	X	X			X	X	
5/18	X	X	X		X		X

5/15/81

Hs Thsp

Lateral thalamotomy

HCR 30

11 Mete - head bell arm
26 Mete - mov as arm,
30 Mete - move bilat out w/ indiv fees
37 Mete - move adjacent

5/14/81 Bates/Matlock

HS Trip

Helena Hurd

HB 368 & 369

41 Charles Matlock -
unrealistic /
substructure / said, etc. under seperate contracts
Theyck, Nyman + Hayes
Jan 7 / study / Apr 24 memo
Cost estimate '81 dollars; deds + estimate
beyond '81 & futuristic estimates
116 Hayes - 2-phase funding (political identity)
how to assimilate Lock w/ best of spending beg
Apr 24 memo from Matlock 5.5 mil
Bette - cs?
Hayes - yes
300 Lang - read Hart for record
delete sec 3 4 + 5 urban roads
223 Bates - no probs in delete
sec hds not on fed-aid system
no probs leaving in either
correction on phase - add all proj @ one time
Matlock - why where does urban hd Hart & Stop
Bette - cs
Hayes - one Chamber / Mat-sen flew to West side
of State; hop to him Hse Chamber

---

out of room

3:06 Bette - cs & staff work up

5/14/81

Dick Brandt
Marg. Hollan

HS Thesp

Mark-up

HB 530/57 Metcalfe - prosp wl see 4+5 - thinks for touching against bill

76 Mete - table
Hayes - obj - discussion
ask Mete what doesn't like bill
Mete - everything
Hayes - okay.

100 Bette yes Mete + Hayes. Nay Cats, Hurl, Zbar

107 Mete 4-5 see delete

111 Zbar - obj
yea: Mete Hoye Nay: Zbar, Hurl, Cats
Zbar - move bill
no obj

134 Bette - so moved, unan pass

HB 52

153 Hayes move titles of talent
yes: Hurl,

CSSB57 ~~[illegible]~~

191 - Bette pg 2

215 line 17, pg 2 add "appt'd by" delete "at least one"

225 pg 2 line 29
Hurl moved
Zbar - does that duplicate ~~35.49.150~~ 39.30.180

267 - Clarified

271 - no obj

276 Mete delete sec 2+3 of bill
Creating & commissions
discussion of legis history of bill

334 Bette - glad he doesn't deal real estate or per part of state
Zbar - would like bill if gut; Hayes agrees

340 Metc - w/draw motion if appr'd to FCC!
341 Bhar line 9 "ex officio" delete - moved
no obj
352 Bhar - earlier line 9 "are appt'd by Gov
364 + legislature" unan consent - moved
21 + 23 delete (3) unan consent - moved
388 Hayes - move bill as amended, unan
consent, indiv secs

CS HB 295

430 Hurl - motion to move orig bill
440 Kito - 200. for Alaska '84
improve Ak image
463 Metc - bill that funds this? Yes not til July 1 -
this will revive to July 1 - connection w/ world's fair
Kito - description of capitol proj
511 Hayes - move am + unan consent
Bhar - which draft
513 Hurl - remove motion
Bette -
530 Dave Hammock - Metcalfe
601 Bhdroff - this proj
648 Hayes - move to adopt am
Fng - obj
658 Bette - award to municipality / can they trfr funds
like DOT
Hayes - not sure - not w/o legisl concurrence
745 Brant - OK to DOT on grant accts; better
to go to grant acct rather than DOT
747 Fng mv. g.
~~Bette~~ amend title
774 - Fng remove obj
Bette unan cns Fng am adopted
780 Metc - move bill
Bette - delete secs 10 + 11 Metc

808 Fong delete Dec 4 - 19

813 Hurd takes ~~control~~

motion failed

Hurd - obj - dissers

Fong - bills turned into HB 60

1 yea - 5 nay

858 Hurd - move bill

no obj

5/13/81 Bates, Hickey

Hs Trsp

follow Senate - here to sign bill @ end

SB 156

34 Sen Parr
'71 - Gov deleted pending
override vetos
legisl history
only changes are completion dates

74 Bette - activ in Canada, connection

Parr - build up to Geese lake; not gone any further at this pt; waiting for us to act

Fng - pg 2 sec 4 3(a) delete line 5 obj?

122 Parr - phrase there cny st can't condemn fed land
nec. to be condmnth purs

Fng - cannot condemn fed land, but can acquire

Parr - see 3(b)

Fng - what is gained

Parr - not atty; look @ st limiting laws not extending

157 Fng - land by eminent domain; does phrase indicate util & prior > what needs to be done

Parr - only suggest issues addressed by DOT; never go directly to eminent domain, try to negot first

176 Metc - any opposition to reg Dept to come up
a) system of proposed corridors?

Parr - no obj to proposal; concern in putting in bill
prefers not

215 Bates - SB 156 H.R. 3.6 mil
from beg - money & legisl.

251 Shaw - 3 H.R.

Bates - 2/9/81 DOT going with; diffs is in ROW
appraisals, offers, then

Hayes - 20 acres land involved

Bates - best gris estimate; not much priv land. Now fed land could be > diffic to acquire

Hayes - 3 mil for 20 acres

Bates - need to delchk

394 Bette - concern over diffs in FR - 11 days diff

5/12/81

Hs Trsp

All here

HCR 28, 30 + CSSB 57

38 CSSB 57

Charlie Smith - Hwy Dir

Create coordinating commission amongst all depts

110 Hayes - Sec 1 (he added to Kay's bill last year)

good Samaritan legis

136 ~~Sen~~ Helen - legis members appt by Gov? pgs

150 Smith - in '75 legis rewrote motor veh laws

no penal as long as not acting as legis.

~~340~~ Helen - pg 3, line 30

340 no additional staff beg

screen people and referral

352 Metcalfe - what programs do operate

Smith - def driving course

9 people in dir

370 Metcalfe - extend & spec programs

Eng - sec. 1 how rel to rest of bill

existing staff becomes Commission staff; fn low

Hurd - stay @ Bergman

Smith -

353 Better, pg 2 line 9, "ex-officio"?

377 Eng - pg 3, line 30 if existing, should delete?

Smith - legis > each prog around state (15 programs)

supervise programs. keep in to retain auth

Ghan - prog in Kodiak? yes

how come Gov's office didn't sponsor

437 Hayes - legis passed both houses last time? Smith - yes.

435 Harold Guthrie - read statement into record

in support of bill, partic sec. 1

- legis liability for safety inspections mechanics

486 Helen - face clinics, do also train pilots?

Guthrie - no pilot oversight; mechanical only.

Helen - clinics conducted w/o bill, illegal?

Guthrie - up til '79 conducted, then suspended

Hurd - pilots beg looks certif plane is safe to fly

5/12/81

HS Trop

Hurt - accidents happen
530 Thelma - owner already has resp for safety?
Hurt - yes, annually inspected & re-licensed
this is voluntary, guys should not be liable
Ghan - prov no monetary compensation, if pd, assume resp.
Ing - aircraft, power plant technician or mechanic (does FAA lic power plant rating)
Guthrie -
585 Mark Johnson hems, HESS
support bill; AK doubled nat'l average in accident deaths
[redacted] trop safety imp area
604 Ing - (missed it - Carol went out of room to call Malone on HCR 28 + 30)
645 Metcalfe cost per life saved; almost negligible esp done by volunteers; aids + bush travel. Very cost-effective
Bette - heard EMS. Id done good job in Dist 5
655 Metcalfe - report - where to put money to save lives
Guthrie - diffic to assesses.
Bette - chair entertain motion
675 Metcalfe move to remove sec 2 + 3
goals met / Ing
Hay - Hurt Cats Buck Hayes, Ghan
Bette - motion failed
683 Ing - pg 2 line 89 + 10 needs to change
700 Bette - stop mark - up
704 Malone
HCR 28 - DOT curb bumps
710 Hayes - move pass, wasn't consent
Ing - obj goes to Ghan - curbs w/o paved rd
721 Bette - SO moved
Hurt - move HCR 30
Metc - obj
Malone HCR 30
may want mixture, rather than 100% clover cover
Hayes - 4-yr life to clover, then reseed. Grass

Mete - against telling DOT; beekeepers in Kenai Penin
Malone - clover not > expens but prob areas where
wouldn't want 100 %
760 Hayes - if mixture, no additional cost
Bette - Amn?
778 Hurd - line 7 & 8, add "and airports" - unan consent
Ing obj
Hayes - partic type of clover?
Malone - no expert on clover or bees
Helma - if select bag of seed, some > clover than others
824 Hurd - Amn, Amn
830 Malone - work w/ Ing
Hayes - good idea
Bette - Hurd Cate Mete Hayes
Thar delete subst add add unan consent
846 Bette - Amn passes
848 Mete strike line 8 - unan consent
Hurd - could support Mete Amn
907 Bette - sub comm of Ing Mete
937 Bette - delay CSSB 87
Thar pg 2 line 16
3 from each Hs
Helma - diffic to get 6 legis to serve; suggests 2
Hayes - wants it back to Comm on Fri; Thar agrees

5/1/81

Ron Reid
Frank Havin
for Talbocca

HS Tesp

Phalen

HB 537 – PSC's

37 Frank Havin - Ombudsmen's Office
~~bill~~ bill to set ~~stat~~ framework on guidelines
DOT not held to comply
PSC's FY'80 ($60 mil) DOT-5 mil not
July '79 12/30'79 $830.150 expended by DOT
$1.29 mil fig supplied by DOT
uniformity of treatment fig
130 Eng Div 18 + 19 – ~~no reason~~ not in compliance w/
Admin Proced Act
Havin – no
Eng – no obj to delete whether or not
Havin – ~~no~~ yes, Eng now will not adopt
Eng – what could add for DOT would comply
Havin yes – add + "shall"
164 Hayes – ~~FY80~~ FY 80
most complaints from non-uniformity from DOT
What about other $75 mil?
218 Hayes – complaints from eng – first shd be gotten job + deduct
Havin – just talking about uniformity of treatment
Metcalfe – shd we look @ bidding procedures itself.
Ltr: Ds letter w/ gov's office – cannot exceed 2000 in
total cost or run into bidding probl. Good point – time element
290 Havin – Admin Manual prov great deal of flexibility:
gen'l guidelines in Stat comm bill now –
only intent of HB 537 is uniformity
303 Eng – Untill uniformity def?
Havin – yes; seperate PSC's from consultant
Recent ex: Ft McKenzie Dg clearing – bulldozer
347 Hayes – land vs constr surveys
375 Eng – 44.42.035 clarify; rules guidelines don't follow Admin
Proced Act; cover probls?
Havin – has force of law; HB 537 only for DOT
DOT aberration
Eng – what was reason for DOT exemption
407 Havin – pg 32 – orange booklet – stat re purch of services

5/11/81

Hs Trsp

HB 537

Flavin – (cont'd)
"Or otherwise provide"

446 Ron Lind – DOT – Dep. Comm – Admin
proceed for PSC
HB 537 – uneformitey doesn't nec mean effici, effective or better than now
P + P (policy & proced) – passed out to Comm.
1) auth to neg
2) certify not st employee
if even put under umbr, immed conflict built in
same process as DOA uses for PSC's, except aiming for proj eng + proj arch.
fian, qual, prev exper
limited to plng, D + C of proj

491 Bette – does DOT use sole-source contract
Ron – in certain cases may be there, not in those listed here. Up to Commis DOT

502 Hayes – contr for PS only if st employees couldn't do. DOT's P+P 180° diff, seeking PS's
Ron – yes, if under contract $ $5000, informal supposed to be out using prev selctor
Hayes to Flavin – when st empl are avail, don't seek PS – (Bill)
Flavin – no – stat
Ron – for certain portions of work, stat HB 546
Flavin – prov would apply, empl pd to do something not contract out

545 Ron – ↓ efficient in many cases
pre-qualify firms, bid, rank to qual
if contract < 3500, process dep can select contractor.
> 3500 – < 20,000 ↓ pre-qual. select off pre qual list
> 20 000 – need Comm eval.; prepare selection of interest questionaire

573 Hurl – how set
Ron – internal w/in agency; input from arch & eng comm

5/11/81

Hs Transp

HB 537

Hurl – next step

Ron – > 100. adv in local papers, once, 15 days before calendar submittal deadline

Constr. – under 100. doesn't have to be price competitive

100. not stat in PSC

Hurl – do you let alot of 100 – 135 thousand

602 Jerry Greig – DOT 10–15% of contracts let

Ron – 300 PSC last yr, 240 exempt

Hurl – how big Comm

Ron – Comm of 3

Hurl – who

Ron – proj mgr, prof in field, member from constr agency

631 Hurl – just interesting see heard monies don't gotten there

Ron – after distr invitation, resp logged, eval after deadline date

Bette – proced for weighting resp

Ron – proced says weighted due to criteria

Comm eval resp, prepare eval report

654 Hurl – < 20,000

Ron – Comm report, approv for negot (chk to make sure gone thru process), mail to resp

Bette – date on P&P Mar 26 '81

Ron – Interim proced Mar '80; proc 10/1/78

Interim not getty diff from current one

Did differ from 10/1/78 incl > flexibility; spell out rules

682 Hurl – list of contracts, list Alk firms, > < 20,000 are Outside firms Boeing Computer 20. & 18. for Allison + Assoc correlation

Ron > 2500 & hun't pre-qual contractors

if pre-qual contracts can go to 20. w/o advert partic proj again

754 Bette – Ron mentioned conflict

Ron – major pt in regs is that shd use of employees rather than consult contract.

5/11/81

HS Trans

HB 534

768 Ron - not following McGee's opinion

772 Bette - DOT dept stand

Ron - add extra links, not solve any problems

778 Hurd - 10-13. public employees in lieu of priv sector shdn't be hired to lead out to

what don't need priv staff for, contract

Flavin - DOA guidelines misrep; prov there is to make sure budgeting process makes sense

put wording in for exempting prov. in HB 531

804 ~~Bette~~ Shaw - proced Ron would like to see

Ron - yes this proced is using now

Shaw - enter agreements - -- priv org - def?

Ron - not sure of def

831 Bette - Ron call on Stat; Ron - yes

Ing - admin guidelines, subst diff from DOT's P&P's?

Ron - no process for pre-qual; process reg prior to advertise, reg to sign off to advertise

Ing - no major diff, another layer of bureaucracy

Ron - another layer

Ing - legisl say how DOT chngs proceds

858 Ron - Whatever process chng would reflect probs in instit current P+P's

Ing - uniqueness

Ron - no uniq; outcome of P & P - ~~policy~~ proced > imp than ~~policy~~ Policy

policy - some states have price-competitive

Bette - reg cert 10/1/78 + Interim copy of P+P

Flavin - doesn't prevent admin or DOT to chng proced

SA will set up stat framework. Not just another bur. step

5/[illegible]/81

Hs Trsp

HB 537

91:1 Bettis - not more bills; time constraint

Eng - thanks for being up pt of st empty + priv contracts

93:4 - mtg adjourned

~~Stevens~~
5/7/81

Ron Whitecraft

HS Transp

Thelma Buen

HB 547

10 Bette –
mtg in Seattle – seniors
Ak people not served
no courses available in Ak
she would like to see program established

62 Metcalfe –
feels Ak are qualified – don't have sharpshin
lack off on leg

83 Hayes – isn't this for those people who earn $70-80. why?
not necessarily for Ak – for DOT marine transp
doesn't > level of qual – could take basket-weaving
doesn't include
Bette – salaries of personnel

120 Hayes – educ need – fed
student loan program avail to everyone
need for those who cannot enter jobs what
Alyska pipeline – no skill – bring from Outside
shd adv themselves cuz they do have money

162 Fry – agree w/concept, but on list, # employees
denied cuz didn't have trng
list of those who've grad

187 Ron Whitecraft – bill doesn't come out of any division
come from coastal in Dist 4 who work in ferry system
target of bill make upgrading for those people
who reside in Ak. (AS 14)
opport to upgrade themselves w/in system

224 Bette – there student loan program, beg 1 yr back
Ron – Ak must get to pt of seniority, then list w/no skills

245 Fry – bill only for Ak resid + existing DOT employees
employ
Ron – doesn't know if info avail. Concern that seniors
have hold on Ak ferry system – key is for Ak.

274 Fry – info on people denied from – indiv from admin

5/6/81

Hs Resp

HB 547

that promotion would come > readily
Ron - union doesn't know bill exists yet
Bette - IBU ok preferential hire area differential
Ron - perogative of state to do this; Wash can if wants to
394 Ing - factor in prom. longevity + seniority
Ron - if ask unions seniority + techn. phrsnl, does that guarantee prom
323 Metcalfe - mandate time, and farthest north point - make it impracticable to hire + retain Outsiders
Bette - talking of 3 unions; pt well taken
Metcalfe - accompany bill w/ teeth
Ron - nothing against argument; concern about court reaction - discuss later
bill just one step in bringing ferry system home to Alaska
Metcalfe - won't pass bill unless resol outlining future guidelines that impractical to live in Sea + work in
Sharopf - almost in agreement w/ Metcalfe - fears legality
- pg 2 line 17; add to years
Ron - make bill strong as possible
395 Ing - Comm looks @ overall ways, prev dep, so that legisl can hv input into union negot
tab of salaries, promotion; fiscal note accompany bill
Ron - possible; fiscal note yes; again
430 Shar - line 17, or more consecutive
Ing - obj for discussion; entire phrase in sec (d) unclear shd be consecutive
457 Hayes - if look @ above items, then wait till after for mark-up
Metcalfe - agrees; supports Fred's motion - not willing to put more band-aids
Bette - obj to accept Fred's am, any obj @ this time
Ing - maintain this obj
Shar - will draw motion to am; will re-introduce am later
Bette - garner info - keep bill for future mark-up
496 McCutcheon - prov for trng + using AK ferry system for trng
~~Metc~~ non-resid definite adv in bill

5/6/81

Hs Resp

HB 547

~~Discussion~~ -

Bette - clarify resid beg

Metcalfe - guidelines for future negot

Bette - in legis, guidelines for parameters

525 Ing - call in Eide, negotiators proved in past
more voice in negot, rather than rubber-stamp

Gharrett - ~~Hse~~ floor mention intent of legis not to
get involved in negot

Hayes - legis given resp to admin
guidelines yes

561 Ghan - intent here - didn't legis @ one time
Get involved - At come out on short end

Metcalfe - invol by refusing to fund contracts
Conts negot in good faith then oblig to fund
next time no fund that exceeds parameters

Bette - need to acquaint > Ehor contracting proced
then orig guidelines @ that time
Reschedule bill when info is in

---

595 Hs letter of Intent - HB 174

Ing - in general, good
2nd ¶ - "repair work"
last ¶ - culverts "that the"

Ghan - doesn't understand how Ing is reading $8 mil approp into it

Metcalfe - more pars out letter of intent

Bette - no obj, so ordered

613 Mtg adjourned

3/6/81

Hs Trip

Mng Thelma Favor

HB 295

Bob Clarke - Nat'l Comm Program
fragmented view of Ak

135 Metcalfe - Specific as to how would attach
Clarke - 3 elements :
Ak law

304 Patti Ann Polley - Div of Elections
leg: revisions to Election code

282 Ernie Haugen - Ak Citizens Initiative
Speed up proc - this year - 3 mil

318 Hayes - Gov's amt

333 Jack Fuller - 13,700 M+O - Veterans Legion
DOT - Frank McLaughlin

370 John Bates - DOT amt - unfamiliar - N.S.A.R
amendments - to Budget & Mgmt

430 Hayes - fleet equip
Bates - litigation @ Cold Bay settlement

453 Bates - claim - Comm Claim's Officer
Hayes - contractor & profit
Bates Riley Please - dispute on wells -

480 Hayes - Sec 2 cost overruns & architectural fees
Bates - Closed for 3 years
acctng, cost over run, poor mgmt
Hayes arch. fee
Bates - 49,000 - billed after proj - review of
records to settle estate - dead duds - Ag opening
Hayes - Dec 4 - 17
Bates - weather reporting
Thorsen - Bells Flats - 1½" dust cyc
Upper amt to build Ft Malory Rd

574 Bates - Ther correct - Gov Budget planned on
supplemental;

599 Dick Bond - DOT amt of bill
Sec 6 - M+O Ft equip fleet - audit reveals
Sec 117.0 74 80 amt

5/5/81

Alaska Trip

631 Battle - why unpaid bills
Brant - accting system; no justified reason for it to happen
Brant sec 7 of T. - Bering Sea storm costs - ineligible for fed funding
- Dec 10 Reg'l oper components; FY 81 budget cannot [Jeff Morrison] min oper M+O
694 Battle - M+O budget (min or max)
700 Brant - Wagnon says he can get by - yard equip. Above min amt but nowhere near max. Formula on per base mi M+O cost (79 '83)
724 Sandra Withers - DOT - Labor Relations
Labor agreement for next two years
746 Jeff Morrison - Fed'l gov't
761 Paul Arnoldt - Dir of Retirement & Benefits
3 requests
817 Jay Hogan - 3 comments
1) Serious breach of Regional Etiquette by Gov's Office
2) if gov't comm ref - than shd be St Off
- B & M in 3 regions need Supplemental M+O
3rd seat - suppl restore 2.1 mil reduction by DOT
DOT exempt w/ gov ceilings
letter implies that it is decision of DOT - not true

3/5/81

Rappy Moss
Warren Sparks
Mary Hakala

Hakala

HS Transp

HB 333 – Nevada Totchaket

Rappy – suggests seperate title – sec 2 on to Resources

Sec 2 $5.5 DOT – rds access rds
Delta Ag 1 + FH prevent agr lands
delete sec 2 HB 333, insert

overall ag planning
Rappy – learn from past mistakes on access
232 planning money in finance – 500.
238 Hayes – 2 phase concept
252 Sparks – City of Nevada put effort into prog
let City continue to admin
→ sec added to state approp mode in accord
to DOT 35.15.080 – DOT act as pass through
not municipal grant
279 Hayes – concern – remembers City presentation
Comm. discussing 2 phase approp process
1) p/e 2) constr – Alleviate criticism aimed
@ DOT for inaccurate figs
Bette –
320 Fry – report state 375. per mi – 10 mil; beg for 15 mil
Moss – Bob Thomas did planning – has faith
339 Fry – 250. study + disp in figs
Hayes – CIPs in Linc, studies, figs rough
357 Fry – does Rappy know after Feb 1 study – figs
in study not based on surface, soil tests
Moss – did some preliminary work this winter
Hayes – won't happen in 81
Moss – true; some can be done this winter
Hayes – DOT has not reviewed?
390 Sparks – no opport to review actual conditions + estimate

5/5/81

Hs. Trnsp.

404 Frey - ROW acq
Moss - ROW across from Cogbills gas station
1st sec of hd done across Slough
430 Gher - fiscal note
eng + design sec : 2.5 mil
more realistic proj to look @
double proj - 17 mil - 5 mil
444 Frey - how 1.6 f. n. - 30. in study
Hayes - like Gherry's approach
concerned about discrepancies in costs
Hayes 3 mil on 3rd bill -
Moss - no DOT fe. n. - leg Chnl
20 mi of road
Bettle - how many mi in 20 mil
Moss - answer 20 mi
Hayes - bid for hds ?
Moss - out to bid - cheaper
Hayes - 3 mil to DOT - do design
493 - Moss - yes - in DOT into also
300. Maint contract - - not DOT, bids
one prop to contract maint by DOT - good way local
people do work.
522 Frey - buggy from DOT -
Sparks - proj located outside of Nevada, clear legisl
intent that DOT act as pass-through
529 Mary Hakala
CSHCR 29 goals of sts ag
next yr, 1st phase of overall plan
probs by Res Comm is good info + long-term process
566 Frey - Moss how on trsp proj being coord thru Ag Coal
Moss - hds in Delta come out of Ag Council
remember that was pilot proj - mistakes were made
Frey - continuity goes. - info on 1½ Delta process
Sparks - Frey Clar on diff of ROW acq.
subdivider of leg piece property

Hayes - how there at land - not occ. - how says
1.6 mil

Sparks - Someplace - once temp corridors. Set up
need to be platted

Eng - ~~Bent~~ 3rd pg - GW bridge + eng.

634 Hayes - need more work on bill
go back to get accurate def + cost est

Bette - need to bring up to rep. 2 pass of bill

Eng - rep stage - more coord on statewide basis

649 Hayes - does support proj's - just get accurate costs

653 Bette - get act together
maybe mark up on Fri if clarified info

0/4/81

Bob Ward
Dick Brandt
John Hartt
Dave - Nenana

Hurl

HS Transp

HB 536

Brian Rogers:
disaster check to Arctic Ocean
all secs are spec. approp; supplem'l

sec 4 - Fri Comm oper cost
North Slope Borough
sec 5 - communications sys. - telec
sec 6 - 7 new pos. for F.S.
sec 7 - fish & w
5 mi corridor hunting prohibited
sec 8 - 1 new pos for DEC - dumping of sanitary disposal
sec 9 - research activities moge

113 Thelma - implemented when?
Brian - secs 1 & 2 carried forward
Secs 3, 4, 5 one time only; 6, 7, 8, 9 carried forward
3.8 mil one time only
137 Bharoff - pos. sec 8 perm? yes
162 Huhy - sec 4 primarily employees
204 Hayes - sec 4 - haven't they been doing this for several years?
Brian - am to HB 177 in Fri - Sr. moved as oper cost
226 Bob Ward - Gov's office asked him - doesn't know why - not resp for fish
budget element advanced due to opening

5/4/81

Hs Temp

Ward P. D. oper & capital
helicopter hg in it sec 5
pipeline dec, search & rescue,

Contractor - > amt for lower end
377 Fry - DEC hg. - trash resp?
Ward Generally DNR - not either's resp to judge whether its right or wrong
430 - Dick Brant - sec + not their hg
sec 5 - bulk of hg. housing @ several locations
helic, hangar (~~dredge~~) DPS prefers own
housing units rather than shared - shared

443 Bette - exact length of haul road? 365
451 Fry - breakdown in hg (sec 5) housing - coordinate agencies
Ward - breakdown to beds; housing along haul road now
Controversy over maint, oper., housing; policy rejected
Maint camps w/ shops, hg own housing (trailers)
No fac to share
Fry - are you hg? Ward no; Gov supports RS - hg
490 Brant 1.6 - 1.7 mil for units 150. furnishing
34. comm equip 38. 4 Wheel 354. helicopter
Fry - 1.6 - mil high for housing
Brant - 2 units ea, 2 bdrm (5 mi 40 -) Deadhorse

5/4/81

Hs. Transp

Fry - how many

Ward 7 new troopers for 4 locations (trooper + replacement)

540 Zharoff - maint & util - st resp for

Ward - State Housing policy ; charge per maint + util

550 Adams - sec 4 (North Slope Borough) want HB 177 + HB 536 defeated - compromise now w/ them - court decision.

mi 153, the N.S. boundary - sec 4 payment for their portion

577 Fry - plans been going on for sometime

N. S. Bor. letter + cost breakdown

604 Adams - sec 4 7 pos, Fri cutback to 5 100. cultural sites gravel for life assured cult sites are preserved

Fry - st laws mandated now to do that

Adams - no probs w/ salaries -

talk - bridge - N. S. Bor.

652 Fry - 130. subsistence impact ; 8 mil spent caribou migration studies - 5 mi corridor

667 Adams - Work links compromise pos. w/ N. S. Bor haul rd during caribou migration ; don't know Abt

Fry - approp duplication

696 Adams - Tribes people dep on caribou subsist. they would provide approp. for protection

708 Zhar - ~~Doc~~ subst monies being put into hood - need to consider > demand for access (supporting N.S. Bor for foresight)

Fry - Bor has much foresight

5/4/81

H/S. Trans

HB 536

730 Ing - Gov's opinion Dec 4
Ward - can't speak for Gov's Office
Bette - duplication of services
Comm beg resp from Gov - duplication
748 Thelma - approp to ask Gov to resp - premature for approval / disapproval before Comm process complete
758 Ing - duplic -
766 Ward - agrees w/ [redacted] Thelma
Bette - Make-up on Fri for bill
Ing - customary to specify region for funding?
790 Thelma - Budget process, DI div into regions
Brant - Interior region rep. approp. N.S. allocation under approp. Sen Fin. Co suggested N.S. be separate approp.
811 Mtg adjourned

4/30/61

Hs Trnsp

Helen Vern Ray Bill Mark-up

CSSB 222(Tesp) - return to drafting

Boeing jetfoil

Hayes - not favorable to jetfoil

Ing - against jetfoil - money loser

Hayes - will go along if rest of group wants it

Bette - agreement to work companionly w/ Sen Trsp

Fred - DOT review + advise proposal

many areas of applic - P.W.S., Kodiak

Knik Arm Crossing — Bristol Bay
Valdez - grain elevator
Knik - Hayes '62 study for Knik
Turnagain - cut off 38 mi to Kenai - period - Dore'/Ides
toll development - Hayes master thesis

4/29/81

Valdez City Council
Kenny Lake Studies
Koslowski
press & Cap '81

#5 Thrsp

Ray

HCR 35

"DOT delay removal of D+C unit from Anchorage"

Bettes asked Bob to speak. declined

42 Steve McAlpine

97 John Kelsey - Valdez dock Co.

Would help to Agc pressure - commend

disagree w/ approach

> study & input

238 Zharoff - plng of dock & school - when notified

Kelsey Mar 29

method of notif - Steve M.c.A. found out

via Sunday phone call from DOT employee

neither Bettes nor Jay knew @ this time

282 Hurlbert - Valdez good record for getting jobs out

Can Valdez accept > employees?

Kelsey - informed it could be done handily

w/o AC

Zhar - pop 58 - 4300 Valdez

331 Zhar - how many people?

343 Buchholdt - how many jobs

376 Buchholdt - 10 people - Areawide or just Valdez

395 Walt Day - combine efficiency & human element

483 John Jaeger - Ward has determined

Wrong probl, wrong method, & wrong solution

Valdez is not the probl

centers of DOT employees that are resp to local needs

545 Zhar - who suggest go through probl

Jaeger - legisl interim Committees

550 Zhar - local communities, Valdez

100 displaced out of 5,000

Jaeger - Lrge impact on smaller comms. - taking

out skilled, civic-minded people - face to replace

577 Helma - HCR 35, testimony didn't reps. w/ local

Jaeger - no advance notice of move - emotional - would

HCR 25

like 15 mos period to take national move
Jaeger - Ward on record stating move won't
cripple DOT

613 Ing - schedule to move
Better - done after school's out; completed by Oct,

632 Hayes - to Steve McA. - how many people in work
force: Glyeska 255
240 - State employees 100 DOT during summer
150 local gov't private sector 50
service & small business 50-75
dollar impact: payroll - 1.2 mil 4.2 factor to
show economic effect - Council formula

660 Sheri Shelley - ADEA
36 members to be moved
30 pos
members not in favor of move
under contract, econ reason for not moving
constr limit - contract has per diem clause
on Richardson Hwy. Not affordable now -
after construction.
rumor - Harborview close
Valdez - test case to see if move > imply to Anc
Hurl - on record opposed Juneau simply to Anc
or Valdez

700 Ing - when does contracts expire
McAlpine - 30 mil fed funds 46 mil last yr
this yr 34.3 mil - 44.6 '82

738 Hurl - telex equip - can get info to Anc in hour?
can send via phone twix
moving bodies

754 John Allen - Tatitlek Corp (Pres.)
move from Cordova - fishing village + didn't
fit into Corp plans to oper in progressive
business world

790 Hayes - office bldg in Valdez / 4 perm staff 16 people
'81 - as high as 30 constr

4/29/81

HS Transp

HCR 35

801 John Devens - PWSCC
- no extension - he's emphasizing housing mkt

Bette - how would move affect college
Devens - quality of people being pulled out
830 Hayes - HJ 35 fam, impact on hsng mkt

844 Ward - put in perspective
- knee-jerk
- understand efficiency of dept better than he
- moving DOT came about not to open - insane
- true - design - leave construction
- Spirit region
- give max option to move wherever best for needs & careers

872 Hurl - no one thinks Ward is knee-jerk Commiss
caught in system

879 Hayes - move not critical to DOT oper
Ward - move vital (def: live or die)
plan will be implemented, DOT improved & better if people move

899 Ward - work for Gov -
no 39 strong regional presence
Nome + Valdez (high-cost oper regions)

934 Hayes - move from Nome
Ward - to Fbks - move by attrition

931 Hay - time of move
Ward - yes
Bhar - whereas clause
Hurl - am bill
consider transfer of # employees to Anc
Hayes - am may be merit - but not enough time
1000 Bhar move bill, examine consent

4/29/81

House Transp.

John W. Jaeger
John Devens
Bob Fellar CITY OF VALDEZ
Stephen McAlpine City of Valdez
Walter Dogg " " "
Charles P. Pfeifer " " "
Cutler Morgan " " "
John T. Kelsey " " "
Chris Balcheldes " " "
John F. Allen
Mark Lewis City of Valdez -
Irene Shelley APEA

4/23/81

Poppy Moss
Hulbert-Kenai

Hs Trans

Thelma Ray

CS SB 222 (Trsp)
$500.

26 Pappy Moss
Design of bridges and roads
Chng in Orig - CS - removal of lang "3" bridges

Play monies for sec., HB 333 (Nenana - Totchaket)

140 Ing - $05 - city of Nenana
letter from Nenana - DOT plans on City of Nenana doing work

160 Ing - favors local entities, but not in this particular case - time out to read materials

230 Pappy - read Sen Trans. action
Hulbert - favors m.g.

267 Ing - case where city isn't paying people unless come up w/ answers. Chngd from City to DOT in Sen Trsp

300 Hulbert - City of Nenana - city own gravel pit, local here city can do better & cheaper -
Moss - Hulbert talking construction not design

309 Hurl - DOT plans w/o local considerations

323 Hayes - contract so can use ice bridges this summer to expedite construction - Use Ak Trans Consultants
Can DOT get work out?
Ing - Sen trsp. chngd

370 Moss - City of Nenana letter - arrangements made w/ DOT
Bob Thomas - Ak Trsp Consult - Pappy trusts him
Bhar off - DOT before us tomorrow

400 Hayes - prod w/ approp monies to priv firm

430 Lee Stepes - was chngd, but Comm had no probl w/ chng to DOT
Bettle - why did Sen Trsp chng it
Ing - feels neither could do good job
Hurl - not his dept - FCC probably not

468 Zhao - M & S. nothing - DOT 2%
Hurd - if someone gonna take 2%, give to city
475 Moss - letter of Intent - funneled through City of Nevada
483 Ing - adopt unigned SB - grant to City
in favor of moving bill out - disappointed w/ City's past perf & pymt record
495 Hurd - move chng title + line 13
508 Zhao - obj - goes back to last yr - legality
Ing - Jang
520 Hurd - w/draw motion
523 Ing - move to revert to orig SB, leave out 3 bridges
Zhao - CS insert line 13, pymt as grant to City of Nevada
534 Ing w/draw motion - go w/ Zhao
Hayes - 500. < 2% 519 in ~~title~~ All Transp Constr - make note
555 Bette - motion - same bill except line 13
Hurd - pay for DOT's cut
568 Ing - 47,000 coming
Why chng made - Stirpes - for control purposes
leary of direct grant.
582 Hurd - don't concur w/ DOT chng
590 Bette - motion
Ayes: Zhao, Hayes, Hurd, Cato
nay. Ing
600 Hayes - move bill
Ing - agree w/ move bill - choosing lesser of 2 evils
Zhao - attempting to get proj on street
610 Bill passed out.

4/27/81 Rick Halford

Hs Trnsp

Thelma Perm

HB 52 Attc

78 Rick Halford
Sec 4 - 2 types fixed-wing aircraft

168 Fng - moved sec 4 am lang.
(read long)

discussion of whether to include 1 + 2 deregulation

200 gues - unanimous

204 Sec 5 - def in Stat for tow trucks

Sec 2 - chng in base or bases of operation (pg 2 letter)
235 Rick - ~~supp~~ supports deregulation
not intent of last legisl that bases be interchangeable
- couldn't get through legisl
Fred wants to repeal & reenact section
271 Fng - opposed to it
Fred - put in sec for commis to approve transfer
Bette - pg 3 - quote
324 - Fred - motion
Add sec 6 - pg 3 - AS 02.05.050(d)
343 Bette - gues to Rick - would it clarify to Commission what its doing
Rick - yes - reading language - Cloked HB 60 SLA '80
386 Fng - motion include intent?
409 Rick could add
438 gues: Hayes, Ghar, Cato - Fng nay
443 Fng - more letter of intent - Sec. 6 clarified of intent approval be only based on fit, willing, able,
no obj .. so moved
468 motion - move Sec 6 Hayes
no opposition - Cato, Hayes, Fng, Gharrett

480 Ing-attendance be compiled & distributed
to Committee members
- those out of town, start incorrect
resents implication that he's not perf duties
503 Bette - out of town member corrected
507 Gharoff - his remarks he did make them
other activ valid concern for not being here
- if legisl not before Comm - not valid reason
- he's here for constit & state rep
535 Hayes - expand on comments on Comm calls
resent Comm bill going out if not brot before
Comm.
- repugnant for member to come only for quorum
- not going to participate unless quorum present
Ing - not @ mtg unless benefit to state & constit
suggest Gharoff tels Res. attendance
- not proper to inquire about whereabouts
565 Hayes - HB 177
Conflict in letter of intent
2nd letter (Fin) - monies prev approp.
603 Ing - Yukon River to Antigen Pass

Letter of intent

4/23/81

- news media '81 + paper
- Ron Reed
- Gail from Hng

Hs Transp Comm.

Hng Hawaii Hdrops

Boeing Co - Paul Baumgartner & Bob Edwards

Stmt for record re: Farings stmt that unless bills are before the Committee, he won't attend - (Gharoff report)

51 Bob Edwards - Boeing Jetfoil

Hong Kong. Canary Isl (ferry + jet boats) (no-hassle service) English Channel (Dover - Ostende) Argentina, Hawaiian Isls again

160 Paul Baumgartner

40 knots in rough seas
commuter yched estab & maint
Surfacing - piercing foils

4-man crew; 33% load factor

Demonstration:
260 passengers - not boat to be utilized for Long-Term
Aluminum structure; Complement ferry service

378 Hurlburt - life preservers?
inflatable life belts or vide - certif USCG

340 Gharoff - aims for S.E. - inland waters
Valdez Seward to dock - + more westward
Paul - for 1st applic, S.E. good place to start
then go to P.W. Sound

402 Metcalfe - politic - ~~sports~~ - spread service around state
Hurlburt Cook Inlet - fine except for ice
Paul - ¢ per passenger mile
45 - 55¢ per pass mi
12 - 20¢ ferry fare
33¢ mile proposed
Gastineau Channel/55 thous by 82

load factor
463 Hurd – 60% est – novelty factor

fare rev – $2.3 mil 6 mos
oper costs –
running: 3 wheelhouse + ea cabin (Boeing crew) 0.4 mil (6 mos)
start-up: ~~$1.2~~ $428.
Induced Costs: (Admin or Shoreside) $506.
est oper cost fla 1.09 shortfall
2.09 std ferry fare; carry nothing 3.3 mil

1986 costs of ferry vessels
60% subsid 40% , excl of admin cost
94% subsid 6% , excl of admin cost

513 Ghan – did DOT concur w/ figs
Paul – DOT studying it – Ward yesterday, Eide Fri

& per passenger mile
30% below La Conte (perm – when take Boeing people out)

fuel efficiency	665
La Conte	770
Malaspina	1.312
Taku	1.170
Columbia	2.167

Proposal for conditional purpose
June '82
'81 50. letter of intent – refundable if falsof doesn't meet operational criteria
416. mil purch
430. start up
400 operating
'82 17.08
'83 1.3 oper cost (July – Nov)

670 Sharoff – 1) open winter runs – leeway on vessels
Shorter runs than vessels;
2) dead heads – obstructions in water

2 min take off – 27 knots – on step
stopping distance 1000 ft

4/22/81

Tape: left w/out

Hs Transp

Helena Trip

Board of Marine Pilots
David George

Basically, Ak will have to go outside
Last avenue thru ferry system

143 Zharoff - must be something we can do

157 Metcalfe - ferry system

210 Haulbert - how big of school?
George - don't know Calif school big - pt funded
50-60 per class - 3 yrs

236 Hayes - Transp bill for study monies for school

258 - Bettis - been pursuing for some time
schooling to point of obtaining "Z" card

300 - Zharoff - pt is not confirmations, but he board recog pilot

300 "Motion to confirm Wm Brewington & David George
unanimously approved

315 George - tariff criteria - board locally set criteria
audit of documents warranting tariff
Audit process has not been budgeted for

Jimmy Chitwood

Hs Transp Comm.

Hoonah Ang Ireland

Ak Transit Operators
Jim O'Sullivan, Frank Miller & Don Olsen

Don Olsen
700.000 '74 } leadership in Anc
3 mil 80 }
growth of transit in Ak

77 Jim O'Sullivan
SLA-'80 Ch 50
UMTA progr of st assist, DOT, Municipal Leagues
'70 Symposium in Sea - 50 yrs to more fuel oil in world
(eggheads)
piece of gas + love-hate rel between public + car
transit that of as social program
transit now seen as mobilizer of people
187 Fbks - 3 largest growth rate in U.S - pop size
Juneau - highest ridership - established
Anc - leg equip order
Municipal League contract w/ DOT - interest from
35 comm in transit - Kenai / Kodiak
users in Ak not econ disadv - commuters
352 ask DOT - catalog needs + desires of comm.
letter from Ward to Lee McAnerny
Johnson - not properly addressed amalgatorial transit
+ school bus
ask DOT to contract w/ M.T. to do another go around
demonstration project of transit to test
fare box + subsidy
Fbks - 25% of systems cost
340 Metcalfe - 37¢ mi for Hertz
per rider
cost per pass in Fbks - 68¢ - overall c.60 rev share/fed
Anc - $1.55 (aver passenger trip + mi)
413 Hurl - piece not involved - dep on type of car you buy

4/21/81

Hs Trnsp

lots of people can't afford cost-efficient car

448 Van pooling - grp of people; ~~Lately~~ do transit, fuel, good for areas of long distances
beg transit isn't cost-eff in that situation

474 autos ownship in Anc - Olsen
68% own autos - use for social trips, not commuting
In Sea - 38% of shoppers ride transit - something to utilize to get business sponsorship of transit

491 Bettle - ~~St~~ funded
350. to Fbks fed monies 38-40 thous
641 open from Fdo - Anc
cutback in oper monies not capitol in '82

75% subsidized in Anc; 85% in Fbks
90% in Juneau - 72% nat'l average
Fbks chrg 75¢ Anc 50¢
Bettle - Juneau - downtown parking - how does this effect
add ~~to~~ 2 buses during peak
Fbks - 8 mil pking garage - transit pick up slack of ~~pot~~ between ~~Sgt~~ pop and parking

550 Olsen - subsidy began in 64 - Hwd -
Sitka, Kodiak, Valdez may go to transit
Mute - back to cost (own formula)
O'Sullivan - ~~pa~~ parking, conservation, & EPA air qual. stds
Olsen - cost analysis - consider all costs of own + oper autos

612 Zharoff - how reste to fed funding re: handicapped
50% of fleet accessible to disadv (50¢-fed)
cost - 2 cost 11,000 for lift, plus accessibility for right
of handic ride? 318,000 trips annually - over 60 + handic
on mainline - 140,000 or supplemental
O'Sullivan - no fed oper monies in Fbks - Bor support.
75%. Gets buses from UMTA - waiver from Goldschmidt
+ Drew Lewis
Zharoff - fed overpass rd w/ fed monies built

684 Hurl - Tested fac;
Tourists use buses - ~~Olson~~ O'Sullivan
Hurl - foreign countries - Thailand & Bangkok
talk down cubic - bus 54 - buses list

Stan Green - MOA - stat data
— end

Bette
- Yukon Mine trip -
- DOT's heavy - hill

4/16/81

HS TRANS

Fr Thelma Hayes

Board of Marine Pilots Confirmation Hearings
David George & Bill Barrington

David George - expl of func of Board of Marine Pilots
stds for tariffs pilotage

177 Hurlbert - test & license pilots
Alaska entrants

255 Zharoff - how often does Bd meet? (Stat - once yrly)
George - 2 yrly

275 Barrington - def of Ak Maritime Agencies
agents for foreign ships
Bettle - just foreign ships or Valdez office handles tankers
Amer tankers also 50% of total bus
Military Sea Command @
Nikiski & Dutch Harbor

305 Metcalfe - What would do if chng Bd
Barrington - attended mtg in Feb
Bd better working idea to > tariffs better berg industry

349 Bettle - Capt Naldo
Are there masters who pilot own ships & don't need pilots?
Bill - law req pt-lic pilot
Bettle - is pt for pspers - dual master pilot -
do they put pilots aboard
Bill - discretionary
Bettle - how many pilot assoc - 2 SW + Ak + Aleutian Assoc

380 Bettle - how was tariffs set
industry & pilots present pkg to Board - Board stamp
a.g. opinion anti-trust

4/16/81

Hs Transp

Bd of Marine Pilots – Confirmation Hearings

396 Sharopp – Recruit heroics
outlying areas – Ak hard despite time
competing reqs of lack of knowledge, opportunity
how many of 31 pilots are Natives
George – only pilots I know are those who hv attended mtgs
Bill – majority live in Homer

423 Hurd – barges @ Bethel
Bill – Almstad pilotage or Kuskokwim
Hurd – flown to meet barges & pilots – tricky navig

457 Shar – further dev in West & opport for > Ak hire
& recruitment. 16 pilots outside needs to be served
31 reg shd >. Bd bring forth regs or make
opport to make it more equitable, be lic > Outsiders
Lack of support from A.G.'s office on enforcing decisions

480 Bette – Ak hire; req for pilot tremend stigma, all
matters first. How many yrs would it take to
become pilot
George – from 3rd mate to pilot is 7 yrs.

497 Hurd – trnd & captains out of Alents

500 George – 2 yr mtgs slows board; public notice.
Evening prob put off til next mtg
letter to Hurebert's committee

539 Shar – wants to see dir Bd is taking to allow.
Credit probl. Not much incentive for Ak or Chain
to become involved

549 Hurd – following week Bd comes w/plan or how to
address probl
Shar – staff ? D.O.L. & see that serves other Bds

568 Mete – logist resol
George – but comm not $ to address lack of Ak available
contacted thru instit, native corp. 2 fund probl –
1) pilots are those @ top of pyramid 2) how do you feed
bottom

636 Mete – make approp to Bd for > staff to examine given
req 90-day resid for license – would take > availability

4/16/91

Hs Thmp

658 Bette - are there Ak pilots who are not now working in pilotage situation? don't know of any.
Bill - maybe need add'l in S.E. for summer season
670 Bhar - next mtg - today
protest vote against Brd, not indiv
Mete - 2 seperate ques - Brd + indiv
Hurl - if Brd mtg, issue discussed extensively
705 Bhar - all recs in audit - 2 yrs to get anything through - too long at last dec of st - Brd not @ pace
710 Bette - confirm hearing
Bhar - Brd does not dissolve w/o confirm
722 Mete - move to confirm & beg being Comm concerns to attention of Brd - prior to mtg, hearing recs from Brd
735 Hurl - move out confirm ; Bhar concurs
752 Bette - is concerned, Brd work on it. Her prob needs to meet 2 freq, 2 staff
George - letter to Hurl's comm & Bette beg George to bring Board's recs to Committee next Wednesday

4/15/81

Aboregal

HS Thasp

Hurd Hayes

HB 53 - mark-up

55 Mg sec 3 Long moved, delete present Long, pg 2 line 16.
so moved

57 Bettle - sec 4

67 Metc - delete Long line 21, pg 2
Mg - obj for discussion - what does 4 say?
Thelma - def of fixed-wing

162 Aboregal - sec 4 am
Mg -

537 Tape stopped; waiting for Halford

540 Thelma - sees the light; insert paren 1 + 2

Motion to table motion failed - Mg, Metc yeas:
Nays: Thelma, Zbar, Cato

330 Zbar - letter from Jake Johnson

Discussion of language on pg 2 of Jake's letter

580 Zharoff - hold legis

4/14/81

Halford
Ackroyd

Thelma Hayes

HS Transp

HTC - HB 52 (am to HB52)

Halford -
sec 1 to be removed from bill
back to orig legis
no hearing held, certif granted 180 days
sec 2 - consistency am
sec 3 - sets presumption that secs to be leased
or transfrd is econ feas
sec 4 - am type of aircraft (def of type)
a) fixed wing or rotary
b) 12,500 limitation
under or over 7500
sec 5 - gvw - light tow trucks
def consistent w/ intent by Commerce

138 Hurlbut - sec 3
are tow certificates leased?
Halford - agree; transfr procedures
(a) econ feas - Search '80
HTS - not make studies. but if oper could
provide service & make return on investment,
then he's econ. feas.
203 Hurlbert - > clearly define
Halford - in reality - neg, negot process not in our
favor, exp not sunset
330 Mng: delete sec 1
kr sec 2
Half - sec 3 - acceptable as written
burden on proof on
sec 2, line 18 and, but; remove rebuttable

430 Hurl remove rebuttable, sec 3 line 16
Mng - concerned w/ chngs in fit, willing & able; econ feas
hung to regs than proving process
499 Half -

4/14/81

HS Transp

HB 58 - ATC com

Haaf - certif in use; process of changing certif
normal services by those certif in use

563 Hurd: Electronic Air Taxi
573 Sharoff: second want word but
put period after "apply."
611 Ing: not commer bus whether its ocean fcas
Bette - rebuttable presumption - strengthen Commis pos
due to 2 letters of intent from last year. has already
been shown, burden of proof on seeker
Hurd: if be rebuttable act, avoid lengthy hearings by Comis
715 Sharoff: and/or
Ing - if wanna transfer
746 Hurd - in hearings himself, compet will try to
cloud issues
750 Haaf - substantial values @ stake; limited safety
in ocean serve vs resource in fish
Shar - and/or
Bette - will hem into prob w/ and/or lang.
793 Haaf - presumed to be ocean fcas, don't be to prove it
legal drafting gives "and" or "but"
use 4: fixed vs rotary
807 delete rebuttable: yes Ing, Hurd, Cato; nos Sharoff
Hurd - delete sec 1, remember accordingly
Unan Consent; obj by Sharoff
848 Haaf applies to transfers & all apps
1) not protested app 180 days recpt of completed app
2) protested app - set hearing & mos from time any
apply - 60 days after hearing - broad discretion
Sec 1 gives even broader perview
865 Sharoff - concerned
Bette - upon completed application; Commis det completion
Sharoff - competed app & protest? yes

4/14/81

HS Transp

HB 50 - am AR

Hurd - testimony 7 attys
Sharoff - what about small guy? that's
909 Bette -- motion
Coto, Hurd, Jung; Sharoff nay

4/13 (Bruce Cleve)

Burch Mtg

note: Electrical failure - no tape after Allington

Roger Allington 4/13 Home Town

Unalaska Runway Extension

C-130's sustain $7, acc damage - Each landing on a grad runway

$3.2 Million

① FAA can't have exp. cts may not allow 727-737's to land there (certified)

② Contract documents - airport plan

Construction in 1982 complete 1983

1700' extension - $24 M.

2500' extension - $35 M

Hulbert will build the extension to make a total of 2500 → 6800'

Jobs Currently - Jets are Not allowed - FAA suspended the permit.

Medevac unit used to be allowed to land.

- no I. flts - No enrichment

2-YCS. 37 passenger 6 days per week

Clearance by 2 mile development rate - Kodiak - Unalaska population 15-2800 - 5000 - peak season 6 mo. Year round need enrichment bottom fish industry

Currently 13 major processors

Roads are WW II type gravel beds pot holes but in good shape - for the use that they get.

Fuel - should be determined if ADA can input into funds are available

Hurl. dep. population projection (20,000) anticipated, but - probably bottomfish down the line - Unalaska maybe bigger than Kodiak in 20 years

Zhu - DOT. should look into cost. for this same.

Zhu - committee should look into this in a bipartisan manner

Cato - staffs could work together to make up a bill on this.

4/9/81

Hs Transp

Helena Hurlbert

SB 97

Senator Charles Parr

- '77 SB 76 passed - name H. R. after Dalton
  hasn't been done yet.
- Hwy should be approp named
- Dalton keep for Prudhoe dev + discovery
- Republican - no personal or political rel.

Bette - do we load name hwys after people historically
Parr - Richardson, Reese, Parks
Hayes - Glenn, Sterling, Dimond Blvd
Ing - worked for Dal
88 Hayes - more bill
  no obj
  passed out

4/7/81

Hs Transp

Helms Eng

HB 333

Pappy - add 3.7 mil

108 Jerry Smetzer - dev consultant City of Nenana
St patented land
46,000 class II & III trails
access by bridge (3 total) across river
- series of consultant reports - livestock report
300 sectional analysis of hills
if Hs Fin bill passes, 17 mil reduced by 500,000 acre $, 8.3 mil
if ~~bill~~ pin indust, how does 8.3 mil prevail (Hunt
allocate to 10 townships
273 Hayes - 8.3 mil represents
if viable mkt for 10 secs of timber, why approp
Smetzer -
Hayes what is normal clearing practice? don't know
- Chain clearing, leaves cattle for refuge
Hayes - 8.3 mil for chain clearing process, or
wood chips, etc
Smetzer - more cost-effective if wood chips util
report back on mtg w/ Ag Cncl to x dy 8.3 mil
Sec 3 - dist size of lots, boundaries, agronomic
studies, conserv practices, .5 for studies
'82 disposal date, proceed w/ surveys
397 Bob Palmer - bgst & most accessible area
in dev
- trouble w/ approp amounts, partic Sec 2
- 450,000 for initial studies last yr
util of wood fiber - may pay for own utility
maybe too small area for size equip needed
Chaining issue - clarify misconceptions about it
Hs Res. plot of info on chaining
Chaining per se very acceptable & cost-effective

doesn't damage resource / timber
Need clearance for heron piles

475 Runoff - 17 mil, any of it utilized this yr
Palmer - just as fast as can be done
core - drilling & transp studies

487 Metcalfe - amts prod - what chngs
Palmer - look @ method of clearing
Sec 3 - seen no back-up - don't know of other studies need to be done
Sec 5 - no back up data
Sec 6 - req for 700,000 for building Transp site @ North Pole - not site identification - haven't seen study

532 Hayes - Sec 2 - 0.3 mil for 2 townships
Viable opns to clear 8 > townships
Clearing 8 more on assumption of future funding by legisl, & 2) that townships will be successful.
- 300,000 acres set aside for animal habitat

551 Moss - Sec 1, DOT - priority portion of bill must be access to lands

576 Hayes - agrees, but altho not resource comm, shd be looking @ all secs of bill - not going to approve access rds into something ain't going to work

Palmer - can clear w/o cost to state - utilizing of wood as prod forest.
cost of $600 acre to indiv thru reimb

Moss - seismic oper going on now
combo of oil & gas & agric in same area

Palmer - correct & compatible

Smetzer - map shows seismic work
wildlife refuge - exercise w/ BAR land classific before disposal - soil conservation Services classes as agree

Bette - text from DOT ; not intention to move bill today -

2/10/81 Fuller

Bucl Keys

HS Trasp

SCR 6 — deep water port facility in Ilsmc

Fuller testimony
Fuller — Ist defendant
Mete — doesn't understand probl
Fuller — Need for permit granted
Shoreline to 3 mi — stand to gov for his consideration

88 Hurlbert — no power at issue
motion to remove
99 Ang — obj for diversion

Fuller. benefits to state to Ilw Port
ES, statistics, no obj
Ang cost?
Fuller — to mil for 11 yrs — spent on studies (Contratech)
to mil on '80 bond issue ($8 mil total)
small fishing harbor wit — 36 mil for everything
— more discussion on cost

201 Shanoff — Comm 194; dual purpose, in protection?
Fuller — not really; no big city, protection considerations
206 Shanoff — boat + see State's instructions
280 Ang — like 31 3 kessl.; existing harbor
311 Mete — made motion.
Unan. Hurl, Shan Coats, Ang, Mete

4/2/81

Hs Temp

Mete

Municipal Grants

Dick Smith & Judy Crondahl - Dept of Admin.

$200 mil in grants

prob. getting applications from munic

Crondahl:

HB 578 - enabling legis for m.g.

June 20 - copy of grant agreement forms to ea. munic

370 grants - did 3 wks after HB60 became law

$100,000 < - disperse entire amt

$100. > = 20% 90 days after signing agreement
receipt of expenditures form

180 Thelma. - admin overhead costs

Crondahl - fiscal note for HB 578 $0.0 for 2 pos

Thelma - ea grant being charged % age overhead.

- normal % age for overhead

Smith 18-22% - not > 30% — sometimes higher

219 Thelma. munic chrg st overhead

Smith - grants /

245 Eng - staff - 3 pos; many others working on, but not
payrolled out of HB 578

Burkhart - poss to use funds for expansion of city govt

Smith - maybe, but difficult; regs
can only ask for examination of funds

Burkhart - munic misused concept

309 Bette, - progress reports acctng -

Crondahl - not really acctng report; they get statues

Smith - annual audit

348 Burkhart - method of audit

Smith - ~~if~~ specific ques; if abuse

460 - Rette - comfortable w/ way program working
Smith - abuse may occur, reason for prov.
for examination of expenditures
[- trnsp comm - ques]
Hurlbert - util monies to best adv ⇒ used fire trucks
rather than 1 new one.
Smith - MOA 38 mil July 10
458 Frg - w/o audit, impracticable to req
Smith - certification that money spent for what approp.
Hurlbert - Legis Oang re: expenditures of monies
restrict amt to be spent on overhead
Crondahl - specify certain munic - tighten up
Smith - encourages indirect charges
518 Frg - total grant not received
Smith - only Small amt returned to G.F.
560 Zharoff - Proj delay / shelved
Crondahl - leg projs are monies mostly outstanding
if constr begun in 5 yrs, money reverts to State.
- enabl legisl - grantee in constr public facility
oper + maint fac for its operable life - not
look to state; even if St maint in past (Valley
runway)
619 Zharoff - def / criteria of proj eligible for mng
Smith - avoid retros done to satisfy law
Crond - grant to city for function of which they have no powers
parks, schools,
Crond - auth of each org communities
737 Reite - Lrgr urban grants - backlogged
Hayes - MOA put all out design + constr to private contr
Hurlbert - poss for one city to admin another city?
Crondahl - no, 3rd munic no pwr or auth or 1st city
Same geographical proximity

Eileen O'Day Fin Officer DOA
Shirleey Denoran Vouchers to munic

4/1/81

HS Transp

munic. grants

Bette - DOA compliment on form apps

4/1/81

Hs Transp

HB 364 - dock in Alimna - Chuckwalk

Chuckwalk - amend to $50,000
village of Alimna - wants to do work themselves

70 Fanning - $50,000 okay?
Chuckwalk - yes
Fanning - Alimna - where located:
on Iskut - river to Naknek
Kelma - during summer mos, Tourist - fly-in fishing
-primary business there
Kharoff - portage overland? - no
Fanning - where did 175,000 come

Hayes - am & pass out
chng fig, recon, delete [design and]

---

208 HB 378 - fire truck for city of Whittier

Coto - rep from dist 5
2 places to live in town
Whittier Manor & Begich Towers

Bay 4 - fire Whittier Manor
188 units contained under one roof
2 trucks now:
'49 ford 152 HOW
Leg new truck from Backer

Begich - all no concrete, not fire proof
Emery Dit - w/o fire protection
310 Kharoff - storage facility for truck
yes - fire dept - enclosed storage

4/1/81

HS Transp

318 Fanning - yr round pop -
over 200 / excludes Anc owners
Cato - Whittier transp ; train - ferry
in winter, 3 trains wk
Fry - st did plan for fire equip for villages ?
Sharoff - no policy ; consider areas of service
Quinlan, ex:
~~Harg~~ Metcalfe - what type of truck leg
Cato - Becker,
Thelma - amt for purchase of truck & access
Fry - in favor
Hayes - motion to move, unan consent asked - no obj

Hayes - transp bill / incl Anc as just Upheld

CIP list of fed-funded proj
Fry - no more money til DOT gets off their butts
Botte - relocation of D&C
Botte - D&C in Valdez - [redacted] disbury by talking to Botte

Transcript of Telecons - to all members

Committee members discussion re Ward, DOT, st funded list, Valdez & D&C bldg

3/30/81

Hs. Throp

HB 288 - study modes of mass trnsp (transit)

Hocker Arnick $50,000 study for mass transit
match to assembly monies

110 Hayes - $150,000 study
assembly support? - unknown

Fng - size, profit?

180 Metcalfe - subsidy of bus systems? don't know

330 ~~[redacted]~~ Glen Hoy DHSS Div Adult & Aging Services

Grown 1-308 % - beg for rides
60 > trnsp

327 - Hayes - hold for more info from assembly

375 Fng - assembly priority - give indication by Friday

3/27/81

Haugen

Hearst
Iraq
Bushhill
Sharon

Hs. Transp

Confirmation hearing - Seougal

Hayes - pleased to ho his interest to serve

36 Seougal -
Carpenter apprentice

74 Bette -
SB 60 - clear fees - rural airports - how would
Seong address issue
conflicting legis intent - Hs vs Senate

132 sale of ATC in future
- Northern consolid / service for Ak - one airline
- Issues - ks regs

190 priorities

203 Metcalfe -

ins - one co. insures aircraft - Lloyds of London

393 Haugen - city mgr of Petersburg - outstanding jobs

360 exam approval of Seougal
Mete, Hayes, & Cote

3/26/81

Hg & Agenda

HB 12

HS Transp

Sec 44.87.030 am passed - CSHB 313

Rob Anselm Staack - Dir of Treasury - legislative action
membership - has ability to pass resolution only 2 of 5 members.
bonding - want restriction that can't be undone in lawsuit

4/26 Metcalfe - 5 of 2!
Staack - pg 3, purpose - contract etc - more definitive
. Long as what type of contractor / who's resp for bond agent
→ What is bond operator?
- allow auth to enter into future sale of bonds
(fin tool which many progs useful by auth)
Art. 3 - bonds payable in "lawful money" (what is that?)
[pd in currency of U.S.]
- no prov Art 3, 2(b)
refunding bonds; bond anticip note
✓ rights of bondholders section - might include
- conflict of interest provision
pg 7 - pledge of state - oblig + income - power of eminent domain - land selection / acquisition - bonding assets
conflict over who owns what
def section - include bond, bond resolution, included in land, revenue, what is operator

pg 9 annual audit – may consider legal auditor
prescribe form & content; give deadline which auditor
must specify; must be developed before bond selection
prospectus
annual report ~~it~~ – what is the yr? calendar, fiscal

Weighting must be rolled down in bonding, esp bolders
need security
Sunset prov – 40 yr bonds – 10 yr sunset date!

616 Hayes – good recs
637 Pattie – include Staack's recs in bill

pg 2, line 25 – chng to three directors

Vern – more – no obj

Chap 28 Title 18
Ak Medical Facility Auth /
written by corporate atty –
bonded stat – Anaclem

3/26/81

Hs Trnsp

HB 177 - Mark-up

Letter of Intent - approved

Check out 75% hiring provision

- Hal Hiemke - No practical way to satisfy % of prior union; no qual, stability, compete w/ N.S. Bor

3/5/81

Sen Trnsp

SB 512 (etc)
Ward -
Statewide rail plan
Issues of predatory pricing
- assessment
- What avail for transfer
- contract arrangmts - predatory pricing
- assessment of oper structures

final report done in June

Genl mgrs rec st ownership

appt sub-comm on all r.r. affairs : Ray, Denny Kent
Rodney & Bennett

Approved

Ben Abbott - agreed

HS Transp

Ing Helma Hayes

SB 150 (Steese Hwy); SB 188 (Patton)

Sen. Bennett - '80 gov priorities; Gov completed
upper connection - Yukon Border Lines
Main freighting rd - could go this spring
old sleg dog trail - feasibility -

6 Hurlbert - motion to move
Hayes Cato, Hurlbert, Bharoff
Metc - no vote

---

100 SB 188 - Yukon Bridge - Patton

Al Adams - shd be named after Ak; village
people loosing identity - renamed Adams, Morgan.
Is in favor of Anc Ak, Prosser, Dalton

Hayes - look @ contribution; not length of stay

198 Hurlbert - agrees w/ Adams

Bharoff - vote do not pass
231 Hurlbert - hold bill
234 Hayes - hold another hearing
246 Bette - Hold for future hearing

256 Bette - comments to Committee
long - long case of Comm.
viable transp system of St
270 Bharoff - Sen Stevens pres - air transp $/is mil subsidy
> air fares
Bette - agrees;
scope of transp unlimited - Bharoff
Hayes - interested in direction
Memo to Comm re: plan
policy on bills referred to Committee
Bette - yes; legis gen by Comm.

3/25/81

HS Transp

350 Bette - Steve Hess passed out quickly summary
Hayes - St funded list; deficit list
Zharoff - DOT under pressure
Hulbert - in all fairness, DOT bogged under legislative removal
Zharoff - St funding removes fed $ to
Bette - investigation of municipal grants
Hayes - identify those proj w/ fed funds for St fund
Mayers - proj w/in municipalities keep eye on - DOT upgrade hwy
Zharoff - some municipal can't handle - Interim action if St handle, St register; local hire & pride, employment

→ hearing on municipal grant system - telecons.

3/24/81

Sen Transp

SCR 2 - pass-out

SB 34 - CS

101.7 mil DOT needs

Gilman - do pass

3 no recs - Dank, Ray & Sackett

Ant too much; needs are there if we got the money - no rea to cut in Fin

Boeing - proposal for demo or lease on hydrofoil; just sold one to B.C. - fisheries patrol in England; $11-12 mil now

Ak F. R. Auth on Rivers.

3/19/81

Hs Trans

Ward - Send - audit response

49 - Ward - mrs Bette - what exactly will it produce?
63 Ward - on-line capability, project scheduling + accting; proj programming, monitoring fin mgmt; overhead cost allocation scheme, operational budget tracking mechanism
103 Ward - audit concerned w/ dev of something distinct from statewide acctng system
no decision yet on hardware
150 Bette - DOT cost estimates vs Corps of Engineers Breakwater proj
162 Ward - in waters, we generally don't do that we do inside work; D. of E does under waters
215 Bette - how do you envision dept ~~of~~ ten yrs from now?
Ward - in terms of function
225 Bette ⇒ dash
231 Ward -
- purpose for Exec Order 39 to give discrete functions not monster, don't throw baby out of bath water
- div of comm. - D. of A.
- chngs in grant programs
- invol in REPP - no logical reason to be in that circuit pass-through
- seeing pruning of activ that don't belong
- separate P.T. from DOT
- multi-modal trans plan for statewide funding
- regional studies
353 Hayes - time frame
Ward - yr 2000
358 Thelma - counts in terms of 3 regional div - D&C Interior region - Central - Why consolidation? Locations?
380 Ward - duplication of effort, not cost-effective
392 Hurlbert - Constit asking village priorities - god's sake don't

3/19/81

690 Ward - AMATS in Anc.
Some cases munic can do better & cheaper
there is dividing line - not panacea
704 Thelma - if DOT just pass-through, overhead costs
What is procedure?
Ward - m.g. - no involvement - D of A
REAA - overhead chrg 4% if DOT constr 20% if other
721 Bharoff - gaps repeatedly in audit (4, rec 1) - Exec 39 to > efficiency
(ph 1,) mgmt control inadeq to mng CIP
proj control
clear lines of mgmt & resp for proj not clearly established
- no one person in Central Region has overall resp for decision
Bette - steps of proj
798 Ward - audits dynamic thing - old now
condition isn't that way now; he can find people
- talked for 3 days now on org - there are decisions
& decisions
806 Bette - D & C in 3 regions. What happens to engineers
in regions now? What will there resp be?
Ward - go to where jobs is &
Bette - to regions - yes
Ward - task force all D & C people
829 Tind - resp for public input - resp of P&P - in 3 regions
Metcalfe - list of proj - P/E - Bharoff in to Gov's budget
Bette - fed-st fund list
Ward - on way - many req for same
868 Bharoff - how does dist separate from region
Ward - only done in M+O
How funding dec - in maint budget
879 - end

Hs Trnsp

Guie to DOT - laundromat - $50-100,000 -
DOT estimates 350,000
Ward - go about whatever cost estimate you want
no bid process,
Hurlbert - w.
437 Ward - in law
Hurlbert - which ones
Ward - delicate - handicap, minority bidding
435 Hurlbert - no handicap in Chevale - fancy loading
ramp - don't get bang for buck w/ agencies
444 Zharoff - follow-up
Gov's vetos due to lack of dept'l support
472 Ward - HB 60 ~~SB~~ Ch 50 - lots of proj in that
dept wasn't involved in; didn't advise Gov to veto
Zharoff - resp; not only DOT - others
520 Hurlbert - not picking on Dept; just frustrated
bridge ..... cost lowered
537 Ward - LSR+T; bridge classic example of 2-yr ~~fund~~ funding cycle
570 Metcalfe - probl w/ proj costs - possible w/ 20-yr plan
Ward - what sees as need & demand
Bette - contracting procedures
611 Ward - adv schedule
contract w/ 3rd party consultants
Bette - how many proj & how prioritized
640 Ward - hand on program funded by legisl, Ch 50
Bette - how many?
647 Ward - adv when ready - don't pick out of hat
Hurlbert - under $100,000 no bid req. - what is
procedure?
659 Ward - don't do it unless emergency situations -
sole-source
Hurlbert - w/ process - do cheaper
671 Ward - gov't unit can do w/ own sources, do cheaper
36 yrs in service - continual controversy
Hurlbert - lower req. etc - ↓ cost

3/18/81

Hs Thrsp

note

Ward - Seid - audit response

Bette - dig of d+c
ward 3 dir - d+c - Tribes, Anc, Juneau
4th dir - Hdqtrs dir - stds + review

113 Hayes
Ward - Changing functions - not likely to reduce staff
91 Bette - does it add 3 people
Ward - no
Bette - reduce # trips these people
112 Ward - d+c statewide
Hwys only one that is regionalized
Do not really regional org
143 Hayes - Hdqtrs dir - Ward dir stds, review, bridge design
165 Fry
Ward - dir named by end of week for D&C
183 Bette - chng to rec's ltr: overhead costs & accting/
lead rec
Asked Ward to respond + expand his resp to audit letter
314 Ward -
- Waters & harbors all CIP, none in oper budget -
result of legis approp to get programs going
- transfer CIP to GF
- $10-11 mil PFC to fund those pos in oper budget, funded
from program receipts - $ depts from proj
- $19 mil this yr CIP conversions - not disagreeing
w/ rec if legis funds, great.
388 Fry - asked Ward about sufficiency
Ward - voice raised? simple person - no offense
300 yes - we're doing it now - overhead system
Ron - overhead
definition
397 Bette - Where does 13-45% figure charged against proj?
Ron - pg 13, phase III
416 Thelma - proj mgr - salary chrgd to proj; if PFT,

3/18/81

Ho. Transp

4 Ron -

Su Walters & Herbers. all came from CIP

480 Hayes - 13-40% overhead
diff between budget & what is pd to contractor
Bette - called indirect costs

483 Ron - people focus on bldg costs alone - not property acquisition etc

495 Sharoff - overhead
Fed hwy constr - same def as Feds

520 Bette - MIS
Ward - FMS - fin mgmt system - Peat Marwick Mitchell
not enough staff trng on it - improving system as
MIS comes on board - using more in-house
personnel not consultants
total effort in couple years

559 - Thelma - pg 4 Phase 3
listing of all overheads costs
type of computer - old systems cost acct

573 Ron - FMS - dev for hwys - dev to satisfy Fed aid - acctng systems
fed approp in lump sum
overhead budgets estab in this system; diffic to find if not
familiar w/ system
- in '82 1st approp for all overhead they can identify

627 - Sharoff - proj running 3 yrs
rely on dept for figs - proj not w/in scope of constr

670 Ward - Ron was talking about overhead not constr

Fred - scope chng chrgd against proj

736 Fred - budget overruns - non-expended monies

Ward - lapse over fiscal yrs - chrgs come in late

3/18/81

HS TRNSP

Bette - proj close outs - estimate of monies that could be lapsed
Ward - working on that estimate now
790 Thelma - overhead & public perception that DOT is charging too much - her beg doesn't include overhead - then approp short - how can we overcome probl
987 Ward - public perception of how DOT functions is improved by bldg proj for people of Atl
- satisfied by how DOT is performing
- perception poor when overhead charged, if overhead directly funded - perception better
812 Bette - resp to 2 yr budget cycle rec
Ward agrees wholeheartedly - Gov's budget this yr small DOT asked for proj of emergency nature, rest P/E starts next cycle, approp req more precise - gridlock on-street
- approp cycle perception of lets get it all now
- lets go for whole shot now
840 Hayes - "I think that's the problem"
from legisl pt of view - get panicky
850 Bette - if 2 yr cycle adopted - how then does dept prioritize projects? [Proj surveyed 6 times]
860 Ward - CIP req submitted in priority
another element - approp X money for region for constr
880 Hurlbert - proj caleg charged for oper costs while others are not - true?
Ward - has been case in past - not now
program receipts from every proj
890 Bette - contingency funds
Ron - fed approp contingency by region - only used for those proj in that region
905 Fred - DOT followed Guideline (pg 13 Phase 3)
918 Joe Hayes -

3/17/81

Sen Thorsp

Committee Action:

✓ SB 178

Kelt - move out w/ indiv rec
do pass - Nachtsheim, Ray & Gehman
Kelt?

SB 39 -

Sackett - memo Vol II from Fahrenkamp
prese w/ Tribes Int'l airport
deferred til Bennett testified on SR 3

✓ S R # 3 - Bennett - naming Tribes Int'l - Wien
move out - do pass - unanimous

SB 34 -

Larry Snowden & Ward
diff in funding vs. master plan
50 mil pre-fund phase I
plan says let demand trigger funding via Int'l Rev. airport fund
67 mil over 6yrs - binding future legisl - Ray
Sackett →
issue is method of funding
Ward's perception that need to justify bill is not there
Ray - g.f. monies to Int'l airport fund
Sackett - in reality, what will DOT do w/ money?
If approps, to int'l airport fund, then scaled
Ray - DS + pass onto Finance → approp to Int'l airport
fund - let Finance decide argument
remove lapse date
final action to be taken on Thursday -

SB 37

8.5 mil - rev bonds - approp.
bill coming down from Coll.
Ward supportive of dis approp rather than bonds
Sackett - move out do pass - put together in one bill

3/17/81

Hs Transp

Ward - Audit response
Ron Lind - Dep Comm - Admin - DOT
Ward
organizational chart
Bharoff
spec assts - surface & air
84 Bette
Ward - more of same
Bharoff - Dooley - resigned; Sparks replace
Ward - w/ exception of D & C, okay
167 Ward - d & c reorg:
not org regionally; resistance
Dooley - no design function

grp appt'd to develop implementation plan after const session
Har Belle - def of reg presence
257 Ward - to be in regions, org'l structures that are capable of carrying out functions of dept w/in region
can't not auth to admin all policy decisions w/in that region eg statewide & state impact
273 Thelma - resistance in reorg D & C
is your resp to squelch turmoil?
Ward - Dept not run by committee

316 Ward - mto only one to be full staff in each region
Bette - Chng - how would it effect travel, communication clear through Juneau?
353 Ward - no
< hdqtrs functions > regional indep
375 Hurlbert - stds
413 Hurlbert - bridge · stds discrepancy -
Lind described sequence of events
Hayes - reorg chart for reorg of D+C?
450 Ward - no - grp developing
dir of hdqtrs function for stds of D & C

3/17/81

H.S. Transp

468 Bette - @ present, how many trips does proj make to Juneau
Bette - P & P's involvements in D & C
480 Ward - almost none - programs monies
scope chngs
Ward - resp to Bette's chng in scope - def of proj
506 Bette - do most projs come back to planning
Ward - no
D & C - ? & ?
520 Bette - long-range planning
pre-planning & pre-funding for planning
where is bog?
resp to pre-planning
537 Ward - not sure what's she's driving at
rational proj dev process
599 Heulbert - specs

633 Zharoff - frustration
6 yr plan, name plan shifted from '81-'83
looking @ proj for consideration →
shown Ward need for proj - community outreach -
sees no action or movmt taking place
675 Ward - approp cycle
Exec or Leg
> consultants
Short & long-term constr.
HB 60 - ½ w/ rational dev process, funded, ½ not
then fed program lost
Kodiak proj - in '83 pkg

730 Zharoff - proj wouldn't be come about in HB 60,
y felt Dept would take care of needs - spent alot time w/you ens felt neglect by state
Denzinkie ½ funding - where did it go? now he to fight for funds again

3/17/81

Hs Trnsp

Why is there footpath that goes nowhere
when Upper Vespir probl w/ dust – overall
plan laid out - use LSR&T for scenic paths
Ward - no long-range plan or funding scheme
gonna solve probl in one year
789 Hayes - how far beyond 6-yr plan have you
planned
Ward - not beyond six yrs @ this pt
reg studies & ~~xxx~~ integration thereof to yr 2000
Hayes - Knik Arm Crossing
795 Ward - not in any plan - not completed plan
in that area
Hayes - not in any plan?
Ward - no

3/16/81

Hs. Thorp.

HB 12 Mark-up

66 Tom Kozo
pause - Sec 7 Pg 10
a) sec 7 could be construed as local & spec act
b) supervision of constr by legisl - intending
legisl licensing & R auth

indep bonding auth
tighten beg beside indep bonding auth if legisl wants oversight
Ak Power Auth perfect example - not challenged yet

184 Thelma - remove Secs 7, 8, 9
201 Kozo - pg 4, sec 17
358 Eng - simplification; approval of proj
Kozo - situations is one of det amt of legisl appr'l
319 Hayes - auth shd be legisl appvl for transp & rail ~~to~~ extensions to Canadian border
350 Cats - do we want to restrict auth or strike Sec 7, 8, 9 (Pg 10)
366 Kozo - yes - auth has pwr to do any of things in Sec 7, 8, 9
394 Zharoff - Sec 8 least objectionable beg shall consider; put shall consider in 7 & 9
#9 shall consider the initiations of discussions
417 Hayes - Eliminate Sec 6 pg 10
pg 4 under powers
add 19 & 20 to pay - enter into discussions w/ Fed gov't ~~Province~~ & Canada
add 20.
443 Thelma - expand powers of auth?
446 Hayes - Sec 6 does this - extending powers to allow for initiation of talks w/ feds & Canadas extension to acquisition

3/16/81

As Thrsp

HB 15 Markup

457 Thelma -
powers of sec these w/ lasting ef

470 Hayes
Sec 6 - purpose of auth rather than
task force
prod of legis findings
study - framework in sec 6 pg 10

479 Thelma - sec 6-9; - letter of intent
in powers spells out extent of what they do -
if specific, letter of intent

505 Ing -

531 Hayes sec 15 pg 4
auth to buy ARR?
Sojo - yes
if arguments arise, letters of intent not addressed -
courts refer to statutes for strength - put under
purpose

580 Hayes - purpose sec for acquis of fed vs ∅)
extension to Canadian border

564 Sojo - agrees
put before purpose - 5&9

594 Ing -
delete 6-9;
wants legis limitations in approval of 3 items
feel no approval except for gen of money source - Sojo

625 Hurlbert - AHA needs money too - legis approp
money & thus receives direction - hydro facilities
Agrees w/ Hayes on #6, doesn't see anything
wrong w/ it

642 Hayes - sec 6 - direction of task force - don't
want to see legis for study - can be done
by expanding purpose section.

650 ~~Hurlbert~~ Ing - no approval auth for
674 - Bhasoff - if abolish auth, who would acq

Hopo - no sunset provisions
if sun. prov, holdings revert to State
690 Bette -
Buckhorst wants another yr study
700 Swanson -

715. Ing amendments to be heard
719 Hayes
strike 6, 8 + 9
encl in 7, 8, + 9 in letter of intent
Sec 6 put pg 3 - purpose
add new 9
a) auth shall enter into talks until rail connection
b) Prohibition across natural resource lands
739 Bette - need for sunset prov
741 Bhanoff - membership of auth & task force
doesn't agree completely
749 Hayes
legisl findings
sec 1 pg 1
strike 9 2 ; add long HB 312 sec 1 (2)
no mention of what we want to do - resource dev.
lower freight rates
763 Ing -> explicit findings
Hayes am hinge on delete #2 or add onto #2
pg 1 sec 1
preclude selling to non-profit or priv corp.
781 Thelma - agree w/ #2, sec 1
don't need to look for other options
could chng findings - but big deal
no obj to findings in HB 312
confused if r.r. could lower cost of freight -
recoup lost of counter of r.r before profit
789 Ing - concurs w/ comments
specific purpose to sell, construct

3/16/81

H's Trsp

HB 2 Mark-up

if on bonding sub see (d) pg (Pledge of State)
nothing intended to interfere or preclude H sale

800 Hozo - need closer look

Bette - sunset prov

Zbaroff, Hayes agrees

838 Hayes - sunset provision

what happens if sunset auth w/ bonding auth -
does it weaken rating ability

853 Zbaroff -

Hayes am ? 8 & 9 in letter & intent - fail

add Consider

pg 2, membership listed priv sector segments
include regional corps for consideration

869 Bette - announcements of Ward's presence

Ing - dis to Legal

Zbaroff -

findings - desire by fed gov't to trnsfr

Congressional delegation re: H.A. ~~to~~ trnsfr

Swanson - no direct line from Reagan admin -
they're receiving update by Hohman-Orsini

3/13/81 HS Transp

Mark-up HB177

Ing - Motion to delete Sec 14; line 13, → necessary to living

Hayes-Obj - Specify what sections to be surfaced, must be expended.

406 Ing

428 Hurlbert - monies too much for rec use

478 Rogers - Use Dietrich to PrudhoeBay - Pump 4 - Prudhoe

500 Ing - w/draw am.
monies appropriated for resurfacing rec only.

545 Zharoff - remember duplic of services - lots money for special user grp - use money equitably on statewide system - overall concerns transp related

589 Bettle -
Ing - moved out w/ letter of intent
Hurlbert - Obj
Grues:

609 Zharoff - add other sections

615 4 - Hayes Ing Meta Bettle
1 Hurlbert, Zharoff

3/13/81

Hs Thrasp

Melissa Vara

Mark-up HB 12

313 Fng
Dojo came

635 Fng - re a task force - Study option for trans
a) discuss pass of Yukon - White Pass
Dojo
709 Fng - pt to restrict power authority
788 Hayes - re explicit re: projs
821 Bette
Leashed for smon
860 Metcalfe -

3/10/81

Ak Transp

Ak Transp Planning Council created by Exec Order

Marvin Taylor –
– ARR – Blandell
  Study 90% fed fund – mandated
– Transit head AMTO etc
– Supports moving terminus to Prince Rupert
– S.E. airstrips
– long-range transp plan
– copies of A.R. study
  resolutions by Council
– full-time staff desired

NSHR

Marvin – can't afford money-wise to duplicate transp systems

3/11/81

Attendance:
Bates, Finel
Gear Cline
Cap '81

Hs. Transp

Rogers Blanchard

Audits - Phase IV (cont'd)
Randy Wilkerson & Jerry Wilkerson

Randy
recs 4: arch eng & contracted services
in hs r contracts
rec 5: accurate + timely fin info for
proj engineers - DOT agrees w/ rec - (MIS)

91 Phase IV - Randy
2 parts: 1) recaps of crucial recs in
other phases 2) new recs as addressed
to legislature

177 Bette - # times proj slips than planned
Phase IV pg 7 C 3 12 heads 6 signs beg 3 mos
for simple small proj
due in part to organizational structure
falls in line w/ regional mgmt / authority
219 Bette - time enlarged on large proj
236 Jerry - pg 14 Phase IV - proj development
involvement of P&P in all phases
346 Randy - addressed to Admin - fin'l constr
362 Phase V new recs for legis
- 2-yr budget cycle for add-on proj
1st yr monies approp for P/E; 2nd approp for constr
false anticipation into budget by one approp -
public doesn't realize proj process
2 yr cycle for all med-lrg scale proj; small
and emergency proj one yr
323 Hayes - Good rec but cannot bind other legis -
especially if started approp in 2nd yr of session -
more pride for legis than dept
348 Bette - likes Hayes's idea; funds lapsed back to
G.F. - like current process but proj can't identified

3/11/81

Hs Trnsp - Audits (cont'd)

365 Jerry - guess & by-golly approp process needs to be identified

374 Metcalfe - dept proposed 15-yr plan legisl step up process - can then pick up proj off shelf & approp by computer

395 Jerry - long range planning idea; inventory of projs similar

405 Thelma - Anc area plng - AMATS - prade > w/, rec #9: implementation of approp. - not getting projs out; dept's program - legisl move proj up & down - speaking

429 Bette - MOA planning

456 Jerry - probl. last yr - HB 60 - dept didn't know scope or sponsor of proj - legisl intent

468 Thelma - HB 60 exception to rule - magnitude never to be seen again - more sensible plng needed - Christmas tree - no rhyme or reason.

483 Metcalfe - ~~reg~~ long-rng plng goals; 15 yr beg 7-yr P/S - inventory of projs

499 Fanning - audit aimed @ DOT - no mech that precludes upsetting appl.-cart. How do we control? Jerry - adopting 3-yr cycle would help.

536 Thelma - CIP proposed yours - feas. study does dept have capability to handle > 1/proj per legisl. study ready for Jan '82 approp. Can't do w/o > interim positions - public input

Jerry - first thing needs to be done - long-range plng dept resp for prior inps to legisl

575 Bette - Ex of 1d Glenallen to Foxson - bill to reconstr just plng approp in bill then

Jerry - not good Ex - not much plng in surfacing

500 Bette -

Thelma - monorail Anc to Willow - pre-planning

Jerry - if dept doing good job of pre-planning call DOT & ask if 1d / monorail in plan

3/11/81

Hp. Transp

Randy 1 yr lead time may not be sufficient to plan on big proj

635 Metcalfe – Transp of funds – if st authorizes use of bond, fed fund – what effect of st funds

Jerry – acctng system is answer regardless of type of funds utilized. Acc cost info will effect st's fin pos – acc close to true acctng – Inv bldg appraised to compare depts ability to estimate

682 rec #9: Legis expedite expenditure of cap approp – 3.8 bil approp statewide (Chart pg 15)

Randy

expend not > en prop to appropriations

– use of cap proj budget forms by legisl.

– alloc w/in election district

733 Thelma – prob – moneies for hd enpridmt – MOA wanted to transfer moneies to another district doesn't like that system – acc districts overlap MOA considered as one; Proj 80's example – chance for var Anc legisl to hr voice

757 Jerry – flexibility can be worked out w/o dept given > discretion

~~786 Wagner~~

786 rec #10: strwd cap proj acctng ~~system~~ be developed w/ dept of admin (pg 14 legisl recs)

– let dept know what Legisl informational needs

825 Thelma – acctng system include hwys working cap fund

Bette – define what acctng systems exist in DOT

Jerry – gen'l acctng – not good for DOT; pymts for fin mgmt system – proj control / stat info

proj ledger system – proj + costs – st can't handle 80 hr control ledger

886 adj

3/10/81

Senate Thurs

SB 188 naming N.S.H.R - Patton
passed out -

SB 178 motion to Hold - FBU

SB 34 + 37 on next calendar (Tues Monday - Hackett)
powers to borrow against leased bonds

SB 222 - Bridges (3) Nevans · CS

Talk from Revs - negot & Admin - Jerry
Ward, Ride,

Jt Mtg ?

3/10/81

Bob Steele - DOT
Dave Hammock
CAP '80
ADPN

Rogers
McCaffa

Hs Thrap

Audit - Phase III & IV

Randy Wilkes & Jerry Wilkerson

37 Phase III - Randy
2 recs:
1) dev overhead system
2) dept budget all overhead costs

- Yard funds
215 Thelma - overhead costs - how determined?
couldn't identify consistency
g.o. bonds not assessed overhead.
249 Bette - no pattern; correct, no criteria established
275 Fng - no rec any system wide
Randy - cost accting per proj w/o burdening system
take trng effort to implement
379 Randy - CIP employees equitably
398 Jerry - transfer funds to open budget, then lapse
415 Bette

491 Zharoff - proj excessively over charged - do other proj have surplus funds? yes. - some shortfalls identified in oper audit - particularly those proj that've been on the books a long time
550 Randy -
alternatives: reduce scope of proj
once proj has original approp, engrained in system
533 Bette - peter to pay Paul engrained
Jerry - as long as approps are added, probs?
550 Zharoff - equipment? in oper audit
have Working capital fund

(next page)

566 Phase IV - Randy
var aspects of project control
several recs:
(P & P)
#3 rec:

593 Bette - does re pkg have P+P
3 regions do; pg 13 - org structure

638 Sharon - org'l structure

687 - further area on proj is from Juneau, less consideration

pol. overtones supersede planning - speaking Wheel gets grease!

708 regional presence

736 Bette - 6 yr plan doesn't exist

750 Trig - Are you saying P&P in D&C?
P+P empowerment relinquish after plng completed
leave proj alone!
only few instances where plng shd be re-involved
Trig - rec #3 prevent abuse

3/9/81

In attendance:
Russ Watkins, Sr.
Ron Lind
Dan Dickey
Dwayne Carlson
media: CAP'81
Joe LaRocca
APRN

Hs Transp

DOT Audits - Phase I
Jerry Wilkerson & Randy Welker

59 Randy Welker
Phase I - overview
4 categories of concern:
approp compliance & control
atty genl opinion
transfr of approp between proj
176 Thelma - Transfr of fund monies
monies not replaced
206 Fanning - lang clarification of bonds
Jerry - more planning could alleviate bond confusion
583 Bharoff - lang / clar in last election
294 Randy
pg 4 - overhead process (direct dept costs in bldg proj; costs that benefit > 1 proj)
inconsistent & inequitable
methodogy applied highly variable
types of method:
- % age off top
- chrgs applied randomly
dept dev overhead chrg system - all proj chrgd
367 Thelma - amt of % age chrgd (min-max)
Varies w/o scheme (can both direct & indirect costs can be chrgd)
surplus equip?
399 Bharoff - duplication of expenditures (dbl pymts)
Bharoff - gues figs from dept.
Randy - summ. overhead -
contributes to delays of proj getting const. out
Bharoff - fed funds - fed proj overhead not applied as heavily
more careful applic of overhead costs
Bharoff - if decide to go st funds, < fed monies, nightmare
"St money is st money"
538 Thelma - School bldg - decision not to build - reaction from residents

3/9/81

H/S Transp Comm.

DOT Audits (cont'd)

selection of sites w/o adequate planning

569 Bettle - occurring in other CIP's also

dept shd hv flexibility - but shd be controlled

596 Hayes - McCarthy bridge funds wlic on J-D bridge

Fanning - acct for surplus funds for proj overruns

Jerry - cost out plnng & cost prior to approp

Fanning - why supplemental approp w/ so many proj

650 Brian - groups created by legisl - proj approp w/o plnng

rec in Phase IV

691 Randy: 3rd area - project control

plng branch over-involved in proj

too much overlapping

no one person in any region resp for proj control

intra-dept'l conflicts · loyalties ties to old structure

no regional level decision making - further delay

760 Bettle - Jerry has just given gold star to DOT for improvmts over last yr)

773 Randy - Phase II

satisf w/improved lang.

findings & recs tie closely to fin mgmt section in Phase I

need tracking fin info

in-house acctng system

Getting proj off books once proj completed - rec estab proc for close-o

Wharoff - how long proj on shelf - 74-78 13 proj completed -

Still on system; still '72 bond funds

Randy - dept'l revenue

dev one centralized rev acctng system

rec dev of internal control chks w/in div fin mgmt

given some auth over transfrs - revised - relegated to P&P

Fanning - election ballot

3/6/81

HB Trans

Smith
Bettisworth

HB 177 resurfacing N.S.H.R.

Rep. Sally Smith
- Ld of commerce, security
  (known for opposition to closing Ld) near driver it
- liability against State
- 3 fiscal notes
  - DOTS - nothing about culverts
  - Ld open in June 1, to Dalton
- Rogers - how many miles & mil cover? 1/3 of Ld
- Sally - take Ld in three phases
- Fanning - 26 incl ? resurfacing
  - Secondary Rds
- Sharoff - mi of Ld - 383
  - depth of pvmt - no prog - graveling to secondary Rds
- Sally - Dept not maint crown prop.
- Thelma - right of public to suit DOT
  - Sally - go w/ worst third first
- Thelma - how many people objected to case on Ld?

T. J. Thrasher - Ak Trucking Assoc. (Mgng dir)
- consider Northern-most 136 mi
- 10,000 vehicles travelled a/o 10/80; mostly commercial
- Ld in very bad shape

→ most people don't know what its going to cost

Sharoff - chrg for permit: type of Ld (over length, size, load)
- oversize - 30 day $25 1 trlr, 1 trctr

John Bates

Yukon River Bridge
- 300 - Fedderbury
- gen. approx. cost

3 mil Ch 11 '80 culverts to
2.3 HB60 Ch 50 SLA 1980
1 mil - turnouts & Chkpts near Dietrich
6 mil in gov's Cap budget - for spot repair - not continuous; some guardrail

HB 197

Bates (contd)
from Pass to Prudhoe Bay
fines in rd — once blown out, diffic to hold good surface
dust control - budg am for '82 + supplemental for '81; approx 18% addt'l; letter + sweep pick-up
Brian - litter pick-up (Moslin report); dump truck + barrels
Shelma - spot repairs; guard rails
Bates says rd generally in good shape
Bates - weight restrictions during break-up
Metcalfe - how much do we have to do over cleg wasn't done right first time
Bates - 6" lift - difficult - 5 yrs; gravel
Zharoff - Money from permits - into GF? yes - statewide rd program tho.
Visibility grues: ~~80~~ "45 mph for safety"
Bettle - 1 trooper to enforce speed limit
Zharoff - material for rd
Bates - good grues; Alyeska + BLM
fed funding - 2 mil in Bridge north to Deadhorse
Bates - 3/4 mil in guardrail

Rep. Bettisworth - progressive stance
secondary stds - Clarification from Bates
resurfacing Vs. bringing rd to secondary stds - ±36-30 mil approp.
Metcalfe - What do you think we ought to be spending?
Pat Bettisworth - rd critical rd in st; supports oil line
Fanning - misinterp of sec. stds - watch language
John Adams - (exec dir, Fbks Area Chbr)
opposed to opening rd to unrestricted traffic
Compromise w/ Fbks Chmbr, BP, Sohio
[illegible]
Rogers - additional costs - Fbks delegation - June 1 opening
Genie Cline - ABC 550 contracting firms; in support of bill

Jim Irving - Techna Tech - Arco Dick's survey of condition of N.S.H.R.
Bridges - Hess & Morrison Creek Bridge - both substandard; wooden decks need to be repaired

T.J. Thrasher - Arco study done in East end of yr - speed goes but again by Thelma; speeding have exception

[redacted]

Yarroff - re: bridges:
appropriations to replace bridges? Bates:

adjourned -
reschedule bill

3/5/81

Hs. Transp.

Cato
Rogers
Fanning
Mete
Hayes
Zbarsky

Working session

130 letter of intent accompanying HB12
moved by Fanning
183 Ocean by Rogers
object by Metcalfe
191 Metcalfe adopt AB findings
219 Hayes - ~~findings~~ give direction for prepar.
of legs AIDA, etc
230 motion to prepare letter of intent
234 Hayes - discussion
246 Thelma - SB findings not accurate; can we
accomplish all?
275 Fanning - agrees w/ Thelma
284 Brian - agrees w/ Fanning & Thelma
290 Bette - letter of intent
293 Thelma - amend motion to look @ proposed
laws on 3/6 - then det whether intents
or findings
315 motion adopted - ocean., no vote Metcalfe,
Zbarsky opposed
332 motion adopt am p1 line 17-24 by Brian
338 obj by Hayes - line 17 4 members of petrol consistency
388 Zbarsky - DOT comm - possible to include
"or his designee" - adopted
435 Metcalfe - qualifs of bd members
435 Fanning
453 Hayes - auth to designate - is this good policy
giving power to appt to Comm, not Gov
464 Zbarsky - agrees
469 Bette - Metcalfe's am ~~to direct~~ under
"appts be advocate of expansion of ARR"
Metcalfe, Hayes - no
Rogers, Zbarsky Cato - yes
Fanning - abstain

502 Brian - good pt by Bhasoff (> knowledgable)
Fanning - agrees
513 am w/draw by Rogers
Hayes w/draw obj
Bette adapt line 1 - 24
519 4 yes - 0
Metc + Fanning - no vote
526 adapt pg 1 line 27 long - Rogers
537 vote line 27
4-0 Metc - Fann - no vote
545 pg 2 line 6 - moved by Rogers
Obj by Hayes - discussion
574 Brian - am to am pg 2 line 6
→ ask legal affairs if saying "by law" better
than "in this section"
588 Hayes pg 2 line 6. add "finance"
move, ~~unan~~ consent by Rogers
Obj by Fanning
610 gues: ~~unan~~ - ~~Fan~~ 6-1 Fanning
620 Metc - motion am remove (and), maint, add contract
pg 2 line 6
as all
635 obj by Rogers - written in ~~pg~~ pg 3 line 4
656 obj by Metcalfe
658 gues: yes - 2 Hayes + Metc
Nay - 4
677 Bette 4-0 Metc + Fanning no vote
705 motion 55.240 expand to pg 3 line 13
(15) gues: 4-1 Fan Metc n.v.
(16) Rogers - am 4-0
718 move am att B - Brian
from power authority statutes
No moved - no obj
730 Brian - sec 2
760 Leon pass post holder than size (500 ton vessel)
771 Hayes - sub sec (f)

782 Roger agrees
Hayes moves am to am delete sub sec 2(f)
789 Unan consent - asked - so moved
791 Fanning - add sec 2, a) add 3 members from
priv sector appt'd by Gov - delete "and" before UA
mov & ask unan consent - Rogers
Remove DOT member
865 am passed - obj by Zharoff
869 Mete - Chng date to March - sec 5(a)
so moved
876 Zharoff
888 Fanning
Sec 2(b) & shall plan h. h. facilities
~~to~~ am passed unan consent
907 Fng -

3/2/91

Hs Trnsp Comm.

thelma HEIR 20

18 Pappy Moss
Fed gov't 500 mi of r.r.
Corridor
69 Hayes
89 Moss -
4
160 Fanning - eminent domain
only mech?
% age Fed - St land
186 Tetlin Indian reservation - goes thru - Land
to Fed land after Sales
Comm DNR - ~~Com~~ identify & classify
lands, transfer to DOT; St has selected
some of these lands
311 No Dz w/drawl lands w/in this corridor
313 Metcalf - if no Dz, objects to process of not
going thru normal process of acquiring lands
330 Hayes - intent of resolution is broad.
domain authority; if acceptable, % of land
Fed - St. etc, will then be determined
- Res nothing more than request
350 - Brian
1) delete of lands w/Fed corridor 2) exercise
eminent domain
proposed amendments
See of Trans
Negotiate purchase
prefers neg. purchase vs. eminent domain
377 Fanning
purchase, acquire,
"neg. purchase or otherwise acquire" or exercise
393 Bates - no
396 Bettle
pg 2 dedication of
line 2 & 3 delete line 2 + 3 thru land;

1) dedicate Fed lands c/in util corr
to Can border for h & use
2) Neg for and purchase, or otherwise acquire
or Exercise eminent domain auth
(US 43) to acquire land

then continue long on line 3.

328 yea - resolutions - adoption of amend
except as Fanning &
334 Fanning motion to report out
unan. except Metcalfe

3/3 (By Steve)

020 Call to order

HB 209 Spec. Appropriation to Aleknagik for Dock facilities

126 Bunbolt

146 Rogers

170 Kotzebue

Minutes can be used for development costs.

175 Haines Co. & be reflected through city, rather than DOT

180 Bunbolt - either a statutory 37 % for municipal Costs. (Administrative)

210 Zharoff - Like DOT and add on Municipal Entitlement

233 Rogers - Slide calls for extent July, 1981.

10% Administrative

15% Design - inspection - surveying

Rogers Amendment

320 Arnold Amend at Rogers - ask Unan. Consent. Approved.

328 Bettle Briefing on DOT.

Audit - Jerry Wilkinson from LB&A

will go through first 5 pages of Audit

then DOT will be called in

Absent: Buchholt Rogers

3/2/01

Rich Halford present

Transp Comm.

HB 52 - HTC

Jake Johnson, Chuck Schmidt - HTC

53 Jake Johnson
115 Halford re: transfer
134 Sec 4: - Johnson
seeking cap
148 Sec 5. Johnson
202 Johnson - hang in correspondence
222 Fanning - cond & active use clause
235 Halford - which lang less to be challenged?
2nd language - Schmidt
247 Fanning - clarification of 2nd language -
383 Halford - rebuttal presumption
prevent added duplication - same bias / cost use
331 Sec 50 & 11. - distinguish between two
(Schmidt) - burden of proof on applicant -
not protestant
400 - Schmidt SB 60 - Sec 10
review of Sec 1, HB 52 - (comparison)
460 Hayes - Sec 1 9(5) - ~~Preclude~~ predicates - intent
~~also~~ to preclude
490 Bette - doesn't preclude commission either
509 Bette - days? beg for time extension, 10 days usual
530 Halford - longest time period before this legis.
1994; recent yrs - no protracted time > 4 mos
Johnson does provide appeal to attend for indiv (unlimited)
595 Halford - Sec 1 (1)
Close of record? - @ end of hearing generally
submittal of all written documents
624 - who det close of record? (Halford)
closed @ pt all info in (Commission?)
hearing officer (Schmidt)
645 Fanning - how does one know when all protestants
distinguish between protest & no-protest

3/2/81

Transp. Comm. HB 52 - ATC

660 Stopp do indep review of application
670 Fanning - Sec 10
unless hearing not held - 119 day decide no hearing,
then 60 days?
682 Schmidt - 120 days very tight - non oral hearing
707 Bette - distinguish oral hearings & submissions
by papers
receipt of completed application
substantial
746 - Schmidt - waiverless unintended - grey areas!
in instances of tiering, 120 days fine
782 Halford - ATC activ shd be towards de-regulation
intent not re-regul.
2) 60 days from hearing held - Std intended to be tough
if make chngs, going back to beg before SLA 180
letter of intent by Senate - resoundingly defeated
by House
834 Metcalfe - "not housecleaning; ~~suggested tabling~~ perturbed told was so
2) intent of legis - illness not sufficient reason
for delay - ~~long~~ privilege not right
852 Halford - obj w/ Sec 1 of HB 52; rest okay - valuable
to ATC & public, industry
866 Fanning - Sec 1 - actually extend to 9 mos?
diff lang in Sec 3
875 Bette - HB 52 under advisement
878 end

2/25/81

House Transp

Helena Journey

Bob Ward, Ron Reid
re: ferry service & system

34 Bob Ward
68 Taku Tacoma Boat 16.5 3rd time
end of April (16 mil orig fed reject)
fed monies - ~~to~~ be paid

151 Columbia - task force - new engines
Not avail til May 29

230 ~~[redacted]~~ Matanuska 6 wks
LeConte about same

305 Columbia engine repairs - 8 days approx all

336 Tustemena replacement $55 mil
what to do w/

352 Tustemena - side loading vessel
371 Zharoff - ferry service to Chair
D.W. Transp. Study
freight for vs passenger
400 if ships delayed, then what happens w/ reserved
(Columbia); more shiddish about Taku than Columbia

435/446 supposed funding re: IBW
fuel cost supplemental? ok
reallocations in overhaul
Dept prob in engines
514 - Bittle new ferry
Wr-Kt. ferries
536 Zharoff

2/25/81

Thrup Comm.

Hayes Buckalew

HB 12 (cont'd)

40 Pappy - am
81 Kharoff
133 Mete Enters
147 Bob Collins - Juneau
330 Brian - John Grays Analysis of HB 12
300 Brian - AF of Gov't Employees letter
330 Fanning - "to sell" addition agenda

360 Brian negotiate & present to legis
Extensions Delta to Border - Hibbs - Delta
Yukon / White Pass RR.
purchase of rolling stock or facilities Bud cavs etc.
407 Bette - appt
subcommittee to do title work-up.
Fanning Rogers Moss, Bette

417.

3/24/81

all present

Tkmp Comm.

HB 13 - ARR.

15 Pappy Moss - Sponsor
additional memberships
ag, ail

70 Rogers - members - tourism?
91 Hayes - commissioners - mbrshp
137 Brian - Not strong board w/ present make-up
184 Hayes - echo" - policy makers concern
156 - Fanning - How to acquire RR?
179 - Pappy - structure / function
196 - Fred - mbrshp - expand by 4 members
202 - Brian - expl.
264 - pri / pull contracts
268 - Fanning - direct benefs from Fed to pri owner
293 - Brian - Not likely
310 pg 2, line 23 - Fanning wants "to sell" put in
Brian says premature
320 - Helen - Non-profit corp.,
340 - Pappy - coordinated function - comprehensive
Helen - n.p.c. - not commissioners
367 - Chng mbrshp - Pappy
379 - Metc - pri acq.
428 - Fanning - selection of add'l members
Gen, Legis. - Pappy
Brian - power of appt - exec - confirmation by Legis
458 - Red Swanson - history of k.k. -
Ant'l predominance - extensions
SHA 77 150,000
575 '58 - 58 440
614 - fed sell at k.k. - raw deal - by Swanson
650 - Metc - suggested Chngs to auth - ex writing
by Swanson.
Beluga study? No - Metc.
700 Fred Brown - (Co-sponsor)
730 ARR not making money -

#2

753 - Phil Holdsworth - Ak Miner Assoc; A.F. Conf.
ex-officio Mbrshp
purpose & function of all Mbrds to be
More detailed in bill

812 Brain - corridor for r.r. easier to obtain than rd corridor

826 Fanning - fed + native corp agreements re: access

Glanoff - size & width of row - not < 300'

840 Hayes - row 100'

849 Red - 38000 acres land - ARR owns - make sure we get all

860 - Mete - corridor - declared by Pres.

3/23/81

absent: Hayes Metcalfe Fanning

Transp Comm

SB 98 am

Brian - am

46 adopt am as CS

4-0-3

59 report out CS

2/20/81

Absent:
Hayes
Rogers

Hck / House Transp.

30 Ben Greenedorf — redraft memo w/ 2 options

option 1
option 2

132 Ben prefers option 1
travel between Ak ports only

150 Fanning — opt 1 Ben prefers senior citizen pass - constit probl
170 Metc
tourist over 65 — ~~too~~ what % age
232 Zharoff — elderly flying, > tourism @ ports
271 Ron Lind & Jim Eide
both options empowrmt other orig.
60% savings — approx 10% of traffic?
Non-kind senior citizens travelling
fed monies in system — must use for all
U.S citizens
320 Metc — travel agency pkg — fly to port then
ferry. Space-available basis prob ↓
for agents — high risk; policy not to
bump senior citizens
340 Eide
June - capacity loads — risk
358 Thelma - Space-avail basis — understood
stand-by basis from various ports
poster notification
392 Fanning — revenue
June
July 2.2 mil
Aug 1.2 mil
432 Zharoff — lodging @ reduced rate
winter tariffs reduced 25%, plus
another 25% reduction on st rm

food is good - Cash beg. Get fee item
What happens between Ports? - Ketch to Haines
& they get off in Petersburg - possible
refund - no ST low service - maint
474 Bette - ferry more good.
show good cut off > reserv services
telephones, personnel

[redacted]

conversation amongst all re: Ak vs
A.S. senior citizens

Thelma - Sen citizens life - long dream - hospitality
Fanning -

634 Mete
652 Zharoff - move to adopt Op 1 - CS
708 [redacted] adopted motion by Chair
Fanning close Dept 1 - June 30
Zharoff obj - no restrictions
746 Thelma - full or part-time
749 Fanning yes motion to restrict time
Rest - no failed
755 Thelma Dpt 1 move out as CS stand
obj by Mete
761 aim by Mete to senior citizens
781 Motion passed - Fanning nay
CS stand passed out

2/19/81
Senate Transp

Inland Boatmen's Union
- Mar hwy system @ Prince Rupert
- Mar 6 Sat mtg — comm going down
- poor employee attitude — Seattle - Jay
- Reserv. system — one phone: 1 pers re: answer ques.
- Stack system like airlines
  Sea ff - mgr retiring

→ Marine hwy - Jt mtg?
- discrim by Union - against Alaskans
April - no ferry service between Sea + Pkc
Ward - prevention

Meet for addit'l vessels (mainliners)

winter maint - Sea
stronger regional presence

ferry system trnsfr to admin from m+o

$500 mil
Columbia - overengineered 2 yea mtg
3rd in row eng dismissed 4.7 mil
~~erosion~~ coastal Noatak - 150 pop

5.5 mil claims statewide

Gravel agents between DOT & DNR - 1.2 mil for ceiling actv

Kiel, Turnagain, Seward Bypass
Thurs Mar 12 Anc - fun hwy talk w/consult.
fig for phase I from DOT

LSR+T - plan; keep Yor out of ld maint

> Terry equip fac. — 7 day pres. sched.
Tues, Mar 10 - LSR+T

Feb 24 — Tues 4:00 LB&A
review of DOT/PF by LB+A; in
conjunction w/ H/S transp comm?

5/19/81

Transp Comm.

DOT Overview - Bates & Badlock
highways

50 Kittle hwy d & c, ROW
787 ~~pos~~ pos = seasonal
68 Brian - all but 45 CIP
79 - Kittle - seasonal breakdown on pos
89 - 500 involved in Des / ROW
32 consultant contracts

119 - 6 mil in 33 contracts
133 - Overhead costs
→ 2.1 - 2 mil direct labor costs on contracts
→ Brian favoring consultant contracts
158 Thelma -
dev cost mi
a.c. st for design =
303 ~~LSR+T~~ Cost
312 Projects
618 proj - 13-15 yrs back
active design proj 350
233 major old proj
AC compact, Glenn, Denard, Copper River
245 Hayes - A-C compact - explanation
278 Kittle - Tok cut-off
Richardson Hwy
prev bond issue → M 43-46; Tanana north
→ Glenn Allen - Bond
310 Matt. - 2 roads - acquisition
scenic st near McKinley
331 N. STR. - gov appl'd w/ appeal decision
design on facilities on rd
Dietrich Checkpoint - under design - adv in April
344 Bates - 8 turnouts - sched for Aug
disc w/ BLM for gravel temp permits for
pull-offs.

BLM - temp permits - gravel pits
Vaulted toilets + camper dump
Solid waste + litter control
8-13% > in Maint Budget - fence grading
+ dust control

380 - Brian 150 miles to Dietrich needed > M+O monies

Yukon River Bridge - engineering
additional employees req - have employ moved to Chkpt
wooden signs for checkpoints

406 - Mete - > in M+O upgrade hd
10% of 3 mil -> 350,000 for RSHR

446 - Mete - Brogan + Abbott
Tudor - Abbott dist - going thru CMAQ process

458 NSHR - Brian
Resurfacing - Gov's beg Resurf from pass
into Prudhoe - 6 mil - Legit grade material
Acquisition - 12-15 mi 3-500.00 per mi

494 - Secondary Sts of NSHR - below
Bridge redecking fine -
2.3 mil culverts under contract this yr
8 mil Ch 50, 2.6 118 - asking no more req
2.3 ~~not~~ is just beg to adv pace

540 - $190 mil adv this yr

547 - priority setting
Gov budget, Region, litigation, public need & resp.

570 - Bates

581 - P/E Wants

590 fed funds shortfall - 198 mil Hayes
101 mil oblig auth proj - all phases
40 mil in constr
22 mil at dallas 175 fed funds
60 mil shortfall

631 -> Brian - key supp for st funding
cut out fed funds altogether

look @ priorities
100 mil proj – st pick up ratio
654 Metc
how st funds affect adv
fed stds intact
686 won't loose – ability to go ahead w/ constr
hilden wait for next funding cycle
3-5 yrs to do clean fed proj – need to
be very selective
704 Metc – P/E beg # proj

730 Brian list of proj Temp bd to st funds
– proj done cheaper w/ st dollars
– legis which proj priorities
sugg + adv from DOT
legis det – 100% st funding
749 Hayes – invite DOT back
750 - end –

3/18/81 HB 52 Mic Am TO ATC

Transp Comm

Recv'd teletype from ATC
Joe Chuckwuck ends @ 136

Bettle
145 Will postponed til further date

149 Joe Chuckwuck

160 Mete - Village auth or who could
land rather than ATC
- unconstitutional - Lt owned airports

end 198

2/17/81

HB 145 Hydaburg Ld - Gardner / Freeman
$4.409. mil

~~52~~
→ 69 Robert - Sealaska

Mayor Hydaburg

funds til '85
Hollis Hwy extension
no renewed easement planned

114 Agreement between Sealaska & DOT
Jan 27 '81 - not included in
Gov's budget

149 No chg for ROW
& bridges to st std

193 Hayes pop: Prince Wales Isl - 5000
Hydaburg = 400 +
183 - Hayes Sealaska property
193 Rogers - cost from upgrading to st std
don't know cost
206 Brice - Sealaska lands upon
completion of rd -- this summer
214 Harmony
226 Agreement subj to alteration?
240 Fencing - removed limited from public access
244 limit access
271 Hayes Sealaska's interest in rd
Timber Harvest

305 Sinful dev. energy ADA:
Blk bear Sk Leydig; Reynolds Crk

333 Hayes - ♀ & loc of rec report by St
- yes -

346 Fanning - F.S. agreement - How -

356 Mete - bid ft value of surrounding timber
timber inventory This Spring

373 Helma - how many bdrs over yrs S.Ak

383 Fred - how long dog been alive = 20-30 yrs
Ak + Fed involv

406 Fan - res of agreement + suppl approp.

433 Brian letter of intent - no funds to
S.Ak. till bid complete

445 Hayes - prob w/ approp prior to contr.

~~451 Terry Gard~~

463 Mete - bdy to proceed prior to legisl

→ 498 Terry Gardiner - Hestory of bill

533 - DOT - may be able to do bid cheaper
by approp money to Haida / S.Ak

561 Thelma - S.Ak. Memo - ROW - Ak bid bdy
[DOT open bid] - take out

600 Fanning - Cong limit access; fed funds.

→ 619 Terry Gardiner - letter of intent

637 Rogers Motion move out + letter of intent
no funds adv until proj compel + Trnsfr
of ROW to Ak + memo is fully completed

649 Don am bill

661 Bates - neg ROW from corp for improvements
w/in ROW - not grnd - Cannot
reimburse profit org. -(ed)

676 Helena - ROW - S.Ak. obtain from F.S.
+ S.Ak apvs to Ak

688 Fanning

698 Freemanizing DOT - follow letter of intent

Motion passed

708 - Mete. letter of intent by DOT
(mention bidding proceed?)

6/13/81 Thurs

airports – Thursday, Huener

13 Thursday
fed HWA

MLS progress +

107 Bill Huener – Dir Aviation
AAAP airport dev aid prog – not
extended by Congress
8% ticket tax on airline pass.
6 bil surplus in fund
35 mil per yr (5 yrs) to Ak

302 wetlands permits
310 Bettles ground problems
airports in existence prior to ANSCA
subj to reconveyance
paying for subsurface rights
Clearance permits from resource oriented agencies

353 Kar proj specifically delayed due to

82 1980 GO Bonds listing of contractors in
rural/urban aviation
new aids or trust airports

310 Hays 9-10 proj held by ADAP funds
< 25 mil 16-17 mil in fed funds
10% state - used for design

diff between
ADAP & FHWA
go ahead w/ land acq prior to
funding - reimbursable

344 Lush lighting - power source
17 loc - 14 ATSC systems part of
constr costs. In 4 loc village -
owned systems.
help for actis - by pilot

360 Nelc asked about ext of Brazoria-Ld

374 Shumway - fed agencies:
diff conts proc, KSAs,

394 Bill H.
reconveyance of airports but not how much
land needs to be conveyed. Ward
appt'd task force to deal w/ situation
- good progress

406 Shelna
English Bay - archeolgl survey
DOT doesn't do it - DNR confer w/ Univ
~~to det~~ to det presence of artifacts -
must be cleared prior. Prob: cannot
survey w/ snow on ground

439 - How many airpts w/ this prob

40 - 65 rds

451 Bill conveyance of land - surface vs sub-surface
Stand Pt - hwy proj
pay water w/in ROW - city refused, st joined suit -

474 - Bette - ship in gravel materials
lower Yukon + Kusko
gravel coming from Aniak
looking for other sources - geological from

491 Shumi
Materials existing survey - in budget
need for future, identify sources

503 Bill
logistic prob in getting gravel
15-20 airports on L.K ~~Cost in~~
gravel surfacing called for in many

540
Anc Terminal proj - Spring '82
apron constr around bldg
- fuel hydrant system - still being
worked on - offer to Shell to
acquire system
- rec adv for loading bridges - 808
them
- surface hds around airports

571 Mtc - prkng
Plan A+E costs for improvmts to Terminal
bldg on States

586 Thelma Dirt tracked on ramp - destroyed concrete
Needed addtl monies - auth to use
Intl Airport funds

CIP for '82

596 Hayes - private aviation plans
Bill - no plans
Anc Intl Master Plan
regional study by munic & st addresses
genl aviation issue

630 Hayes MOA tie downs on Merrill Field

planning for area other than direct
local

655 Bill – Parks Int'l
- apron expansion & extension east runway
- fuel hydrant Bette F Hill Dyslem under conts - open th in May
- drainage improvements

676 – Ken
- 9 mil NATW runway 87.2 fed'l
- apron exten 1.7 mil 1.7 fed
- 19.7 for ~~Erie~~ Parks Int'l

692 Bette new generation
self - supporting

701 Hayes
HB 60 proj – how does DOT handle extra
dir consult
20-25% of design work

720 – Key overview - reached
726 adj.

5/12/81 Thurs.

Warren Sparks, Jim Ide – Ferry Systems

96 Jim Ide
Southeast
350 000 pass
8% increase pass
58 000 vehicle > 6%
Rev > 10%

Southwest > pass
3% > pass; veh same
Rev 9%

Lgr growth ex S.E.
15% growth over last 5 mos.
13% Veh

2 mainline from Sea
Aurora Chilkat, La Connie,
96 SW. added same
Tustemena to Sand Point

139 -
700 gal fuel per hr for Columbia – some less

9 vessels total
7 in SE 4 mainline Columbia, Mal Matanuska, Tokn
Aurora & La Conner – feeder vessels
Bartlett & Tustemena in SW
800 employees

187 - Bitter – rev generation
50% of costs via fee.

deep water link from S.E. to S.W. – no current plans

540 - Hayes ferry reservation system

- telephone system clogged(!)
- stateroom issue - do not talk times.
  assure ~~tele~~ tkt agents wkdays not more than 30%

590 whtl agents vs reg. agent

700 Brian

comparison of airline computer reserv.
system vs. Marine hwy.
possible? yes
→ equip costs of adding computer

734 Mate labor

No exact stats - Sea vs Ak
- masters mates + pilots - 70 deck offic; 50% Out
  lic eng - 80; 70-75% Out addresses
  unlic crew - approx 500; < 100 live Outside

← prepare m+o costs, labor, average of,
- total annual wage earned; limit on
  var duties (job descript)

798 Vessel subs
S.W. open - both vessels in drydock 2 mos

838 Gov's expansion props
- replacement by Tustumena - '70 Lot
  Naval arch sel in 2 mos for design
- maint fac in Ketchikan
  feas st done, PS, demolition of old bldg
  eng firm hiring shortly
- replacement for Mainliner in SE
- terminals in Kodiak, Homer + Seldovia-

expansion to A.W.

480 Sparks - A.W. Study
ferry system based in Kodiak or Unalaska

488 Bette advise comm on study completion

502 Brain
Upper Yukon River feas study
Dawson to Circle
if added, where would it report -
Marine or Interior Rte - doesn't
know where resp would lie - & no oper
Maybe pvt oper only short open lines

538 Bette
Req current maint probs & M&O costs
ferry load per vessels

545 Bette
Sea to Prince Rupert Move
Juneau - study pts during high traffic
Season to transfer one vessel to S.E.
to provide later service to S.E.
> capac 90-100 veh; pass traffic >
Moving entire fac from Sea - no
Move maint to Ketchikan - yes; fac being built

583 Metc
Seward boat repair fac? Veco @ 4th July Creek
Could handle Bartlett studies underway
Largest vessel no bldg yet

607 Bette
Suggestion of changing home port of Tustumena
Kodiak (pass. Valdez

630 Fred antic completion of Ketch fac
antic 2 more maint sessions in Seattle

645 Bette - AB re: reduced tuel for handicapped

Take depts for Yandie; Others partially adapted

660 Ker perm employees - off season

3000 applic for pos - 60-70 addtl high trafs during maint period employ one crew
Good vacation benefits - 1 wk vac over 2 yrs
690-Ken - average time from temp to perm - 3 yrs
(must accum 6 pts for perm)

700 - Bette ferry user systems
estab office hrs. - on duty time around arrii/deps of vessels
no fix office hrs except Anc

730 Mete - info on total amt pd to indiv employees

756 Fred if Dalsnes high - job resp, qual if to justify high labor

3/19/81 Charnelle phoned to Verify Comm. Rgmts

Charnelle Haueisen - Jim Eide's asst.
3951

1 pers 73,000
cashed in 10 yrs lease - retired
working since '63

3/11/81 Transp

~~Shumway~~, Rogers, Fanning

9 Shumway
fed-aid funding

Interstate 7 mil transp - 1/2 of 1%

343 Metc. - funds interrupted - how often

347 Rogers DT fund assume fed resp.
figs for - Shumway

390 Metc. Contingency fund

455 Ch 50 (HB 60) States - Shumway
~~550~~ mil
~~355~~ mil pass-through
235 mil DOT
75 pass-three Grants
140-150 mil D+C
40% (80 mil) under constr
90% Dec '81 under contract
50-55% by June.

490 - Metcalfe - DOT rep in Wash D.C.
lobbyist for proj (some assistance resp. not full time)
517 Reagan cease FHWA (Metc)
Interstate
new Surface Transp Act
548 Metc - reimbursement formula
AASHTO def.
577 Metc - transp Comm NCSL

615 Charles Matlock rds / hwys

- 96 proj under contr ; 76 complete
- unexpended $69 mil carryover
- to be advertised: 100 mil by July.
  Not adeq fed funding to cover
  all fed fndng by May
  70-75 mil by July 1
  100 mil - approx 30 projects

~~Complete list of proj under contr, cost,~~
~~& going program~~

~~76~~
~~78~~
~~77~~

76 proj - 70 advert by spring

Reschedule Matlock for Friday

713 funding for DOT personnel (Chanoga)
% ages on proj - average costs

728 Metc - utilize constr proj
central monies to cap. proj

Hayes - dev/plan total st funding for proj & trans system
Rel strong interest st long-term planning

780 Finan - fed vs st contr stds - what is cost diff

820 ROW Brian
PLO ('47) & utilities

842

[redacted]

Alts
Rogers & Hartsfield

2/10/81

Transport Comm.

Ports & Harbors -

10 Ray Thornburg
Atty Don Statler
'79 ~~118~~ 118 mil 136
'80 203 mil 303
'81 300 mil - contracts dep on Fed. Aid

119 Fed Aid
$30 mil HDAP - no new Congress bill

'81 181 - 208 plan actual $ off

$13 40 % D+C Coll[illegible] private contracts/consultants

232 Oral
~~530~~ 580 mil - % to DOT
240 Sparks w/exception of water bonds, majority did
252 Chart on #660 for Wednesday

265 Hayes 96% Fed match
288 Mileage HSHO Oct 1 / Coll nat'l - may freeze
305 Hayes $300 mil -
316 Fanning funding forum
335 Statler
watercraft fuel tax - 10¢ - hwy support
3 mil
'73 1st bond issue 20 mil $10 mil Parks flood contr
'74 port dev study 25.5 mil
'78 port, harb, flood cntl 33 mil
'80 51 mil

Staff of 20 in div

-no oper program per se
- 95% fac leased to local govts to maintain
- D+C of inshore vessels - incl resp

393 Bittle
ongoing proj

394 Statler
delay in proj
410 Ex mil in 73, bal $/2 mil unexpended
Chena Power Lakes proj - North Star Bor. drilling
Hoonah bor mbr, Kotlik, Metlakatla

443 Status of proj
in form for Committee by Statler

456 MIS 2-3 mos remaining by Lakd
Status of Proj report

471 Metcalfe
long-term program for harbor fac

479 Statler - no answer; (no 4 plan?)
playing catch-up
no planning element per se in this div

505 Thum - beg transp study
w/ review of studies - div by Chair

523 Whittier - Bittle
under contract - expansion completed this season
Shotgun Cove

546 Bittle - Corps of Engineers work - slow

573 Sec 107 - continuing prod - fed/Congress

587 Ken - Corps involvement in proj
Hoonah - 15 yrs
small boat harbor proj mostly locally sponsored

608 Metcalfe
Sullivans Hy0 proj - Statler vaguely fam

625 adj

2/9/81

Absent
~~Fleming~~
Hayes

Transp Comm

→ [illegible]

Leg ~~[illegible]~~ → phone leads overview

Terry Jim Joe
Telec Mal Hoverstein

L

300 ~~[illegible]~~ Organizational Chart
107 D.C in Ans
Regional presence of personnel
P+P. M+O leg div hrg &
118 D+C structure Chng
133 Int+l Airports
funding structure
Probs Int'l - domestic
fuel fees higher - landing L
Int'l Airport fund
15½ mil improvmts chngd to bonds

226 HB 60 Ch 58
140 mil
55 mil in contract
40-50 later in yr

233 - Brian - HB 60
Bob resp
M15 - bugs - ironed out by Wed

→ Committee copy of States report
1) auth, spend, data
Brian 2) listing of proj designed + ready
280 → M+O of hwys Cont of pres level + adj add
contins

308 Prior fed funds lags & airports

1.5 bil { '79 700 mil prior fund incl bonds
'80 820 mil grants

145 mil prior to '80 session
Cal '80 - 90 mil from '80 session
- 155 mil from prior to '80
now 730 mil from '80 session
280

→[378] 335 mil this yr w/o appro '81
'82 end bal of 360 mil
~~Old proj to open + dot built~~ -
overprogram
Carry-over cycle proj
~~Letter of Intent~~
Bond issues - proj - Voters approve
DT match
FAUR - auth monies per state
oblig auth

190 mil carry over
new 150 mil - oblig 86 mil
augl notify auth remainder

464 Prior float funds
if no prior yr - could float w/ DT funds

484 Key funding formula - Confusion
re: money structure

513 ARR - DT ownership prov
PSO - DT rail plan phase I
DT admin funds
Corp structure ARR holdings, mgmt options

Phase II Extension

548 Metcalfe ARA #4-5 mid
FCC predatory pricing study

556 Fred org'l Chart DOT
→ supply flow chart to Pier level
Allied Names
→ formula. replacement for new
equip in local govs.
→ Dolby - Music Grant acct
Dept Admin - Local grants
REAA - DOE - still going Phase DOT

562 Brian Mtg w/ AG-C
P&P - in NOT in D+C
Bob - not true - Team rep from AGC

640 long range trans Studies
St. wide port, aviation raid

652 - adj -

0-239

Freeman Absent

2/6/81

Brian X6 ACC proj probs
SB public fac bill

Joe Hayes 103

Fred 163 rural & urban proj delay

Ken 130 DOT vehicle breach policy
Hwy Working Cap Fund

Brian 160 div dir, fac oper
three/o session

Brian overview of cap budget
rec to Finance Comm.

proj resp - Fed funding
& what probs will arise

Committee Meeting: Aug. 31 - Sept. 1, 81

MINUTES

9-9877

AGENDA

TRANSPORTATION COMMITTEE MEETING, AUGUST 31 and SEPTEMBER 1, 1981

MORNING SESSION

1) Marine Highway overview current happenings and status Rep. Duncan.

2) Haul Road overview and update. Rep. Abood.

3) Coal Resources overview and update. Rep. Metcalfe.

4) Agriculture and Railroad overview and update. Rep. Moss.

5) Fishing overview and update. Rep. Zharoff and Rep. Sutcliffe.

6) Discussion on maintenance formulas and federal monies.

AFTERNOON SESSION

1) Discussion of committees' goals ~~(intertie with resources)~~

2) Joyce Munson will discuss her contract and how it relates with the House Transportation Committee.

MORNING SESSION

1) Rural-bush transportation (air, airports, ports, harbors, etc)

2) Wrap up of yesterday's discussions and directions and suggestions from committee members.

3) Discussion of the possibility of a public hearing in Nome about port facilities and erosion control.

If members need reservations for a place to stay and per diem for the committee member, (sharon must call steve to get that arranged through Juneau) (sharon needs to know how many will need reservations and to contact the Sheraton for those reservations)

Why are they changing

Cost 1000.00 a trip.

Doug Burton — Why should they pull it out in Oct rather than March.

action to be taken by Trans. Committee

ruling of Bartlett will not interfere

No of student appeals.

Check Southeastern

South east —

Ed Jones — Region 5 —

Jim Brooks — Sitka —

17 + 18 of Sept Valley ball jamboree —

Cost benifit ratio — — air bus —

economically

Dept. of Trans. —

Pappy — Dot leases it equipment to itself — fine come out of operating funds.

amore.

Tripling activity in the coming year —

(1)

688-3569
Peggy Moss
Eagle River

Committee Meeting
Aug 31, 1980 Anch L.O.

Bettis: Introduce Chuck Taylor Cordova Schoolsystem
Ed Nash - Studet Actuties State of Alaska

Bartlett after Oct. 24.
if Bartlett until march - then Cord. School Dist.

Moss - Extra Cirricular very important to the Educational Process
School Spirit Reflected in the Classroom.

Abood - Students affected?
taylor - 100's
© Cost of Extend Servic ? $1000 / trip
Kids travel ½ fare
Adults - other People travel.

Dimension
Moss - Marine Hwy. affects All Alaskans - Not just S.E.
In Mainland to Interior.

Cato - Budget cut 5% is going to Servic - Not personnel · Admin. etc.

★ Abood - Call to find why this time as opposed to Spring.

Ed Nash - Importance of Students Meeting Students
Athletics - Music festivals - etc

Ed Jones - Excc } J.D.H.S. } effects of Schedule change
Jim Broshot Sitka HS }

Sept 17th - 18 Volleyball Jamboree -> Ferry Schedule

(2)

Metcalfe:
Sea Coast - Benefit Scale.
"Airbus" Concept. - Conrail:
Costs of Ferry vs. Airbus.
(House Research Agency?)

{Burton
{Eide
465-3950
overtime
11:30 am. Mtn

Cato: S.E. Input
Phone Calls to Mr. Burton - Follow up w/ letters Answer
"Why change in Normal Operation this year can?" Inventory

Cato: Marine Hwy. System.
Ouzinkie Route of Bartlett change - Not by Glacier

Sta Steve "Vince Peety"
Brad Phillips "Glacier Queen" I. & II. $199 Tour w/ Westmars

Setup Coference Call

taped mtg Over Seatape

Chris - Port of Anch. - State Should Not compete w/ Private Enterprise

Break - 20 Min
Rep. Abood Haul Road Report.

7.004 mile - to Deadhorse
No Crushers -
3 or 4 yd dump - Need 20 yd. Belly Dump.
Need Water Trucks - People Stop to Let dust Settle.

(3)

Mass. D.O.T. Fine themselves for Safety Violations

Sub 3

Sub Footing Heavy

000 Abut - Haul Road Diversion - Gravel Material Available

050 Chris ① POA 5 yr. CA and Progress over NSHR
② Yuko - How Big Wetland Permits
Failure ex. 30 min
③ Upstream Delay of State Monitoring of Blasting - must be in Complete control by Shot

065 Abut - Drain Creek Check on Pond.
90% 18 val. blow up.
4500 V. holes / month
One Year Mark.

Maine Hydroelectric.

115 Call to Jason
Chris why the year?
Ledge Samples pulled out

160 Dong Ke Yu - Visit - Dam - May
and Sept
I-K Card Jan 3

205 Abut High Sensing

210 Se - Ma Vibration Pier - Active - Twenty Failure 1 Subsequent

230 Abut Station Abut

250 Dong Ke - Blasting

300 Cato Bridge Cost -

(4)

Lane - Maint. D.O.T. "Custody" of Roads.

3.2 Alcohol detector
Personnel
$30 M. [illegible] Manufacturing.
1.5 Maint.

E. side
355 Atlantic for Special Pull Off in Mar - April.
Hazardous w/gas up for Summer
1 trip/week has not been adequate.
Call City Mgr. Agatha to evaluate time of year necessity

E. side
4.2 - Wild Life to gate. Ideal Situation
Main Concern - Keep Cars off Service up.

4.3 Problem in SE. School Dist.

4.5 Use Exit at Oak Light for Protection

5.2 - O.S.P.

5.3 - Re Census

6.0 Pearson School Dist + Ag & RR.
Copper Valley Roads 600 vehicles Per Day
School Bus in Pontes Hill Name Dynamite Operation
$400,000 (D) Maintenance - Interior region
$2.5 M Delta II Roads
- Switch gate to Delta I on Delta II is beyond 4.2

Ag. Transportation includes storage for Ag Products.
- Roads between Valley - Delta roads bad - in particular the
129-186 Mi - Take Cut-off to Pass.

(5)

Ag - Ig ahead of schedule on Feedgrain Production
Grass seed production

Coal by truck to FBK for demo field
75 Million tons Coal.
Alkali (cattle) ↓ to 20 M.T

another Item.
Asbestos nickeliferous Chuka - Eagle
City for 1000-1500 people
taxpayer impact Feeder

Ore bottom Delta Tok
Bonds & Silver Price Support

Power Cooperative Tok Extension

Proceeds with the Δ-Tok area first because of
Transportation.

Hope Homes

1051

Slow Procedure - (See tape)

9-1-81 - Home Transportation Committee

Division of Maritime & Federal & for construction
Record Committee shall look into Federal Land Retentions

Current Philosophy - Not fully funded CIP's because
of availability of Local Funds.

"Ghost Projects" CIP Position Not Identified in
Personal Income

Instance Director Not in Operating budget
1400 CIP Position
Now in Budget - part of these

CIP's Hired for a certain Project.

Money taken out of bad projects,

- Hiring and Retention Policies -

Area Human Svcs
to prevent State Employee Overall Contracts

Move - Suggest a "watchdog" committee.

Date - Time frames - flexibility
2 year Plan -
went (lapse) lost if Not Spent within time frame

Move - How important a Geo Vote Issue - i.e. Allen Intent
Road bldg Committee Should be First Priority
Not Committee dictating State

Plan will Out into Legislature and project priorities

Move - Participation in Governor Budget

Committee Letter to Legislature

Sept. 21-24 Port Ludlow -
Move Committee Meeting November
Also Invite Governor
Sept

Pothole Patch w/ Quest?
Regulations w/ Custody - Maint? Sibal
- C.I.P. Revamp.
- DOT Revamp.
- Transportation Reasons ~~Needs~~
- Expanded Roadbed
- Road Sign Boosters
- Federal Funding Reduction
Expand Section 8 October

— About Reimbursement
— Field Work

Comte. Meeting
Sept. 21 6:30 pm Meeting-Meal
Cocaine
Nom. to be obtained

Sept 21 Comittee Mtg. Lucy's 7:00 pm.

Cato - Importance of Getting together

Abood - Deplorable condition of the Road - Spoke w/ Dept. Comm.
John Horn Replacement in DOT. for Haul Road
Looking at Roads closer to Arch. - Cold Patching is practiced
37.5 hrs wk by Maint, Camps - Deplorable cond.

Moss - Funds will have been shifted from Dalton area to Haul Road.
- Has covered approx 120 mi of our AK Roads.
- Maint. crews away from Headquarters - the poorer the Maint is - People (crews) are Mad - No overtime
- Poor Equipment
"Losing My equipment from another Department" leaves bad taste to me.
- Road Materials are lousy - random types of Patch-fill.
Road care Repair - Tok Cutoff - Rubber - Alcan Hwy.
Poor Roads are Not Contractors problem - it is
Contract job has 3" cracks up to 2-3' deep.
8 1/2 mi Pitch. - if we finish pavement, we cannot go back to the Federal Standard #.
Specifications By planners are too low
then when problems arise - Maint. cannot handle patching

Mitch. Pappy spoke w/ Road crew & State Engineer Inspector

Abood - has been in equipment field and these people want CAT 16's
Not Champion 12's

Cato: - Light equipt. used on Haul Road - low bid is Champions
State write specs. too light.

Moss - Equipment in Region is too light or not appropriate in certain areas.

Metcalfe - Managent and employet by objectives
Managers have specific task

Cato - ~~DOT~~ legislature is Not Accountable to the Legislature.

Sutcliffe - Discuss the Rural Problems in transportation
able to live w/a boat 2 trips per years
Economy must be established to justify 4 trips
Ferry on regular sched is not needed.

Airports at Sand Point & Unalaska will stimulate Fishing
Economy ... this could break the back of foreign fisheries.
Bottom fish will follow
Get rid of 2 engine Props and 737's in.
as diesel went up - aircraft became more desirable also
Product Quality is better
white knuckled flights are not necessary as has Economist
Anch - Unalaska - 3½ hr flight - 8 hrs -
May pose flights w/ short airlines
Peace Will buy Jets if if airports extended
Dock will be developed by private sector

Metcalfe - I feel Transportation committee should set agenda - Trans. Cattee should set trans
Budget - Not finance committee

Cato - U ent bathroom
Vast Improvement - All the Difference
2-3 vehicles - Alaskans - per day

(3)

Abood - Hal Kosdis a Work Road - Not a Sightseeing Road.

Musson - (on my state, Caltrans Comission Report to H&S, Transportation Leg. Council Did not have Request for Outside

Sortchiff - Request that Chairman request workpapers for 5, base audit package by Consultant Kosloff Assoc. in carrying out ___ in her Contract -

CC. Memo to Caltrans Members

Mem + Madera - on Date for Noise Part reading

Met - Ben. Powers Cotart
Sart

Committee Meetings:

Nome, Nov. 11, 81

MINUTES, ETC

Alaska State Legislature

House of Representatives

INTERIM OFFICE
P.O. BOX 775
VALDEZ, ALASKA 99686
(907) 835-5001

Committee on Transportation

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

Rep. Bette Cato, Chairman

M E M O R A N D U M

TO: Members of the House
Transportation Committee

FROM: Steven M. Soenksen A.A.
House Transportation Committee

DATE: November 10, 1981

RE: Committee Meeting in Nome

The House Transportation Committee will hold the final interim meeting in Nome November 14-17 1981. By now all committee members have been contacted either by letter or by telephone. This memorandum will further explain the agenda for this meeting.

Depart	8:30 am	Sat. Nov.14	Anchorage	Alaska Airlines flight 51
Arrive	8:55 am		Nome	

Saturday Nov. 14 6:00 to 9:00pm	No Host dinner at the Roadhouse with questions and answers from the public
Sunday Nov. 15 Daytime Evening-open	Fly to Koyuk, Elim, White Mountain, Galovin to view airports and talk with various leaders and people of the communities. (One hour at each community)
Monday Nov. 16 8:00to 10:30 am	Breakfast with Nome Chamber of Commerce at the Showhouse.
11:00 to 12:00	Briefing on the Nome Port in the City Council Chambers
Lunch	Department of Transportation Employees at the Showhouse.
1:00 to 2:00pm	Meeting with Nome Public Schools
2:00 to 3:00pm	Meeting with Bering Straits R.E.A. Superintendent of Schools
3:00 to 4:00pm	open

4:00pm	Interviews with KICY Radio Station
4:30pm	Interviews with KNOM Radio Station
5:00pm	Interviews with Bering Straits Newspapers
5:30pm	Nome Nugget Newspaper
Evening	Open

Depart	9:40am	Tues. Nov. 17	Nome	Alaska Airlines flight 51
Arrive	1:15pm		Anchorage	

Hotel Reservations have been made, double rooms have been reserved. Airlines reservations have been made and tickets will be available for your pick up at the Anchorage Terminal for Alaska Airlines.

If there are any comments, questions, or other concerns about this meeting, please contact the interim office.

Thank you.

cc. Rep. Jack Fuller

City Council Charter 11-16-81

Name	Address	Affiliation or Business
JIM McMILLAN	Box 1701	UNITED BANK ALASKA
Bob Beun	Box 971 Nome.	Appraisal & Real Estate
Kathleen McCoy	P.O. Box 610	Services of Alaska
	→	Nome Nugget
STAN ANDERSEN	Bx 321	City Council

File

Nome Committee Meeting Nov. 13-15, 81

11-16-81

Chamber of Commerce
Nome

Please write name and address and affiliation (business-occupation, etc.)

Name	Address	affiliation
Jim McMillan	P.O. Box 1701 Nome, AK	United Bank Alaska
Bob Barnett	Box 430 Nome, AK 99762	Alaska Airlines
Mike Metty	Pouch 400 Nome, 99762	Northwest Community College
Vaughn K Munn	PO Box 11, Nome 99762	Pres - Nome Chamber of Commerce Mgr: General Tel Co
Leo B. Rasmussen	Box 2 Nome	Mayor City of Nome NW. Mayor's Conference - Oroz'e Pres. - Alaska Mayors Conference
Laurene Toon	Box 172 Nome	
Larry LaBelle	Box 131 Nome	
Myrtle Thurman - Nome Recorders Office		
Floyd Breeden - Com. Leg. Affairs - HAD		
Patricia J. King	Box 865 Nome	
Neal J. Kilday	" "	

Attended
Rep Cato
Rep Abood
Rep Moss
Rep Fuller

None - Meeting at the Roadhouse

Mayor -
$2,500 agent Wlfed gait. maint. port. - small boat harbor

City Manager Ivan.

Fuller - until we borrow you off runways -

Cato - Irrespective of who Develops oceans, we need a statewide infrastructure -

11-15-81

Stanley Omana K - Galoven
Ralph Eloya
Joe Dexter

Stanley sent a proposal to DOT to upgrade Airport
① High water is flood whole field from Wisdom South. Airport should be above high water all times.
② Large enough to handle large planes - to pull fish out of fish Coop.
Airport extension - Fuller got $ for recon. study
About 3000-4500' for loaded Herc-s.
12'-16' with lined. - Also runway near to Small Boat harbor
Also - 15 homes going in - Could we get roads?
runway would need 5' to get above high water - Highest water 1-1½ above floodland.
Myrtle Johnson - Has a copy
John Wyliss - F-6's. D.O.T.

'Dot took Materials out of beach for road and now Property and School is eroding very rapidly and property is being lost.

fishing is an industry '50's is old FAA. No Maint.
- 2100' and 4500' Runways
- Roads built by BLM - B.A to Moses Point

Elim - Crusher Probably not needed.

Koyuk - Airport

Willows so close snow drifts
JD 450 cat is OK for Maint, 2 yrs.
Runway ~~lights~~ for emergency (sometimes shot out)
use snow machines or burn rags.
Directional - most needed
Hangar in summer

Apron + Back planes needed.
Cargo Planes land on ice
Housing comes in 20 units summer 82
Gravel from beach - Roads in Koyuk build w/ beach Gravel
Fish Co go Elim Checks home, people not paid through last Summer
Sky van + Caribou could use 3,000'
Troopers said they could not be driven to cases because roads are not good enough.
Mud is a problem but not as bad as Elim.
Drainage is a real problem.
Gurley Dixon worked w/ Koyuk
Gordon Jackson works w/ Tanana on Health Care delivery

Nome Chamber of Commerce
11-16-81

- Nome Highways are the runways and aircraft.
  We need airports like Southeast needs marine Hwys.

- We have become complacent about death of our pilots
  truckers are subsidized - why not small air
  We need longer airports currently, 24-2600', extension would
  facilitate movement of freight

Reil - Most effiient - cost wise and energy wise
railroads are "paralyzed" as they don't need to pay user fees and: if
no allowed to deteriorate - first function allowed to deteriorate is
maintenance

Atwood - Again what are your priorities

- As mayor - I cannot say - Priority is to develop economic base and
Port may be inching ahead of airport, energy, minerals, other things
to develop 12 month economy

Rural Alaska is having a real problem establishing short term & Capitan priorities

Fuller - Villages are a diff situation, we are here today to talk about Nome
ex. drainage on Main Street.

Mac - 2/3 of population are concentrated in area called "Railbelt"
the main reason is transportation.

Ivan - will give you later presentation on the part. I know how many people are
pay in anchorage to support us out here
City of Nome & Villages will see exploration in Summer '82 & S2 M. 11, a
to see about rock structures here - also exploration near Mouth
of the Yukon

(2) look into fed funding on port facilities
- HR 4239 was signed into law (I have requested a copy.)
congress
Last Month

Ivan: Cit.
None Port or lack of it - 25%
40% U.S Reserves of tin - are w/i 120 miles of Nome
Seward Peninsula is mineral rich.

Cato - None may be "hub" for NW Alaska and Seward Peninsula
- Look at ~~seaplane~~ insurance rates - "wrongful death insurance"

Fulle- Most w/all bush carriers - on a $38 seat and $36 is spent on insurance.
- International flights are $75,000
- Most carriers $1. million ↑ and liabilities are open ended.

Economic Long term Effect - as the "state" has a large ~~presence~~ in terms of gait. Semi seagle
Villages should be considered as spoke of Nome segate.
Also air taxi can only fly 5 hrs/day in winter as there is no lighting & Nav. aids
City of Nome has low level of storage.
in 2 years - none fuel as Marginal supply.

Neil- were looking at priorities I am concerned that $ are put into areas that are not totally necessary.

Lang. Benefit-cost ratio is not applicable as it is impossible to search out alternatives and potentials with such a vast potential in this (Nome Area)

Leo- Road from Nome to Bolog has already cracks and heat life expectancy is 2 years
DOT- Personelle said because of not enough $ for project.

Cato - I hope we can get 2 plane funding and coordination.

Labor issue { Chief factors are litigage cost and long discussion -

Fuller - this clearly points to the need for de-centralization and let district engineers have the budgets ad authority to make decisions.

Leo - Costs have increased due to administrative travel for the City ad state DOT. Additional costs for travel to commute on projects have increased costs of improvements.

Levy - Travel for School distr is prohibitive because of all of these factors. It is suggested that I trade to FHWA to talk with them for short periods of time

Cato - is all travel by air, Student activity rate is lower for C or More but Bush carriers are not as kid of Alaska + Wash.

Costs can be minimized through T/C, but some travel is inevitable and is not stripping our possibility to expand and even stay on the "break even" status

Back haul from rural is not there as in most of the rest of Alaska.

We tend to forget and be slow learners in projects - poor planning - we need to have a means of "thinking"

Nome Port Facility Br. Mtg
10:00 am – 12:00 Council Chambers

- Port in Nome has been dredged over the years. See P.7 Feasibility St
Alaska Gold 1m. ozs is reserve some say more than that.
Annexation plan - includes putting school into city limits, much of
tailings and operating (#6 Dredge) and existing (#5) dredge
(largest in World)

Port 3600' causeway
Containerized + General Cargo Handling.
Phase I $24.4 Million Boards $25/cu yd armor rock.
Phase II $23.8 "
Phase III $26.2 "

Fuller. 2 has Rail been considered?

Ans. 2 lane road and conveyer system. - rail not considered

75% of tonnage is fuel - that is brought in.

total auth through Bond Issues - 2+5 = $7 million approved.
good relations w/ DOT - for the city
mr Slatter in Juneau is the person to talk with.
this project has been moved to Fairbanks

Bering Sea + Norton Sand - Raises + Powers "set ups" due to atmospheric
and situations in the Aleutians.
Both feasibility study and Master Plan call for 3800' rock
filled Causeway - sedimentation + ice ridges are issues.

Causeway will not have cranes fixed... it will be moved in about on causeway
Also sewer treatment will be added. to causeway.

#359 time cater we had to go at for R.F.P. and were subject to D.O.T. rigid specs.
then we had to start all over. - Discussed starting over in mid stream

404 - Problem W/ F&G on impacts to the environment

A.G. office. - Condon will go to court to see impact and effect of extension of causeway outside 3 mile limit

Also if bridge or causeway is broken there is not a problem w/ smelt, sedimentation, and 3 mile limit.

State has hired people out of Geophysical Institute to help evaluate problems & losses. w/ models - computer & Physical - #

Minimum Maintenance is stressed throughout design & Planning

Port will handle 22' barge (larger than currently used)
City annexation will go out to 50' level of depth:
and go out to 8000' offshore.

Cost - Between $30-35 M,
DOT has put $17 M in Gov. Budget

City will not place one rock until full cost payment is assured

Q+A. #558

Mass - Revenue Sharing.
Property tax base - $48 Million
Mining claims can only be taxed at $20 for 20 acres.
Annexation will increase $8 M revenue
G.O. Bonds w/ electricity are paid through utility revenues.
#607 Mass proposal to handle issue through similar means of Revenue

Fine Line.

if DOT puts in $17 million

if in 1982 appropriated and there will be future requests for more.

w/o delapt of minerals, oil shale, 25-33% of costs will go for Maintenance.

32-35% lighterage costs of total costs for naturals

Corps of Engineers spend 1/2 million annually to maintain 8' depth in Snake river - may be a "flush" situation to clear area of silt

16,000 claims. Mining

C.P.R.A. w/i 3 miles of city are not counted in revenue sharing. 4% Energy Regs.

DoT.
11-16-81

Maintenance of Airports of the largest Problem.
NO Sign offs on Maint.

CIP & DPC Goes through 5 Yrs.
May be difficult upfront to get the People to do the work.

Cover from Pt. Hope to St Marys and a line through Unalakleet.

Bldg. Maint was such a problem - door or window Maint Costs $ 2,000

Fuller - what about local Maint generally -
- turnover is quite a problem. on DOT costs but Here as some village
- problem is getting people that want it - it cuts down on hunting if they

10-26-81
1:39 pm

Bette, & Steve,

Jack Fuller called to give a tentative schedule for the Nome hearings:

Sat - Nov 14 — nohost dinner at the Roadhouse 6-9 pm
w/ Questions & Answers from the public
Mayor welcome
City picks up tab

Sun - Nov 15 — Fly to Koyuk, Elim, White Mt, & Golovin to view airport & talk to various leaders & people in the communities.
Foster Aviation
Inuit each Committee

Sun Nov 15 — evening - open -

Mon Nov 16 — Breakfast w/ Nome Chamber of Commerce at the Showhouse 8-10:30 am

Briefing on the Nome Port in City Council Chambers 11-12

Lunch — DOT personnel at Showhouse 12-1:00 pm
3 Parker Room

Nome Public Schools - 1-2

Meeting w/ REA Superintendent of schools Bering Straits 2-3

3-4 Open

Interviews w/ KICY Radio 4:00
Interviews w/ KNOM 4:30
Interviews w/ Bering Straits newspaper 5:00
Interviews w/ Nome Nugget newspaper 5:30

Evening — open

Tue. 9:40 Depart

Jack said he would make hotel reservations and pick you up at the airport. He also said he would take care of the advertising end of the ntg. If this is acceptable he would like you to call back.

10-26-81
1:39pm

Steve,

Heres who I've contacted about the Nome hearings:

Mitch Abood

Fred Zharoff — No, its conflicting with his teaching

? Pappy Moss — Yes need to make a connecting reservation cause he's going to be in Juneau.

? Ray Metcalfe — No, not planning on it.

Eric Sutcliffe — Out of state travelling you said Beth told you No.

Jim Duncan — You were to contact him.

Bette Bette Cato — Yes.

5- Steve, I called Alaska Airlines and on Sat & Sundays they only have one flight leaving out of Anchorage at 8:30 am and that goes for Wien also. on weekdays their last flight leaves at 2:05pm.

(St)

$491.00

Q

Attend Transportation Meetings

Representative Jack Fuller invited the public to any of the meetings that the House Transportation Committee will be having November 14-16 in Nome and the villages.

"Let's get out and tell the committee what we think. Public participation is one of the strongest lobbying influences that any legislator can listen to. Please turn out, and let's let them know that Nome and the villages care," said Fuller.

The itinerary for the House Transportation Committee, which is chaired by Representative Bette Cato, is as follows:

Saturday, November 14, a no host dinner will be held at the Roadhouse from 6 to 9 p.m. The public will be able to ask questions at this time.

Sunday, November 15, the committee will leave at 8:30 a.m. for the villages of White Mountain, Golovin, Elim, and Koyuk to discuss airports.

Monday, November 16, the committee will have breakfast with the Nome Chamber of Commerce at the Showhouse at 8 a.m.; and at 10 a.m. will go across the street to the City Council Chambers for a briefing on the port facility. At noon, they will have lunch with the Department of Transportation at the Showhouse, and at 2 p.m. will meet with REAA personnel and Superintendent Ron Hohman.

PLEASE NOTE: THE FOLLOWING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT

STATE OF ALASKA
OFFICE OF THE GOVERNOR
NOME

1. Nome Office Space
Needed

2. Deering Survey
Village

3. Savoonga Survey
Village

JAY S. HAMMOND
GOVERNOR

STATE OF ALASKA
OFFICE OF THE GOVERNOR
NOME

Nome State Building Committee meeting held in the Governor's Office at 9 a.m. on November 12, 1981.

12 people attended the meeting, the Election Supervisor was out of town but left word she would endorse the new addition to the State Building for additional space.

SPACE NEEDS EXPRESSED:

Fish and Game
We discussed Fish and Game moving out of the building for more space outdoors as well as inside space for nets, boats and gear. Carl Grauvogel expressed if he took a survey of his staff they would most likely wish to remain in the building. Also to service the public in Nome as well as the Villages when in town for business one place to stop and do all their business concerning the State would be alot more desirable for the public. They expect another four to five coming on board in the next six months to a year, they already have in their space eight people with additional eight in the Summer in and out temporary's.
This request has been in for the last four years.
Funds to hook up the electrical outlets, and provide adequate ventilation for the steam cooker. Current ventilation is inadequate to use the steam cooker in the State Building.

Public Assistance
Expect a possible two more on staff, when BIA phases out in the coming year. They have equipment on hand they cannot set up for use due to lack of the proper wiring in the Building. It is a computer like device for information purposes.

Family and Youth Services
They have one more new person on staff. They are moving into the Adult Probation storage to make more room for this one more body.

State Troopers
Possibly bringing in two more people, in dire need of storage (using hallways) typist tucked away in a corner, three troopers in one small office plus 11 employees in entire existing office. Need reception area, lobby of the building being used as a reception area.
Reception area with DMV/licensing needs more space, due to public sitting and standing in the hallway awaiting to be served/issued licenses and plates. No semiprivacy/quiet area for applicant operator license testing. Evidence room needs more area as evidence is being stored on the floor, due to lack of shelving area. Evidence room in bad need of extension. Video training room for VPSO's and AST employees. We have training equipment and no area to set it up for training and testing.
Ziglers are stored in the Boiler room as many as six-seven deep. These containers hold bodies for shipment in and out of Nome. More room needed for data control unit and quieter or distant storage for computer control/power unit.

JAY S. HAMMOND
GOVERNOR

STATE OF ALASKA
OFFICE OF THE GOVERNOR
NOME

Environmental Conservation
Absolutely no room for growth, tight on storage. Any more personnel they would have to have additional space. Dire need of 50 square feet of storage space for Oil Spill Clean up Equipment, this is stored outside of his residence.

C&RA's Local Government Assistants and Housing Loan Officer
They will have two people coming on board by January. A Planner for LGA and a secretary for the Housing Loan Officer. There are already four people in that area right now. They expect the Planner to need space to spread out his maps and etc. Floyd Breeden, Housing Loan Officer, needs a private office to interview clients.

Department of Labor
They have 1 1/2 permanent positions for this office and they have a flow of approximately 15 to 18 people in the office at one time. No room for giving tests or privacy for doing a job interview. They will be tying into a new computer system and will need more space.

Adult Probation
Giving up storage space to the Youth Probation Office, so will have to use the reception area as storage. We have a plug in shortage as well. They are using a plug in the storage room for the secretary reception area. An additional Adult Probation Officer has been employed. So all office space is filled and in use.

Legislative Affairs
One full time and a half time person. Advised us the area he is using is not suitable for the purpose of teleconferences and etc. due to the sound.

DOT
From a maintenance standpoint a combined facility is highly desirable due to costs of maintaining two or more buildings compared to one large facility. The savings are desired by having one heating system, one type window, one type outside surface, etc. This allows for the stocking of parts and gearing for one type operation. With two or more buildings your maintenance costs for these types of maintenance is proportional to the number of buildings.

Electricity costs, fuel, etc., would be high but not in direct proportion to the number of buildings.

It is a much cheaper, neater and easier operation for maintenance if everything is under one roof.

District Attorney
In one year and six months they went from two people to six people and still in the same area. ParaLegal is using the storage room for his office, no storage room, files everywhere under tables etc. Receiving a computer system but no lines for hookup or space to set it up. They have one more ParaLegal position may have to set him or her up in Kotzebue. Also a secretary position.

JAY S. HAMMOND
GOVERNOR

STATE OF ALASKA
OFFICE OF THE GOVERNOR
NOME

General feeling is to keep everything under one roof as pointed out by the various office representatives:

1. Convenience
   Nome is a Regional Center for the Bering Strait Regional area - 17 outlying villages come into Nome to attend to medical needs, attend Corporation meetings, and handle State business. Consider this: At the present time a traveler from a village can come to the State Building and conduct the following: Get their fish and Game license; tag their big game hides; renew their drivers license; register their new vehicle/snow machine; check with the Local Government Assistants representative at the Community and Regional Affairs, see the Loan Examiner at housing Assistance; update their paper work at Public Assistance; check into Job Service to see about jobs available; see Governor Hammond's representative to make their feelings known on current policies and issues; go to the Legislative Information Office to update status of bills concerning their villages; register to vote; file assessment papers on their mining claims - They can do all this at the price of one cab fare.

2. General Finance
   Water, sewer and electric service already to this building/lot property values are sky high and the State already owns additional land adjacent to this building being used as a parking lot. Less expensive to maintain and heat one building as opposed to two or more. The close proxemity of the State agencies that work closely; ie the State Trooper, Probation/Parole and District Attorney are steps away from each other the Court Building is in walking distance from the current State offices. Valuable time and employee hours are lost driving to office after office to complete daily tasks.
   The current building as built was designed for a 3rd floor and structurally is sound for that type of addition.

   Our Legislatures would likely agree it is the States responsibility to provide the most service for the least amount of money - However - the space area is so critical we have to agree more space is vital under whatever circumstances.

JAY S. HAMMOND
GOVERNOR

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NOME

STATE OF ALASKA
OFFICE OF THE GOVERNOR
NOME

INFORMATION SHEET FOR REMAINDER OF 1980 and 1981

VILLAGE NAME Deering

Address Deering, Alaska 99736

Phone Number (907) 363-2136

Class of City Second

Current Population 150

Post Office Class 4th

Name of Post Master Gilbert Karmun

Number of Homes 39

Clinic Deering Clinic

Community Hall Deering Community Hall

Jail None

Power Building TRA

Store(s) Deering Native Store, Gil's Store & NANA Deering Fuel Project

School Building Deering Elementary & High School

Other - OIC Telephone

CITY COUNCIL

City Mayor Ronald Moto Sr.

Term Oct '84

Vice-Mayor Taylor Moto Jr

Term Oct '83

Secretary Delores Barr

Term Oct '83

Treasurer

Term

UTILITIES

Telephone Yes ✓ No ___ If so How Many ___

Radio Yes ✓ No ___ If so How Many 8 Call Letters ?

Electrical Power Yes ✓ No ___ Who Owns It IRA Monthly Pymt $102.00

What Size of Generator 150 KW, 55 KW, 90 KW Number of Buildings Served 41

Does the School Have Their Own Generator? Yes ✓ No ___

Do you have Water-Sewer System Yes ___ No ___ PHS System Yes ✓ No ___

Bulk Tank - Total Number 12

Gas 13,319 gal. Oil 32,339 gal.

School 36,000
IRA 30,000
City 7,000

Do you have enough Fuel for Year? Yes ✓ for Homes | No ✓ for Electricial Utility owned by IRA Council, in the process of applying for bulk fue storage thro City.

AIRPORT

Do you have an airport? Yes ✓ No ___

How Long? ~~2300~~ ft How Wide? 100 ft

Airport Equipment

Tractor Yes / No ___

Grader Yes / No ___

Other ___

How many miles is Airport from Village? west side of village

Airport Building Yes ✓ No ___

Electricity to Airport Yes ✓ No ___

SCHOOL

BIA ___ STATE ✓ ___ OTHER ✓ NWASD

Elementary ___ yes ___ Number Enrolled 32

High School ___ yes ___ Number Enrolled 15

Name of Maintenance Gilford Barr
Custodian - Mildred ~~Stalker~~ Kialook

STORES

Trading Post or Store Yes ✓ No ___

Corporation Owned Yes ✓ No ___

Private Yes ✓ No ___

Do Stores Sell Fuel Yes ___ no ✓

City Council Contd.

Council Member Harry Karmun Sr
Mamie Karmun
Chris Jones
Florence Jeffries

Election Date First Tuesday of October

I R A COUNCIL

President Emerson Moto

Vice-President Gilbert Barr

Secretary Mildred Sheldon

Treasurer Robert Sheldon

IRA Council Members Martin Karmun
Chris Jones
James Mold Jr

Election Date December, every year

VILLAGE CORPORATION COUNCIL

President ↓ merged with NANA Regional

Vice-President Corporation

Secretary

Treasurer

Members

Name of Management Corporation

Representative

MEDICAL

Number of Health Aides _____ Full 2 Part-Time _____

Name of Health Aides Pauline Barr (Primary) & Thelma Gregg (Alternate)

Clinic Yes ✓ No ___

Phone in Clinic Yes ✓ No ___

SOCIAL SERVICES

Alcoholism Yes ___ No ___

Family Counciling Yes ___ No ___

Food Stamp Service Yes ✓ No ___

Do You Have City Police Yes ✓ No ___

How Many Permanent Employees _____

Estimated average income per person $300-500__ 500-600__ 600-1000__ S

HOUSING

How many houses did you get last year 4 Who built these NANA Housing Authority

Housing Needed Yes ✓ No ___

If housing needed, who would you like to build?

ASHA _____ AVCP _____ BIA _____

VOTING

What Senate District are you in 22 Representative Jack Fuller

What House District are you in 22 Representative Al Adams

Is everyone 18 years or older registered for voting? Yes ___ No ✓ 3

FISHING

How many Commercial Fishermen in your village 10-25 ✓ (under) 26-50___ 50+___

How many Subsistance Fishermen in your village 10-25 ✓ 26-50___ 50+___

How many Limited Entry Permits in your village 10-25___ 26-50___ 50+___

Were you satisfied the way Commercial Licenses were given out? Yes__ No__

Suggestions for Fishing or Limited Entry improvement _____

Who do you contact for Emergency Village needs in the Nome Area?

BIA _____

Native Corporations _____ If so, who _____

State Governor's Office _____

Other Representative Jack Fuller

List any improvements that we can help with from the Governor's Office in Nome:

1. Road to Dump
2. Seawall
   Dock
3. Water & Sewer
4. Snow removal on road within City
   New elementary school
   New gymnasium
   Jail

---

1. Will try and apply for funds through Local Roads and Trails Services
2. Seawall study in process to analyze the problem of erosion control. Should be completed by Feb. 1, 1982
3. P.N.S. out of Anchorage is looking into the possibility of a small laundry service
4. The City Council has budgeted a small amount for snow removal on road within City.

JAY S. HAMMOND
GOVERNOR

STATE OF ALASKA
OFFICE OF THE GOVERNOR
NOME

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NOME

INFORMATION SHEET FOR REMAINDER OF 1981 and 1982

CITY NAME Savoonga

Address Box 141

Phone Number 984-6614

Class of City 2nd Class

Current Population 491 (1980)

Post Office Class 3rd Class

Name of Post Master Earl Tumbloo

Number of Homes 120 est.

Clinic 1 PHS Clinic

Community Hall 1 City Hall

Jail 1 Safety Building

Power Building 1 AVEC

Store(s) 3 (Sav. Native Store)[1] (Pay N Save)[2] (Umiigham Trading Post)[3]

School Building 2 (BIA Grade School)[1] (State High School)[2]

Other

CITY COUNCIL

City Mayor Patrick Golugergen

Term Expires 1982 October

Vice-Mayor Alexander Akeya

Term Expires 1984 October

Secretary None

Term

Treasurer David Seppilu

Term Expires 1983 October

City Council Contd.

Council Member Jackson Mokiyuk Sr. - 1982
Carl Pelowook - 1983
Jerry Wongittilin Sr. - 1984
George Jackson - 1984

Election Date October 6

I R A COUNCIL

President Truman Kava

Vice-President Gordon Iya

Secretary Wilson Okoomealingok

Treasurer Gregory Toolie

IRA Council Members John Waghiyi Jr
Joseph Noongwook
Davis Mokiyuk
Vernon Waghiyi Sr.

Election Date November 4, 1981

VILLAGE CORPORATION COUNCIL

President George Noongwook

Vice-President Paul Rookok

Secretary Bradley Gologergen

Treasurer Larry Kava

Members Patrick Gologergen
Gordon Iya
Jerry Wongittilin Sr

Name of Management Corporation None

Representative None

MEDICAL

Number of Health Aides 3 Full 2 Part-Time 1

Name of Health Aides Millie Kingeekuk - CHA, Carol Gologergen - Alternate Health Aid,

Clinic Yes X No ___

Phone in Clinic Yes X No ___

SOCIAL SERVICES

Alcoholism Yes ___ No X

Family Counciling Yes ___ No X

Food Stamp Service Yes X No ___

Do You Have City Police Yes X No ___

How Many Permanent Employees 6

Estimated average income per person $300-500 X 500-600 X 600-1000 ___ S

HOUSING

How many houses did you get last year None Who built these ___

Housing Needed Yes X No ___

If housing needed, who would you like to build?

ASHA X AVCP X BIA X

VOTING

What Senate District are you in 22 Representative ___

What House District are you in 22 Representative Jack Fuller

Is everyone 18 years or older registered for voting? Yes X No ___

FISHING

How many Commercial Fishermen in your village None 10-25 ___ 26-50 ___ 50+ ___

How many Subsistance Fishermen in your village 10-25 ___ 26-50 ___ 50+ X

How many Limited Entry Permits in your village 10-25 ___ 26-50 ___ 50+ None

Were you satisfied the way Commercial Licenses were given out? Yes ___ No ___

Suggestions for Fishing or Limited Entry improvement ___

UTILITIES

Telephone Yes X No ___ If so How Many 91

Radio Yes ___ No X If so How Many ___ Call Letters ___

Electrical Power Yes X No ___ Who Owns It AVEC Monthly Pymt $ ___

What Size of Generator ___ Number of Buildings Served 200 @ Est.

Does the School Have Their Own Generator? Yes X No ___

Do you have Water-Sewer System Yes ___ No X PHS System Yes ___ No X

Bulk Tank - Total Number ___

Gas ___ gal. Oil ___ gal.

Do you have enough Fuel for Year? Yes ___ No ___

AIRPORT

Do you have an airport? Yes X No ___

How Long? 5200 ft How Wide? 150 ft

Airport Equipment

Tractor Yes X No ___

Grader Yes X No ___

Other ___

How many miles is Airport from Village? 1/4 mile

Airport Building Yes ___ No X

Electricity to Airport Yes X No ___

SCHOOL

BIA 1 STATE 1 OTHER ___

Elementary BIA Number Enrolled 100 Est

High School State Number Enrolled 50 Est

Name of Maintenance ___

STORES

Trading Post or Store Yes X No ___

Corporation Owned Yes ___ No X

Private Yes X No ___

Do Stores Sell Fuel Yes X No ___

Who do you contact for Emergency Village needs in the Nome Area?

BIA _____

Native Corporations _____ If so, who _____

State Governor's Office Ak State Troopers

Other _____

List any improvements that we can help with from the Governor's Office in Nome:

We need roads in some areas of Savoonga The areas that are used are muddy & usually force people to use sidewalks. (3 wheels). We would like to have specialists in local government hold class in villages or in Nome. PROVIDE FUNDS FOR STREET LIGHTING IN & AROUND TOWN.

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VICE CHAIRMAN REP AB000

U.S. Census Figures Released

Preliminary figures from the 1980 census have been released and the numbers for Nome show a decrease in population, although housing units rose.

The census counted 2,273 persons in Nome in 917 housing units compared with a 1970 count of 2,357 in 789 housing units. A 1978 census by the city showed 2,892 persons living here and the city is in the process of questioning the census figures.

For other villages in the area, the census showed the following figures:

Brevig Mission	138
Diomede	139
Elim	212
Gambell	441
Golovin	87
Koyuk	188
St. Michael	236
Savoonga	491
Shaktoolik	163
Shishmaref	393
Stebbins	335
Teller	212
Unalakleet	615
Wales	132
White Mountain	125
Buckland	175
Deering	149
Kotzebue	2,044
Selawik	361

ing evidence that the Pilgrim Hot Springs area is part of a rift system and in continental drift language is considered a spreading center. This is a young system that will split the Seward Peninsula in two. Lava will move up from the earth's mantle and push sideways away from the spreading center.

These centers will be located in the Pilgrim Valley, the Imurk Basin and other places, starting from the headwaters of the Noatak River to the Bering Sea.

This means the Pilgrim Hot Springs is a permanent hot springs that is likely to get even hotter in the future.



LFSI
Lummi Fishery Supplies, Inc.
Complete commercial fishing and marine supplies
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443-2636
Box 723 Nome



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Betty Ann's Beauty Salon
10% Discount if Purchased before Dec. 20.
Phone Today 2003 Open Tues. - Sat.

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JAY S. HAMMOND
GOVERNOR

P.O. Box 25
Nome, Ak. 99762

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APR 1

STATE OF ALASKA
OFFICE OF THE GOVERNOR
NOME

GOVERNOR'S OFFICE

INFORMATION SHEET FOR JANUARY 1978 TO JANUARY 1979

VILLAGE NAME White Mountain

Address White Mountain Alaska 99784

Phone Number 635 6701

Class of City Second Class

Current Population 185

Post Office Class

Number of Homes 33

Clinic Norton Sound Health Corporation

Community Hall Originally at old site

Jail None

Power Building

Store(s) Local owned Native Store

School Building Elementary & High School

Other

CITY COUNCIL

City Mayor ~~Tim Ostenfelter~~ George Ostenfelter, Sr

Term

Vice-Mayor ~~Connie Hutchins~~ Peter Buck

Term

Secretary ~~Lora Stanley~~ Ray Brown

Term

Treasurer Donid Lincoln

Term

City Council Contd.

Council Member ~~Alfred Apodruk~~ Mike Simon
~~Steven Aglaiuga~~ Don Jane
James Disaktaruk

Election Date

I R A COUNCIL

President Alfred Apodruk

Vice-President George Ashenfelter SR.

Secretary Peter Buck

Treasurer

IRA Council Members Steven Aglaiuga
Percy Aglaiuga SR.

Election Date

VILLAGE CORPORATION COUNCIL

President Charlie Johnson - Chairman

Vice-President George Ashenfelter SR. - President

Secretary Jack Crowd

Treasurer William Aglaiuga

Members Aaron Simon
Harry Garfield
Howard Lincoln

Name of Management Corporation White Mountain Native Corporation

Representative Howard Lincoln

UTILITIES

Telephone Yes ✓ No ___ If so How Many out of order at the present time

Radio Yes ___ No ___ If so How Many ___ Call Letters ___

Electrical Power Yes ✓ school store clinic No ___ Who Owns It Geo. Ashanteler store & clinic Monthly Pymt $?

What size of Generator ? Number of Buildings Served 2 & 2

Do-s school have their own Generator? Yes ✓ No ___

Do you have Water-Sewer System Yes ✓ school No ___ PHS System Yes ___ No ✓

Bulk Tank - Total Number 8

Gas 40,000 gal. Oil 80000 gal.

Do you have enough Fuel for Year? Yes ✓ No ___

AIRPORT

Do you have an airport? Yes ✓ No ___

How Long? Approx. 1000 feet How Wide? Approx 50 feet

Airport Equipment

Tractor Yes ✓ No ___

Grader Yes ___ No ✓

Other ___

How many miles is Airport from Village? Approx ½ mile

Airport Building Yes ___ No ✓

Electricity to Airport Yes ___ No ✓

SCHOOL

BIA ___ STATE X OTHER ___

Elementary yes Number Enrolled Approx. 20

High School yes Number Enrolled Approx. 15

Number Borading Students out of Village? 2

STORES

Trading Post or Store Yes ✓ No ___

Corporation Owned Yes ___ No ___

Private Yes ___ No ___

Do Stores Sell Fuel Yes X No ___

MEDICAL

Number of Health Aides 2 Full 1 Part-time 1

Clinic Yes ✓ No _____

Phone in Clinic Yes _____ No ✓

SOCIAL SERVICES

Alcoholism Yes _____ No ✓

Family Counciling Yes _____ No ✓

Food Stamp Service Yes ✓ / No _____

Do You Have City Police Yes _____ No ✓

How Many Permanent Employees _____

Estimated average income per person? $300-500 __ 500-600__ 600-1000__ S

HOUSING

How many houses did you get last year 11 - 1977 Who built these BIA

Housing Needed Yes X No _____

If housing needed, who would you like to build?

ASHA _____ AVCP _____ BIA ✓

VOTING

What Senate District are you in _____ Representative _____

What House District are you in _____ Representative _____

Is everyone 18 years or older registered for voting? Yes____ No X

FISHING

How many Commercial Fishermen in your village 10-25 X 26-50__ 50+ __

How many Subsistance Fishermen in your village 10-25 X 26-50__ 50+___

How many Limited Entry Permits in your village 10-25__ 26-50__ 50+_-_ ?

Were you satisfied the way Commerical Licenses were given out? Yes X No__

Suggestions for Fishing or Limited Entry improvement _____

Who do you contact for Emergency Village needs in the Nome Area?

BIA ✓

Native Corporations _____ If so, who _____

State Governor's Office _____

Other [illegible]

List any improvements that we can help with from the Governor's Office in Nome:

_____

_____

_____

_____

_____

_____

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MAY 11 1981
GOVERNOR'S OFFICE
NOME

STATE OF ALASKA
OFFICE OF THE GOVERNOR
NOME

INFORMATION SHEET FOR REMAINDER OF 1980 and 1981

VILLAGE NAME Golovin

Address Golovin, Alaska 99762

Phone Number 775-8001

Class of City 2nd class

Correct Population 112 118

Post Office Class

Name of Post Master Thomas Punguk

Number of Box 37

Clinic City

Community Hall City

Jail ~~0~~

Other Building REEA - BIA - City Clinic - Olson & Sons 2 private homes

Stores 1 Olson & Sons

School Building 2 1 BIA Grade & 1 REEA - Hi School

Other ✓

CITY COUNCIL

City Mayor ~~0~~ ~~Resigned~~ Sigfried Aukongak

Term ~~0~~

Vice-Mayor ~~Sigfried Aukongak~~ Joe Dexter

Term

Acting City Clerk Stanley Amarok

Term 1 - yr

Treasurer Stanley Amarok

Term 1 - yr

City Council Contd.

Council Member Ralph Willoya
Robert Amarok
David Amaktoolik
Joe Dexter

Election Date March 20 - 1982

I R A COUNCIL

President -0-
Vice-President Sigfried Aukongak Jr.
Secretary Stanley Amarok
Treasurer Stanley Amarok
IRA Council Member Ralph Willoya
Robert Amarok
David Amaktoolik
Joe Dexter

Election Date March 20 1982

VILLAGE CORPORATION COUNCIL

President -0-
Vice-President Sigfried Aukongak Jr.
Secretary Carol Oliver
Treasurer Craig Willoya
Members Harry Boone
Tom Pungak
Alfred Moses Jr.

Name of Development Corporation Golovin Native Corporation

Corporation -0-

UTILITIES

Telephone Yes ✓ No ___ If so How Many 1

Radio Yes ✓ No ___ If so How Many ___ Call Letters ___

Electrical Power Yes ✓ No 6 Who Owns It 1 Monthly Pymt $40.00

What Size of Generator ___ Number of Buildings Served 8

Does the School Have Their Own Generator? Yes ✓ No 1

Do you have Water-Sewer System Yes ___ No ✓ PHS System Yes ✓ No ___

Bulk Tank - Total Number 2

Gas ___ Gal. Oil ___ Gal. 64,000 Hi Schal 26,000 Grade

Do you have enough Fuel for Year? Yes ___ No ✓

AIRPORT

Do you have an airstrip? Yes ✓ No ___

How Long? 2800 ft long How Wide? 100'

Airport Equipment

Tractor Yes ✓ No ___

Grader Yes ___ No ✓

Other ~~0~~ ___

How many miles is Airport from Village? Right adjacent to village

Airport Building Yes ___ No ✓

Electricity to Airport Yes ___ No ✓

SCHOOL

BIA ✓ STATE ✓ OTHER ___

Elementary 19 Number Enrolled 19

High School Number Enrolled ___

Name of Maintenance Larry Fagerstrom - Curt Oliver

STORES

Trading Post or Store Yes ✓ No ___

Corporation Owned Yes ___ No ✓

Private Yes ✓ No ___

Do Stores sell Fuel Yes ✓ No ___

MEDICAL

Number of Health Aides 2 Full 1 Part-Time 1

Name of Health Aid : Irene ~~Ohler~~ Aukongak & Carol Ohver

Clinic Yes ✓ No

Phone in Clinic Yes ✓ No

SOCIAL SERVICES

Alcoholism	Yes	No ✓
Family Counciling	Yes	No ✓
Food Stamp Service	Yes ✓	No
Do You Have City Police	Yes	No ✓

How Many Permanent employees 12

Estimated average income per person $300-500 500-600 600-1000 $?

HOUSING

How many houses did you get last year 0 Who built these 0

Housing Board Yes ✓ No 15

If housing needed, how would you like to build?

VHS VVCP BIA

VOTING

What Senate District are you in 22 Representative 1

What House District are you in 32 Representative 1

Is everyone 18 years or older registered for voting? Yes No 64

FISHING

How many Commercial Fishermen in your village 10-25 ✓ 26-50 50+

How many Subsistence Fishermen in your village 10-25 ✓ 26-50 50+

How many Limited Entry Permits in your village 10-25 ✓ 26-50 50+

Were you satisfied the way Commercial Licenses were given out? Yes No ✓

Suggestions for Limiting or Limited Entry improvement Should have entry improvement - all residents should

Who do you contact for Emergency Village needs in the Nome Area?

BIA _____

Native Corporation: _____ If so, who _____

State Governor's Office ✓

Other _____

List any improvements that we can help with from the Governor's office in Nome:

~~New~~ Improved Airport - Small boat harbor

Electrification — Water & Sewer

Television - Playground - Teen Center

In answer to the last question John Tetpon has been the most responsive to requests for help. In his job as Loc Gov Asst he done what he could. In his present position he very likely will be allowed to do more.

Also since I have been instrumental in advocating several of our projects for improving our lot - Acting Chairman Aukongak has recommended and approved that I act as Spokesman for the Golovin City Council, ~~Mr~~ in our project involving Frank Pauz, BEE Electric Services and the The Bank of the North.

Again thanks for your response.

The reason is simple. A lot of correspondence are sent to past presidents & mayors and in several instances does do not Reach the Sec-Treas. I need to know all these things and make replies and submit request very oft

JAY S. HAMMOND
GOVERNOR

P.O. Box 25
Nome, Ak. 99762

STATE OF ALASKA
OFFICE OF THE GOVERNOR
NOME

GOVERNOR'S OFFICE
NOME

INFORMATION SHEET FOR JANUARY 1978 TO JANUARY 1979

VILLAGE NAME Flim

Address

Phone Number 685-8001

Class of City 2nd

Current Population 215

Post Office Class

Number of Homes Forty (40)

Clinic PHS (1)

Community Hall City owned (1)

Jail None

Power Building AVEC (1)

Store(s) Village owned - Cooperative (1)

School Building BIA - elementary (1)

Other

CITY COUNCIL

City Mayor Harry L. Daniels

Term One (1) year Expire 10/79

Vice-Mayor Wilfred C. Murray, Sr.

Term One (1) year expires 10/79

Secretary Andrew N. Daniels

Term One (1) year expire 10/79

Treasurer Same as Secretary

Term

City Council Contd.

Council Member Charles F. Sacheus, Sr.
Marlin T. Paul, Sr.
Lily Friemering
Nathan H. Murray

Election Date October of each year (or 1st tuesday)

I R A COUNCIL

President Andrew N. Daniels
Vice-President Charles F. Sacheus, Sr.
Secretary Nathan H. Murray
Treasurer Dan Aukon
IRA Council Members Helen Davison
Andrew Nakarak
Wilfred C. Murray, Sr

Election Date November of each year (last monday)

VILLAGE CORPORATION COUNCIL

President Andrew N. Daniels
Vice-President Charles F. Sacheus, Sr.
Secretary Helen Davison
Treasurer (Same as Secretary)
Members Hans Jemewouk
Nathan H Murray

Name of Management Corporation Kawerak, Inc.

Representative Harry A. Daniels

UTILITIES

Telephone Yes ✓ No ___ If so How Many 1

Radio Yes ✓ No ___ If so How Many 1 Call Letters KUP680

Electrical Power Yes ✓ No ___ Who Owns It AVEC Monthly Pymt $18,000/Mth

What size of Generator 1-150KW 1-50KW 1-75KW Number of Buildings Served 40 + BIA N. Guard City Bldgs

Do-s school have their own Generator? Yes ✓ No ___

Do you have Water-Sewer System Yes ✓ No ___ PHS System Yes ✓ No ___

Bulk Tank - Total Number Twelve (12)

Gas 16,000 gal. Oil 80,000 gal.

Do you have enough Fuel for Year? Yes ___ No ✓

AIRPORT

Do you have an airport? Yes ✓ No ___

How Long? 3,500 feet How Wide? 200 feet

Airport Equipment

Tractor Yes ✓ No ___

Grader Yes ___ No ✓

Other None

How many miles is Airport from Village? 1/4 mi

Airport Building Yes ___ No ✓

Electricity to Airport Yes ___ No ✓

SCHOOL

BIA 1 STATE ___ OTHER ___

Elementary Yes Number Enrolled 45

High School None Number Enrolled ___

Number Borading Students out of Village? None

STORES

Trading Post or Store Yes ✓ No ___

Corporation Owned Yes ___ No ✓

Private Yes ___ No ✓

Do Stores Sell Fuel Yes ✓ No ___

MEDICAL

Number of Health Aides 2 Full 1 Part-time 1

Clinic Yes ✓ No

Phone in Clinic Yes No ✓

SOCIAL SERVICES

Alcoholism Yes No ✓

Family Counciling Yes No ✓

Food Stamp Service Yes ✓ No

Do You Have City Police Yes ✓ No

How Many Permanent Employees Seven (7)

Estimated average income per person $300-500 ✓ 500-600 600-1000 S

HOUSING

How many houses did you get last year None Who built these

Housing Needed Yes ✓ No

If housing needed, who would you like to build?

ASHA AVCP BIA BSNC (HUD) ✓

VOTING

What Senate District are you in "P" Representative Frank Ferguson

What House District are you in 22 Representative Jack Fuller

Is everyone 18 years or older registered for voting? Yes ✓ No

FISHING

How many Commercial Fishermen in your village 10-25 26-50 50+ Combined 50

How many Subsistance Fishermen in your village 10-25 26-50 50+ ALL

How many Limited Entry Permits in your village 10-25 26-50 50+ 30

Were you satisfied the way Commerical Licenses were given out? Yes No ✓

Suggestions for Fishing or Limited Entry improvement

All Natives should have access to its availability

Who do you contact for Emergency Village needs in the Nome Area?

BIA 443-2284

Native Corporations No If so, who _____

State Governor's Office No

Other _____

List any improvements that we can help with from the Governor's Office in Nome:

Help Senator Frank Ferguson with his Energy Financing legislation which, if passed, will definitely effect rural villages in the State of Alaska

PLEASE NOTE: THE PRECEDING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT.

HB

12

UNIVERSITY OF ALASKA
Institute of Social and Economic Research
707 "A" St., Suite 206
Anchorage, Alaska 99501
Phone (907) 278-4621

FEB 27 1981

February 24, 1981

Representative Bette M. Cato
House of Representatives -
Transportation Committee
Pouch V
Juneau, Alaska 99811

Dear Ms. Cato:

House Bill Number 12 appears to represent an initial attempt to address the issue of changing the status of the Alaska Railroad from that of a federal agency to a state controlled entity. As such, it is an applaudable effort to recognize the need for change and to take some type of action prior to having that change imposed from outside. However, in its present form the bill does not directly address the issue that is before the state. In particular, the following defects appear to be present:

- It tries to do too much in a single piece of legislation. It establishes a body which has the authority to acquire, operate, and expand the Alaska Railroad and, through its rate setting power, becomes an economic regulation body;
- It is premature in that it forecloses on a number of options for dealing with the railroad which may be more attractive for the state in terms of long-term operational considerations;
- It does not address many of the problems of the railroad transfer which can be dealt with only on a legislative basis.

Each of these points deserves a bit more detailed comment.

In establishing an authority with the rather broad power to acquire, operate, expand, and regulate railroad operations in the state the bill combines within a single entity responsibilities which will probably be in conflict. Acquisition of the present railroad is a function which requires both a good deal of planning and a sensitivity to the long-term economic and political goals which may be held for the railroad. The body which plans and negotiates this transfer should at the same time be designing the organization which will operate the railroad to the best advantage of the state. It cannot do this if its form is already set by legislative mandate. Likewise, an organization which is required to operate the railroad in the manner of a private business (as is implied by the bonding provisions of the bill) will inevitably find itself in conflict with the political policy aspects of both its own operational and regulatory mandates and with the political control implied by the board membership. All of these areas offer serious opportunity for potential conflict both within the rail authority and with external organizations.

In an earlier review of this issue I identified at least fifteen major policy considerations which must be addressed in any change in rail status within the state. These are as follows:

- The status of rail-related lands both in relationship to ANCSA conveyances and to the railroad's operational and industrial development requirements;
- The status of public employee unions, existing labor agreements, employee benefits and retirement programs, and employee protection conditions;
- Design of an ownership/operational structure which permits the railroad to seek investment capital;
- Design of an ownership/operational structure which avoids the public/private conflicts now inherent in the marketing of the railroad's services;
- Design of an ownership/operational structure which gives management the flexibility to make entrepreneurial decisions and to be accountable for the outcomes of these decisions;
- A determination of whether passenger service is necessary and, if so, whether it is required to continue its operation;
- A determination of whether the railroad represents an appropriate mechanism for implementing state development policy and, if so, under what types of financial, operational, political, and economic conditions;
- A determination of the present and historic financial status of the railroad particularly as this information relates to the prospect of attracting private capital, both equity and debt;
- The desirability or usefulness of establishing a state rail regulatory capability;
- The determination of tax status (federal, state, local) of revenues and for real and operating property after conveyance;
- An assessment of traffic potential for the railroad and how an institutional realignment might affect various traffic possibilities;
- A determination of responsibility and operational mechanisms for subsidies should operating revenues not be sufficient to cover operation costs and capital renewal;

- An analysis of the different possible impacts of various institutional arrangements on potential rail extensions;
- An analysis of the impact on rail competitors of various insitutional arrangements for the railroad; and
- Determination of which federal funding programs would or would not be available under different ownership/operational structures.

Many of these are not addressed in the present bill and given the lack of information on most of the areas, it would be impossible to do so at this time.

In addition to the areas mentioned above it is important to remember that any future rail activity in the state will be largely shaped by the federal legislation which transfers control of the Alaska Railroad to the state. Given this reality, I would suggest that the most important direction that could be taken at this point in time would be to establish an organization which can negotiate transference of the railroad, can participate in the shaping of the federal legislation, can investigate the state's options in this matter, and can assist the legislature in preparing suitable legislation to address the organizational form of future state participation as well as other institutional and policy matters. I would suggest that this organization be set apart from present state agencies due to the fact that its concerns would necessarily span many of their individual interests. For example: the Departments of Transportation, Commerce and Economic Development, Natural Resources, Community and Regional Affairs, Attorney General and Labor all have concerns within their jurisdictions which would also be involved in rail transfer questions. An independent group would be better able to coordinate these concerns while still utilizing existing programs. The most important of these existing programs is the rail planning work presently being done within the Department of Transportation.

Most importantly, by taking this approach, the state would preserve all of its options. While it is clearly time to take action on this matter, it is not yet appropriate to commit the state to a particular and final course of action. House Bill 12 makes this commitment at a time when there is insufficient information to determine whether it is in the correct direction and at a time when the federal consideration is unclear. In view of this I would urge the members of the legislature to adopt a course of action which permits the state to play a major role in shaping future rail matters while postponing the details of rail operation, expansion, and regulation until an appropriate time and until the necessary information has been assembled.

The bill in its present form has selected a means for organizing any future rail activity in the state without investigating alternative operational forms which may be much more attractive options. There are at least six major alternative ways in which the Alaska Railroad (and any extensions or other acquisitions) may be organized in the future. None of these is clearly superior to any of the others at this time. They are as follows:

- Maintain the status quo. That is, continue to function as a federal agency.

- Reorganize as a federal corporation. In form this might be somewhat similar to Canadian National Railway.

- Reorganize as a state agency. This would give the railroad somewhat the same status as the Marine Highway System.

- Reorganize as a state corporation. Such an operation might be similar to either the British Columbia Railway, the Ontario Northland Railway, or to any number of small operations developed in the eastern and mid-western U.S. during the past five years.

- Reorganize with a combination of state ownership and private operation. This would give the state ownership of some combination of the railroad's real and operating assets while a private entrepreneur would either enter into a long-term lease agreement or contract to operate the property in a manner similar to the arrangement between the Southern Railway and the city of Cincinnati for operation of several hundred miles of line owned by that city.

- Sell the railroad to a private firm who would then function in a manner similar to comparable operations elsewhere in the country.

Clearly, these options can differ substantially in the range and size of their impacts upon the state. They also would provide considerable variation in the amount of state investment required although none of them would entirely eliminate state involvement. Finally, the organizational form which evolves will determine almost entirely the degree to which rail decision making in the state will be political rather than commercial. The important point is that it is not yet necessary or in the state's best interest to foreclose on any of these options.

The transfer of the Alaska Railroad to state control represents a major change in the transport system and its institutions. Undoubtedly the most important change since statehood placed the highway and airport system within state jurisdiction. It is important that this change proceed in an orderly manner with clear understanding of the opportunities and liabilities of various courses of action. I hope these comments have helped to further this understanding.

Sincerely,

John T. Gray

John T. Gray
Assistant Professor of
Transportation

cc: Representative Brian D. Rogers - Transportation
Representative Oral E. Freeman - Transportation
Representative Fred F. Zharoff - Transportation
Representative Joe L. Hayes - Transportation
Representative Ray H. Metcalfe - Transportation
Representative Kenneth J. Fanning - Transportation
Representative Mike Miller - State Affairs

Dec. 1980

Bivens & Ass. for DOT

ISSUE: ALASKA RAILROAD OWNERSHIP AND OPERATIONS

The 63rd Congress passed an Act on March 12, 1914 which authorized the President to locate, construct, and operate a railroad in the Territory of Alaska. This was the beginning of the Alaska Railroad, an experiment by the federal government in railroad ownership and operations that has been carried out over more than six decades. The federal government continues to own and operate the Alaska Railroad.

The 1914 Act instructed the President that the railroad was:

> "... not to exceed in the aggregate one thousand miles, to be so located as to connect one or more of the open Pacific Ocean harbors on the southern coast of Alaska with the navigable waters in the interior of Alaska, and with a coal field or fields as best to aid in the development of the agricultural and mineral or other resources of Alaska, and the settlement of the public lands therein ..." (emphasis added)

In large measure the Alaska Railroad has carried out the Congressional mandate given in its organic act. The Alaska Railroad operates 478 miles of single main line track from the deep-water ports of Seward and Whittier through Anchorage to Fairbanks, with branch lines to Eielson Air Force Base, Fairbanks International Airport, Palmer, and the Suntrana coal fields near Healy. The Railroad serves the agricultural communities in the Matanuska Valley. The settlements along the Alaska Railroad encompass the vast majority of the urban development of Alaska and have come to be known as "The Railbelt".

At the time in history when the White Pass and Yukon Railway was constructed, around the turn of the century, and a few years later when the Alaska Railroad was built, the situation in Alaska was vastly different from current conditions. Alaska was almost totally undeveloped. There were virtually no roads -- only trails -- and no automobiles or trucks, no Marine Highway System, and the railroads were the only reasonable transportation alternative to reach the interior of the territory. In short, the railroads were a transportation monopoly with essentially no competing transportation modes.

In addition, Anchorage did not exist until it was built to house the railroad construction crews on public railroad property which was sold to private interests. World-wide transportation and communication were very slow and this fact minimized the need for large military defense installations in Alaska. The principal economic activities in



Alaska were fishing, hunting, trapping, and prospecting. Industrialization was unknown and the economy was very basic, with commerce related to the major economic activities. Only the most hearty and fittest survived the harsh climatic existence.

Alaska today is a startling contrast to the conditions and situations in which the railroads were first constructed. Early railroad decisions had a driving force because railroads were the only reasonable land transportation alternatives at that time. Now, that force has been reduced and changed to defining the role that railroads play in Alaska in the context of a total transportation system. Railroads in Alaska today must meet present market demand for transportation services and define more clearly the services they can provide better or at less cost than other modes in the context of Alaskan and Northwest Canadian development.

The role, market, and service definitions of railroads in Alaska at this time must be applied and evaluated in the examination of the ownership and operational considerations. This is true, not only for the existing railroad system, but also for any railroad expansion including the frequently discussed link to Canadian railroads and through them to the continental United States.

In examining the Alaska Railroad ownership and operations alternatives, it is essential that consideration be given to the other major components of the State's transportation system. Ports, barges, ships, the Marine Highway, pipelines and the State Highway System are of prime importance. Of lesser importance relative to railroad use, development, and operations are the airports and air service (freight and passengers). This latter transportation component is extremely important in Alaska. Its primary relationship to railroads, however, is more indirect, frequently involving only fuel supplies.

Railroad investment decisions, by the federal and state governments, must be made within the framework of other transportation investment decisions. This is especially acute relative to ports and highways, both of which have historically been public investment responsibilities. Governmental decisions regarding port development, for example, will significantly impact upon rail traffic since all freight inbound to Alaska or outbound from the State use port facilities. Thus, public port investment decisions can either enhance or discourage rail traffic depending upon the nature, extent, type, and scheduling of port facilities and services.

By the same token, highway development investment decisions also have important implications on railroad investments and operations.

For example, the George Parks Highway from Fairbanks to Anchorage, completed in 1971, closely parallels the Alaska Railroad between Alaska's two major cities. The opening of this highway substantially reduced the land transportation mileages thereby enabling trucks to pick up cargo at the Port of Anchorage and deliver it more economically to Fairbanks. Therefore, the general public investment in a highway diverted traffic from the Alaska Railroad public investment. The extent of traffic diversion and an analysis of its economic impact including the resulting increase of public investment required on the Alaska Railroad is certainly beyond the scope of services of this project. However, it is clear that substantial diversion did occur and has had longterm implications on the changing role, function, and financial aspects of the Railroad.

A similar example may be found on the White Pass and Yukon Route between Skagway, Alaska and Whitehorse, Yukon. Funded by the Alaskan government and the federal government of Canada, the Skagway to Whitehorse Highway (known as the Klondike or Carcross Highway) was completed in the late summer of 1978. According to the Canadian Transport Commission "Report of Inquiry into the White Pass and Yukon Railway and Other Surface Transportation Services into and out of the Yukon", in its first complete summer of operation, this highway resulted in the erosion of twenty-eight thousand passengers from the White Pass and Yukon Route. Passenger revenues amount to 19% of the railway's total revenues. The White Pass generally carries about 60-70 thousand passengers per year. Traffic diversion due to public investment in alternative transportation modes is obviously one important factor in railroad finances.

It is within this context that the Alaska Railroad ownership and operation alternatives must be examined.

At the time the Department of Transportation and Public Facilities developed the Request for Proposals for this project, the issue of the ownership and operation of the Alaska Railroad was less important than it has become during the project development period. The attention given to this issue by the consultants has been substantially changed during the project by mutual agreement between the consultants and the Department. This change in emphasis has been necessitated by an inquiry by the Federal Railroad Administration, owners and operators of The Alaska Railroad, of the State's interest in the possible acquisition of the Railroad.

Additionally, the Alaska Legislature's interest in the feasibility of establishing a rail link between the Alaska Railroad and Canadian railroads and the continental railroads in the Lower 48 states raises other significant ownership and operational issues. These latter issues include such questions as: Who would own such a link? Who would have operational responsibilities? Is there adequate traffic to cover operational costs? Will there be a return on the capital investment? If operational costs are not covered by revenue, who will assume the responsibility for the required subsidy? If an operational subsidy is required, how long will it be before a subsidy is no longer necessary? What are the implications of such a trans-Alaska/Canada rail link on the present shipping patterns related to the ports of Seattle, Vancouver and others?

Clearly these are important questions. It is also clear that the scope, schedule, and financial resources of this project are inadequate to seek the essential answers to these questions.

It is now the intent of this project to raise key railroad, public investment, and related issues within the framework of the project research and definitional analysis that has been completed. The continuous rail planning process outlined in this project report provides an approach which will enable the decision-makers in Alaska and in the federal government, in cooperation with private interests and supported by an informed public, to have useful information on which to base vital railroad decisions.

In order to better understand the issue of ownership and operation of the Alaska Railroad, it is necessary to make some observations based upon work on this project. These observations may be summarized as follows:

1. There is a strong dedication on the part of officials and employees to the Alaska Railroad and to an effective and efficient operation.

2. The existing traffic base for the Railroad is quite small because of the sparse Alaskan population and limited manufacturing and industrial development.

3. Natural resource development in Alaskan offers opportunities for significantly expanded rail traffic.

4. The Alaska Railroad has not in the past had an effective marketing program in Alaska and in the "lower 48". Recent steps have been taken, however, to strengthen the marketing program. Governmental ownership of the Alaska Railroad makes marketing difficult. Some private transportation companies perceive the Railroad as being unfair competition because of public support for the Railroad.

5. The Alaska Railroad has been largely limited to the use of public funds for capital investments.

6. Alaska Railroad officials must function within governmental comstraints such as personnel procedures, procurement practices, and public funding, leading to time delays and frustration.

7. Most employees of the Alaska Railroad are unionized public employees.

8. Much of the traffic on the Alaska Railroad has historically been for the military. Although the Railroad continues to have the capacity for military transport, the traffic in the last decade or so has shifted significantly toward private freight movement.

9. There are major questions regarding the land under the control of the Railroad. The land status is uncertain if the Railroad were to be sold.

10. The institutional, accounting, and other arrangements between the Railroad and Alaska Hydro-Train, Yutana Barge Lines and others require further examination and clarification.

11. The Alaska Railroad is taking the necessary steps to improve its management of real property, partially in response to a General Accounting Office report. These management improvements should increase the income from non-operating property and provide more uniform rental agreements.

12. Rail passenger service on the Alaska Railroad needs careful evaluation relative to the nature of the market and the determination of subsidy sources. Service improvements are planned, but the need for subsidy even with the improvements is apparent.

Further expalnation and observations may be found elsewhere in this report.

There are at least four major alternatives for ownership and operation of the Alaska Railroad: (1) federal, (2) state, (3) private, and (4) combination of public and private. Obviously, there are numerous variations or combinations which could be explored. A comprehensive investigation and analysis of each of these alternatives and the longterm implications are essential, but beyond the scope of this project.

Federal Ownership and Operation Alternative

This alternative of a continuation of federal ownership and operation is the maintenance of the status quo. Although this alternative is clearly the easiest to implement since it requires no action by anyone, it appears to be unsatisfactory. The recent inquiry by the Federal Railroad Administration of the interest of the State in acquiring the Railroad is evidence of the federal government's dissatisfaction with the present situation. In some ways it is unfortunate that such an inquiry was made while this project was being undertaken. If the information resulting from the completion of this project had been available to the State before the federal disposition inquiry was made, Alaska decision-makers would have been better prepared to cope with the issue.

Under the present situation, the Alaska Railroad cannot be operated as one would operate a private railroad for six basic reasons: (1) there is no way to seek and be sure of obtaining the much needed capital investment funds, (2) marketing efforts are difficult because of the competition issue, (3) railroad management does not have the required flexibility to make and be accountable for major decisions, (4) railroad employees are unsure whether they work for a railroad or the federal government, (5) the parameters of rail service in Alaska have substantially changed from early conditions under which the Railroad was constructed (previously discussed), and there has not been a recent evaluation of the current applicability of the basic organic act, and (6) the Railroad is unable to be as responsive as it might be in meeting the rail service needs of Alaska in such a dynamic environment.

It is possible to continue to have the federal government own and operate The Alaska Railroad. Some improvements can be made under such circumstances, but the improvements will only be minor and will not include major shifts in the responsiveness and operations of the Railroad.

State Ownership Alternative

Ownership of the Alaska Railroad by the State of Alaska is the second major alternative. It would be possible for the State to own and operate the Railroad. However, several factors seem to favor only State ownership and not State operation, if this alternative is selected. Currently, there is no interest in state railroad operations. The State does not presently have the experience, knowledge, or personnel required to operate the Railroad. In addition, most of the basic reasons why the Railroad cannot be operated under federal jurisdiction as one would operate a private railroad apply equally to State operations. There would also be a tendancy for political involvement in operational decisions. For these reasons, the consultants for this project do not consider operation by the State to be a viable or reasonable alternative. The discussion of this alternative is, therefore, confined to State ownership.

The State of Alaska could take title to the Alaska Railroad. Before making such a commitment, however, it will be essential that legal counsel for the State carefully examine the matter and determine the necessary procedures, conditions, and process for acquisition. Undoubtedly there will be many legal questions. One such question is the land issue, specifically related to the quality of the title in light of the Alaska Native Claims Settlement Act of 1971. For example, the Eklutna land decision clearly reserve the right-of-way and all areas used for railroad operations. This decision transferred some $40 million or more in potential profits from land to Eklutna from the Railroad, thereby affecting the desirability of the property.

An alternative to direct purchase by the State could be the selection of the Railroad's land as a part of the withdrawal by the State of federal land under the Alaska Statehood Act of 1958. It appears that acquisition through selection by the State is a viable alternative if the State determines that acquiring the Alaska Railroad is in its best interest.

State ownership of railroad rights-of-way has become much more common in the last few years, particularly by states which have faced the loss of rail service due to railroad bankruptcy. While state ownership interest started in the Northeastern United States because of massive bankruptcies and abandonments, states in the Midwest and other regions have more recently been faced with similar problems due primarily to the Milwaukee and Rock Island problems.

The chief advantage to Alaska of state ownership is the control of the Railroad and the more effective integration of railroads as a significant component of the State's total transportation system. With state ownership, Alaska could not only plan for the integration of its transportation system among the port, highway, barge and Marine Highway system, but more importantly, the State could more easily implement its transportation plans. As previously pointed out, public responsibilities and state interest already extends to the other transportation modes so essential to the future of the Alaska Railroad. State ownership would provide the Governor, the Legislature, the Department of Transportation and Public Facilities, and other state agency decision-makers with the opportunity to actually make and carry out major significant capital investment decisions between transportation modes. This decision-making and full implementation responsibility relative to transportation could be effectively used to reinforce state policies on land and natural resource protection and development. In this manner the State could assure local rail service to those areas where it is useful to stimulate agricultural, commercial, industrial, and resource development.

An operational agreement could be negotiated with a suitable railroad operator with the necessary conditions thereby assuring rail users with the level and quality of service the State wants and is willing to finance.

It is clear from examiniation of the financial records of the Railroad that capital and operating losses have occurred from time to time in the past. The data also reveals the likelihood of additional losses. There is evidence that revenue from the freight operations have been necessarily used to subsidized the passenger operations. If the State assumes the ownership and operational responsibility for the Alaska Railroad, Alaska must be prepared to cover any future capital and operating losses.

This approach would also simplify the relationship between the State and the federal government. The State is qualified to receive federal financial assistance under the 803 program of the Railroad Revitalization and Regulatory Reform Act (4R Act) of 1976 as amended unless the Railroad has increased traffic of a magnitude that prevents it from being considered a low density line. The State retains the option of participation in the 803 program as long as it is eligible. Alaska should carefully evaluate the difficulties, time, cost, and federal involvement in considering participation in this Federal Railroad Administration program. State participation in the 803 program requires

following FRA guidelines and obtaining plan and project approvals. It should be noted that this FRA program was designed to assist railroads, through the states, which were facing line abandonments of uneconomic and marginal branch lines and not to accommodate system growth. If full advantage is to be taken by Alaska of its opportunities for economic, agricultural, and resource development, rail service to areas not presently served remains an important consideration by the State.

It should be noted that there are federal funds available for branch line funding, redeemable preference shares, loans and other programs. A transfer of ownership from the federal government to the State does not impair funding eligibility. Arrangements would also be necessary for federal assistance through legislation relative to employee benefits for the current federal employees of the Railroad.

Private Ownership and Operation Alternative

Several years ago, the Federal Railroad Administration expressed some interest in the transfer of the Alaska Railroad from federal ownership and operation to the private sector. At that time the State did not have a Department of Transportation and Public Facilities, the financial resources, or serious interest in State ownership. Expression of interest by railroads in the continental states were sought. Some private companies did express an interest in the possible acquisition of the Railroad.

Those private companies that were most serious carefully evaluated the traffic (existing and potential), the cost of acquisition and operation, and the return on investment. Based upon their analyses, they decided that the return on their investment was insufficient to warrant the financial commitment.

Changes in the traffic base of the Alaska Railroad such as major coal export or mineral extraction and shipment could significantly change the economics of the Railroad. Such changes would make the Railroad more attractive to private investors.

This alternative must be viewed, however, from the State's perspective and not necessarily from the private enterprise view. There

are sound arguments as to why the private sector should be encouraged to own and operate the Railroad. Obviously, the private sector is much more experienced and knowledgeable in railroad ownership and operations. This private approach could potentially expand the public tax base while minimizing the necessity for governmental employment increases. Private companies have more flexibility than public agencies in the management of a business enterprise. In addition, decisions can be made more rapidly in the private sector than in government.

If the Railroad were privately owned and operated, the role of the State of Alaska changes. The State could become the regulator and not the implementor. It will be more difficult to assure the integration of the railroad with other transportation modes. Railroad expansion will be based upon a more strict test of return on investment, profit, and economic considerations.

The trade-off associated with this alternative seems to be private investment capital, know-how, experience, and ability to rapidly respond to changing markets and development in exchange for State or federal control, implementation, public rail service, policy reinforcement, public funds, and transportation system integration.

Public and Private Combination Alternative

The fourth alternative for the ownership and operation of the Alaska Railroad involves a combination of public and private interests. Many possible variations of this alternative appear viable depending upon the relative roles, negotiations, compromises, and decisions. Since the alternative variations are almost endless, it seems appropriate to outline one approach that illustrates the possibilities and serves as a point of departure for discussion purposes.

For purposes of discussion, it is assumed that the public would own the land and facilities. The motive power, rolling stock, and equipment could be owned either privately or by the public. Operational responsibilities are assumed to be by the private sector.

One approach within these parameters would be to have a Board of Directors appointed by the Governor (perhaps for staggered terms and confirmed by the Senate or not). The Board would be made up of

businessmen and people knowledgeable about railroads. They could be paid a reasonable stipend for serving and would be given this total responsibility for oversight of the property and the administration of the contract with the private operator. An example of this type of approach is the USRA Board created by federal legislation.

Consideration would have to be given to the total number of Board members. The responsibilities, authority, power and duties of the Board tors. The responsibilities, authority, power and duties of the Board would have to be carefully determined and articulated. If such a Board is created, it seems appropriate to delineate its access to both public and private funds. Creativity and innovation will be required in the establishment of such an entity. Among the issues requiring attention are the following: (1) operator incentives, (2) source of funds if subsidy is required, (3) freight and passenger service levels and responsibilities, (4) labor provisions, (5) maintenance responsibilities and funding, (6) responsibility for liability, (7) natural disaster recovery, (8) equipment and facility acquisition and disposition, (9) industrial development and property management responsibilities, (10) accountability (to whom and when) and (11) institutional relationships with marine owners and operators. This list is illustrative and not exclusive.

The advantages of public ownership of the land and improvements are numerous. The problem of land ownership disputes would be minimized. There would be no problem of recovery of federal or state funds expended on lines which were discontinued before the expiration of their useful life. Public powers could be used, if necessary, for expansion of the railroad system. The Railroad could more effectively be integrated into the State's total transportation system. system.

Private operations with incentives for excellence also has advantages. It enables the railroad operations to be carried out by people with relevant experience, training, and capability. Marketing could be conducted in the way it is carried out within the private sector. Rail service requirements could be incorporated into the operational agreement and the users and public could be assured that service is at a proper level by enforcement of the requirements. A reasonable profit level needs to be achievable by the operator.

The public and private combination appears to be one viable alternative for the Alaska Railroad.

February 24, 1981

Representative Bette M. Cato
House of Representatives -
Transportation Committee
Pouch V
Juneau, Alaska 99811

Dear Ms. Cato:

House Bill Number 12 appears to represent an initial attempt to address the issue of changing the status of the Alaska Railroad from that of a federal agency to a state controlled entity. As such, it is an applaudable effort to recognize the need for change and to take some type of action prior to having that change imposed from outside. However, in its present form the bill does not directly address the issue that is before the state. In particular, the following defects appear to be present:

- It tries to do too much in a single piece of legislation. It establishes a body which has the authority to acquire, operate, and expand the Alaska Railroad and, through its rate setting power, becomes an economic regulation body;
- It is premature in that it forecloses on a number of options for dealing with the railroad which may be more attractive for the state in terms of long-term operational considerations;
- It does not address many of the problems of the railroad transfer which can be dealt with only on a legislative basis.

Each of these points deserves a bit more detailed comment.

In establishing an authority with the rather broad power to acquire, operate, expand, and regulate railroad operations in the state the bill combines within a single entity responsibilities which will probably be in conflict. Acquisition of the present railroad is a function which requires both a good deal of planning and a sensitivity to the long-term economic and political goals which may be held for the railroad. The body which plans and negotiates this transfer should at the same time be designing the organization which will operate the railroad to the best advantage of the state. It cannot do this if its form is already set by legislative mandate. Likewise, an organization which is required to operate the railroad in the manner of a private business (as is implied by the bonding provisions of the bill) will inevitably find itself in conflict with the political policy aspects of both its own operational and regulatory mandates and with the political control implied by the board membership. All of these areas offer serious opportunity for potential conflict both within the rail authority and with external organizations.

In an earlier review of this issue I identified at least fifteen major policy considerations which must be addressed in any change in rail status within the state. These are as follows:

- The status of rail-related lands both in relationship to ANCSA conveyances and to the railroad's operational and industrial development requirements;
- The status of public employee unions, existing labor agreements, employee benefits and retirement programs, and employee protection conditions;
- Design of an ownership/operational structure which permits the railroad to seek investment capital;
- Design of an ownership/operational structure which avoids the public/private conflicts now inherent in the marketing of the railroad's services;
- Design of an ownership/operational structure which give management the flexibility to make entrepreneurial decisions and to be accountable for the outcomes of these decisions;
- A determination of whether passenger service is necessary and, if so, whether it is required to continue its operation;
- A determination of whether the railroad represents an appropriate mechanism for implementing state development policy and, if so, under what types of financial, operational, political, and economic conditions;
- A determination of the present and historic financial status of the railroad particularly as this information relates to the prospect of attracting private capital, both equity and debt;
- The desirability or usefulness of establishing a state rail regulatory capability;
- The determination of tax status (federal, state, local) of revenues and for real and operating property after conveyance;
- An assessment of traffic potential for the railroad and how an institutional realignment might affect various traffic possibilities;
- A determination of responsibility and operational mechanisms for subsidies should operating revenues not be sufficient to cover operation costs and capital renewal;

The bill in its present form has selected a means for organizing any future rail activity in the state without investigating alternative operational forms which may be much more attractive options. There are at least six major alternative ways in which the Alaska Railroad (and any extensions or other acquisitions) may be organized in the future. None of these is clearly superior to any of the others at this time. They are as follows:

- Maintain the status quo. That is, continue to function as a federal agency.
- Reorganize as a federal corporation. In form this might be somewhat similar to Canadian National Railway.
- Reorganize as a state agency. This would give the railroad somewhat the same status as the Marine Highway System.
- Reorganize as a state corporation. Such an operation might be similar to either the British Columbia Railway, the Ontario Northland Railway, or to any number of small operations developed in the eastern and mid-western U.S. during the past five years.
- Reorganize with a combination of state ownership and private operation. This would give the state ownership of some combination of the railroad's real and operating assets while a private entrepreneur would either enter into a long-term lease agreement or contract to operate the property in a manner similar to the arrangement between the Southern Railway and the city of Cincinnati for operation of several hundred miles of line owned by that city.
- Sell the railroad to a private firm who would then function in a manner similar to comparable operations elsewhere in the country.

Clearly, these options can differ substantially in the range and size of their impacts upon the state. They also would provide considerable variation in the amount of state investment required although none of them would entirely eliminate state involvement. Finally, the organizational form which evolves will determine almost entirely the degree to which rail decision making in the state will be political rather than commercial. The important point is that it is not yet necessary or in the state's best interest to foreclose on any of these options.

- An analysis of the different possible impacts of various institutional arrangements on potential rail extensions;
- An analysis of the impact on rail competitors of various insitutional arrangements for the railroad; and
- Determination of which federal funding programs would or would not be available under different ownership/operational structures.

Many of these are not addressed in the present bill and given the lack of information on most of the areas, it would be impossible to do so at this time.

In addition to the areas mentioned above it is important to remember that any future rail activity in the state will be largely shaped by the federal legislation which transfers control of the Alaska Railroad to the state. Given this reality, I would suggest that the most important direction that could be taken at this point in time would be to establish an orgenization which can negotiate transference of the railroad, can participate in the shaping of the federal legislation, can investigate the state's options in this matter, and can assist the legislature in preparing suitable legislation to address the organizational form of future state participation as well as other institutional and policy matters. I would suggest that this organization be set apart from present state agencies due to the fact that its concerns would necessarily span many of their individual interests. For example: the Departments of Transportation, Commerce and Economic Development, Natural Resources, Community and Regional Affairs, Attorney General and Labor all have concerns within their jurisdictions which would also be involved in rail transfer questions. An independent group would be better able to coordinate these concerns while still utilizing existing programs. The most important of these existing programs is the rail planning work presently being done within the Department of Transportation.

Most importantly, by taking this approach, the state would preserve all of its options. While it is clearly time to take action on this matter, it is not yet appropriate to commit the state to a particular and final course of action. House Bill 12 makes this commitment at a time when there is insufficient information to determine whether it is in the correct direction and at a time when the federal consideration is unclear. In view of this I would urge the members of the legislature to adopt a course of action which permits the state to play a major role in shaping future rail matters while postponing the details of rail operation, expansion, and regulation until an appropriate time and until the necessary information has been assembled.

The transfer of the Alaska Railroad to state control represents a major change in the transport system and its institutions. Undoubtedly the most important change since statehood placed the highway and airport system within state jurisdiction. It is important that this change proceed in an orderly manner with clear understanding of the opportunities and liabilities of various courses of action. I hope these comments have helped to further this understanding.

Sincerely,

John T. Gray
Assistant Professor of
Transportation

and expand the Alaska Railroad and, through its rate setting power, becomes an economic regulation body;

- It is premature in that it forecloses on a number of options for dealing with the railroad which may be more attractive for the state in terms of long-term operational considerations;

- It does not address many of the problems of the railroad transfer which can be dealt with only on a legislative basis.

Each of these points deserves a bit more detailed comment.

In establishing an authority with the rather broad power to acquire, operate, expand, and regulate railroad operations in the state the bill combines within a single entity responsibilities which will probably be in conflict. Acquisition of the present railroad is a function which requires both a good deal of planning and a sensitivity to the long-term economic and political goals which may be held for the railroad. The body which plans and negotiates this transfer should at the same time be designing the organization which will operate the railroad to the best advantage of the state. It cannot do this if its form is already set by legislative mandate. Likewise, an organization which is required to operate the railroad in the manner of a private business (as is implied by the bonding provisions of the bill) will inevitably find itself in conflict with the political policy aspects of both its own operational and regulatory mandates and with the political control implied by the board membership. All of these areas offer serious opportunity for potential conflict both within the rail authority and with external organizations.

STATE OF ALASKA
THE LEGISLATURE

LEGISLATIVE AFFAIRS AGENCY

POUCH Y - STATE CAPITOL
JUNEAU, ALASKA 99811
907-465-3800

M E M O R A N D U M

February 26, 1981

SUBJECT: Sectional analysis of Alaska Railroad Authority Bill (Work Order Number 12-0866)

TO: Senator M. E. Dankworth

FROM: Randolph G. Berry
Legislative Counsel

In accordance with your request, the following is a section-by-section analysis of your bill establishing the Alaska Railroad Authority (Work Order No. 12-0093).

Sec. 1 of the bill:

Sec. 42.40.010 establishes the Alaska Railroad Authority as a public corporation within the Department of Transportation and Public Facilities.

Sec. 42.40.020 provides that the authority shall be governed by a board of directors.

Sec. 42.40.030 sets out the membership of the board of directors, the method of appointment, and qualifications of the members.

Sec. 42.40.040 provides for a four year term of office for direccors and provisions for filling of vacancies.

Sec. 42.40.050 sets out procedures to be followed in the event of a conflict of interest by a member of the board of directors.

Sec. 42.40.050 provides for per diem and travel expenses for the directors.

Sec. 42.40.070 establishes the quorum for the board of directors.

FEB 26 1981

Sec. 42.40.080 provides that board meetings are public meetings.

Sec. 42.40.090 requires board to keep minutes of its meetings.

Sec. 42.40.100 allows the board to employ a president to manage the authority and sets out certain qualifications for the president.

Sec. 42.40.110 sets out the general powers of the authority, including operating authority and financial powers.

Sec. 42.40.120 provides that the authority shall provide for the operation of the Alaska Railroad, either operating the railroad itself or otherwise, and allows the authority to expand the operations of the railroad.

Sec. 42.40.130 provides that the board shall adopt and issue regulations pertaining to its operations and the operations of the railroad.

Sec. 42.40.140 requires the board to prepare and distribute an annual report.

Sec. 42.40.150 requires an annual audit of the authority by the legislative auditor or by an independent auditor acceptable to the legislative auditor.

Sec. 42.40.160 allows the authority to issue and sell bonds and notes to provide money for corporation purposes, including the operation, maintenance and expansion of the railroad; provides that these bonds and notes are payable from funds and assets of the corporation; allows the authority to determine the number, denomination and other matters relating to the issuance of bonds and notes; allows the authority to make pledges and guarantees with respect to the security for the bonds and notes; the payment of interest and principal, the redemption of the bonds, and the establishment of special funds for payment or redemption of the bonds or notes; and allows the

authority to make pledges with regard to the appointment and powers of a trustee or trustees to protect the interests of the holders of the bonds and notes issued by the authority.

Sec. 42.40.170 requires the authority to retain the services of an independent financial advisor when negotiating for the private sale of bonds or notes.

Sec. 42.40.180 provides that pledges of assets or revenue made by the authority as security for the payment of principal or interest on bonds or notes are binding on the authority.

Sec. 42.40.190 grants the holders of authority bonds or notes, or trustees appointed to protect the holder's interests, to enforce the rights granted under this chapter and pledges made under the trust agreement or resolution of the board.

Sec. 42.40.200 provides that bonds and notes of the corporation are negotiable instruments.

Sec. 42.40.210 provides that bonds and notes of the authority are securities which are eligible for investment of state funds and qualify for investment of reserves and other funds by insurance companies, banks and other companies maintaining reserve accounts.

Sec. 42.40.220 allows the authority to issue refunding bonds to replace previously issued and outstanding bonds and notes of the authority.

Sec. 42.40.230 provides that the authority is not allowed to pledge the taxing power of the state or assets of the state other than the assets of the authority.

Sec. 42.40.240 protects the officers and employees of the authority from personal liability for the issuance of bonds or notes by the corporation.

Sec. 42.40.250 grants tax exempt status to the authority and to bonds and notes issued by the authority.

Sec. 42.40.270 allows the board of directors to dissolve the authority after provision for repayment of all its bonds and notes, but requires legislative approval of the dissolution.

Sec. 42.40.280 provides that personnel of the authority are in the exempt state service.

Sec. 42.40.990 defines various terms used in the previous sections.

Sec. 2 establishes the terms for initial members of the board of directors appointed under sec. 42.40.030.

Sec. 3 provides for the board of directors of the Alaska Railroad Authority to enter into negotiations with representatives of the federal government for the transfer of the Alaska Railroad to the authority.

RGB:ljb

Alaska State Legislature

REPRESENTATIVE
H. PAPPY MOSS
P.O. BOX 182
DELTA JUNCTION, ALASKA 99737
(907) 895-4384

House of Representatives

WHILE IN JUNEAU
POUCH V
JUNEAU, ALASKA
99811
(907) 465-4980

February 24, 1981

The Honorable Bette Cato
Chairman
Transportation Committee

Dear Madam Chairman and Members of the Committee:

I would like to thank you for considering HB 12, the creation of the Alaska Railroad Authority. This authority is formed for the purpose of acquiring, constructing, operating, and maintaining railroads within the state.

An efficient rail system within the state is essential for the development of our renewable and non-renewable resources. In order for Alaska to export coal, grain, minerals, and processed products, we must continue to rely on our railroads. We must, in fact, coordinate this development with railroad development.

An authority, as invisioned in this bill, will ensure that the state can assume ownership of the Alaska Railroad, provide for line extension, keep pace with changing railroad technologies, and oversee proper maintenance and repair of the system.

It may not be the most glamorous undertaking of the 12th Legislature, but if we prepare for the orderly transfer and operation of Alaska's railroads, it will certainly be one of the most importand and visionary.

Sincerely,

Pappy Moss

H. Pappy Moss

Alaska State Legislature

House of Representatives

Pouch V
State Capitol
Juneau, Alaska 99811

Official Business

MEMORANDUM- Regarding the Alaska Railroad

TO: Representative Brian Rogers

FROM: Patrick Lawler
Administrative Aide to Rep. Sutcliffe

Here's a rundown of the sketchy information I've gathered about the possible transfer of the Alaska Railroad to the State.

In addition to the bill cosponsored by you and Rep. Moss creating an Alaska Rialroad Authority, Sen. Kertulla and Sen. Dankworth have drafted a bill yet to be introduced which would, I have been told, create a semi-autonomous corporation with a board of directors similar in structure to the Alaska Energy Center. This corporation would be empowered to own and operate the Alaska Railroad.

Mark Hickey, the State Rail Plan Manager at DOT said that legislative action towards the purchase or acquisition of the Alaska Railroad would be, in his opinion, premature. He feels that the State should first become aware of the full range of legal, administrative, technical, and especially financial aspects of the Railroad before locking itself into any particular structure. He feels, in other words, that we should keep our options open.

The Federal Railroad Administration is currently studying possible means of disposing of its control of the Alaska Railroad. The Office of Management and Budget of the Carter Administration recommended the sale or tranfer of the railroad to the State of Alaska by 1983. Reagan Administration officials have given their unofficial support to these plans and Mark Hickey will meet with FRA officials concerning the matter soon.

Again, according to Mr. Hickey, DOT is gearing up to study the Alaska Railroad in detail, as well as possible options for state ownership and operation of the Railroad. He feels that by the next session of the Legislature his department will have the facts needed to draft legislation. Mr. Hickey also pointed out that any transfer of Alaska Railroad would require federal legislation and that any action by the State should work in conjunction with this legislation.

The enclosed Rail Systems Study includes in Chapter 5 some of the issues involved in the operation of the Railroad.

Contacts about the subject are; Mark Hickey at DOT
Ron Walt, US Dept. of Transportatio
Juneau
Jessie Dodson at the Governors Offi

Carter budget urges transfer of ARR by 1983

- States News Service

WASHINGTON—The Alaska Railroad should be transferred to the State of Alaska or a private party by 1983, according to President Cartrer's proposed 1982 budget.

The preliminary budget, which lists Office of Management and Budget recommendations for government spending, suggests the railroad be sold or transferred as part of a general outline of transportation policy priorities of the departing Carter Administration.

The Alaska Railroad is the only federally owned railroad system in the country.

"Legislation is being proposed to Congress that would provide for takeover of the railroad," a Federal Railroad Administration spokesman confirmed today.

But the spokesman said it is doubtful Congress will approve the transfer during the current Congressional session.

The Alaska Railroad has been running at a deficit since completion of the

(See RAIL, page 11)

RAIL...

(Continued from page 1)

trans-Alaska piepline in 1976.

The railroad received $10.6 million from the federal government for capital expenditures, primarily maintenance, in fiscal 1981. The preliminary fiscal 1982 budget, which begins next October, earmarks $7 million for the railroad's capital costs. Operating expenses are paid from the railroad's revenues.

In meetings earlier this week, Sen. Frank Murkowski, R-Alaska, suggested to Transportation Secretary-designate Drew Lewis that his department investigate turning the railroad over to the state.

The Hammond administration says the federal government has long wanted to unload the Alaska Railroad on the state and legislative proposals to at least begin the process of taking over the railroad have the support of some key legislators.

But Commissioner of Transportation and Public Facilities Bob Ward says he believes the state should study the idea in detail before making a decision.

In the last fiscal year, the railroad lost $4 million, down from a $6 million loss the year before.

Carter: Give railroad to state

Empire Washington Bureau

WASHINGTON—The Alaska railroad should be handed over to the state or a private party by 1983, according to President Carter's proposed 1982 budget.

The preliminary budget, which lists Office of Management and Budget recommendations for government expenditures, suggests the railroad sale or transfer as part of an outline of transportation policy priorities of the departing President.

The Alaska Railroad is the only federally owned rail system in the country.

"Legislation is being proposed to Congress that would provide for takeover of the railroad," a Federal Railroad Administration spokesman said Thursday, adding that Democrats are not holding out great hopes of Congressional approval of the transfer in this session.

The Alaska Railroad has been running at a deficit since completion of the Trans-Alaska Pipeline in 1976.

The railroad received $10.6 million from the federal government for capital expenditures in fiscal 1981, including $4.5 million for new passenger cars.

The preliminary budget for fiscal 1982 earmarks $7 million for the railroad's capital costs. Operating costs are paid from the railroad's revenues.

In meetings earlier this week, Alaska Sen. Frank Murkowski suggested to Secretary of Transportation-designate Drew Lewis that his department investigate turning the railroad over to the state.

Sen. Ted Stevens, R-Alaska, has in the past supported transfer of the railroad to the state, but is concerned about the terms. A spokesman for Stevens said he expressed his concerns to the Reagan transition team.

Washington — President Carter's proposed 1982 fiscal budget calls for the sale or transfer of the Alaska Railroad by 1983 and attempts to block reconstruction of the Alaska Highway.

The spending plan, released today, says Alaska is the only state that benefits from the two transportation systems. It also says the state can afford to bankroll the railroad.

(See related story, page A-8)

"The benefits from operating the Alaska Railroad are largely concentrated in that state, making continued federal funding inappropriate," the document says. "Moreover, the state has sufficient funds with which to support and improve the railroad's operation."

The Alaska Railroad is operated by the federal government under a law enacted in 1914. The 1982 budget for the railroad is $7 million, down from nearly $10.7 million in 1981.

Alaska Railroad Assistant Manager Arnie Polanchek said today the railroad has technically been up for sale since the early 1970s.

"It's really nothing other than a continuing question that comes up," he said. "It's just the federal government's policy that they would like to see the railroad transferred to the state.

Past attempts to sell the line to private railroad corporations have been unsuccessful.

"Someday it may happen but it's going to take legislation by both the federal government and the state government. A lot of things will have to be worked out."

Polanchek had no idea of the government's asking price for its only railroad. "It'll depend on the legislation and what the federal government thinks they should receive for it," he explained.

Carter's budget now moves to Congress is expected to be revised by the incoming Reagan administration.

Earlier this week, incoming Transportation Secretary Drew Lewis promised to work with the Alaska congressional delegation and the state on the possible transfer of the railroad from the federal government to state control. The commitment came at a hearing of the Senate Environment and Public Works Committee.

Carter's budget notes that freight tonnages will continue below the peak achieved during construction of the Alaska pipeline, but that the railroad hopes to achieve some increase in 1982.

The railroad made its last official "profit" during the pipeline years of 1977-78, Polanchek explained. Since then, the system has been showing a paper loss due to depreciation of the physical plant and the railroad's steady reinvestment of funds into improvements.

But fiscal 1981, said Polanchek, has been "a good year."

As in the past, Carter's budget also tries to bar the congressionally authorized reconstruction of the Alaska Highway by not including any funds for the project.

The 1973 Federal-Aid Highway Act authorized $58.7 million for the reconstruction of the Alaska Highway from the Alaskan border to Haines Junction, Canada, and the Haines Cutoff Highway from Haines Junction to the south Alaskan border.

The costs of the project have skyrocketed to $180 billion.

(See RAILROAD, page A-3)

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(Continued from page A-1)

"No appropriation is being requested for 1982 because the benefits from construction of the highway accrue primarily to one state — Alaska, the budget says.

In other items of interest to Alaska, the budget seeks:

— $36.6 million for the office of Federal Inspector of the Alaska gas line to coordinate the issuing of permits, carry out environmental and engineering reviews and conduct field surveillance on the project. This represents and increase from the fiscal 1981 total of $21.5 million.

— $3.5 million for the Alaska Power Administration, which operates and markets hydroelectric power from two federal projects in the state — Eklutna near Anchorage and Snettisham near Juneau. This is up from $3 million in fiscal 1981.

— $2.2 billion for Coast Guard operations in fiscal 1982, up from $2 billion last year. The money would be used for search and rescue operations, maintenance of navigation aids, ice breaking, prevention and cleanup of marine pollution, and inspections of offshore drilling rigs.

The money would allow the replacement of three aging cutters, the purchase of 41 jet surveillance aircraft and 90 new rescue helicopters.

The Carter adminstration wants to defer until 1983 major efforts to improve and modernize several Coast Guard training and shore facilities, but it supports increases in pay and benefits for Coast Guard personnel in 1982.

— $7.1 billion for Comprehensive ...ployment and Training Act programs nationwide, including $3.8 billion for public service employment (an increase of $7 million from 1981), $3 billion for general training and employment (a $144-million increase), and $314 million to support job placements in the private sec...

FO...

American Federation of Government Employees
LOCAL 183
AFFILIATED WITH THE AFL-CIO WASHINGTON, D.C.

LOCAL 183
POST OFFICE BOX 35
ANCHORAGE, ALASKA 99510

TELEPHONE 272-8316

REFER TO FILE:

February 18, 1981

The Honorable Brian Rogers
State House of Representatives
Pouch V
Juneau, AK 99811

Dear Mr. Rogers:

The American Federation of Government Employees, Local 183, being the largest bargaining unit of The Alaska Railroad supports the idea of State ownership of the Railroad.

Through the years we have had the experience of watching the Railroad deteriorate to the point where it strains to fulfill its mission and purpose. We have often been neglected and treated like an illegitimate part of the Federal Government. We have had to listen to bureaucrats in Washington, D.C. make the usual excuses as to why the line could not be properly funded.

The Alaska Railroad is important to the State of Alaska, and in our opinion Alaska can no longer afford this type of irresponsibility if it expects to develop its mineral resources which are dependent upon a heavy transportation system.

We are asking you to support with legislation the transfer of The Alaska Railroad to State ownership so that we along with the other citizens of Alaska can determine our own destiny.

The people of Alaska, The Alaska Railroad, and the employees of The Alaska Railroad are worthy of this consideration. We believe that now is the time to start in that direction.

Sincerely,

Jack F. Burton

Jack F. Burton
President

Dodson

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
WASHINGTON, D.C. 20590

OFFICE OF
THE ADMINISTRATOR

RECEIVED AUG 27 1980
SEP 02 1980
GOVERNOR'S OFFICE

The Honorable Jay S. Hammond
Governor of Alaska
Juneau, Alaska 99801

Dear Governor Hammond:

On July 24, 1980, officials from the Federal Railroad Administration including the General Manager of the Alaska Railroad met in Juneau with Mr. Bob Ward, Commissioner of Transportation and Ms. Jessie Dodson from your office to discuss the Alaska Railroad. The meeting provided an opportunity to review a number of current and long range Railroad issues including the State's support for passenger service, the Railroad's efforts to cut costs and the federal goal of transferring the Railroad to State ownership. I am pleased that this dialogue has begun and am hopeful that it can lead to an orderly resolution of our respective concerns. I am particularly encouraged by Commissioner Ward and Ms. Dodson's interest in the future of the Alaska Railroad and their willingness to begin active consideration of our proposals.

A summary of the subjects discussed at the meeting and our proposals for State involvement follows.

State Support for Passenger Service

We appreciate the State decision to provide $1 million in the current budget to purchase a new passenger car for the Railroad. However, we request the State to redirect this money so that it can be used to pay for refurbishing passenger cars on the Anchorage-Fairbanks line rather than the purchase of one new "Budd car" on the Whittier line. We have decided against the purchase of new self-propelled Budd cars in favor of continuing conventional passenger trains on both lines because of the high cost and technical problems with the Budd cars for use in Alaska. The Railroad has purchased eight additional conventional passenger cars from the Southern Railroad and plans to refurbish these cars as well as existing equipment.

We expect federal funds will be available to refurbish at most eight cars and ask the State to provide $1 million to refurbish another four cars. Once these cars are refurbished, the Anchorage-Fairbanks service will be more reliable and economical to operate and extra cars will become available to replace the much older Whittier cars. Unless the $1 million in State funds can be redirected to assist in this effort, the Railroad will be unable to refurbish sufficient cars to continue existing service. Moreover, the Railroad will have to refuse the State funds if they can only be used to purchase a Budd car. Acquisition of one Budd car would be inconsistent with the decision to continue conventional passenger train service and the costs to operate and maintain a single Budd car would be prohibitive. I understand Commissioner Ward agreed to seek a redirection of State funds as we requested, and I urge your active support for this effort. In our view, this approach will provide the optimum benefit for passengers who use both the Anchorage-Fairbanks and the Whittier lines.

In addition to redirecting the available $1 million to refurbishing costs, we also request that the State provide funds to cover the 1981 passenger service operating losses that are estimated to be about $1 million. In the past, the Railroad has been able to make up passenger losses from freight revenues. However, the Railroad cannot continue this cross subsidization of passenger service because there has been a steady decline in freight revenue since the Trans Alaska Pipeline was completed. In 1980 a one-time federal subsidy of $1.5 million was provided for passenger operating losses, but no funds are included in the 1981 federal budget for this purpose. Unless the State makes up these losses in the coming year, the Railroad may be forced to drastically curtail passenger service.

Alaska Railroad Efforts to Cut Costs

Over the past few years the Railroad has taken many steps to cut costs. For example, the number of employees has been reduced to less than half the number employed during the peak pipeline construction years and locomotives have been modified to reduce fuel consumption. During the meeting on July 24, two new actions to cut costs were explained.

Beginning this winter, the Railroad will attach a single passenger car to a freight train for two round trips per week between Anchorage and Fairbanks. This will be a reduction from the three-car consist that operated last winter, but the frequency of service will remain the same as last winter. The single passenger car will be cheaper to operate and it will be more than adequate to handle the low winter ridership.

In another effort to cut costs and remove the Railroad from activities that are not vital federal interests, a decision has been made to terminate the present contract for providing freight barge service on the Tanana and Yukon Rivers. The ARR plans to sell its river equipment, including a tugboat and several barges, and is willing to lease its dock facilities and other land holdings that may be needed for the State or a private business to continue operating the barge service.

Proposed Transfer of the Alaska Railroad to State Ownership

It has been the policy of the past three Administrations to cease federal operation of the Railroad by transferring it to the State or a private buyer. Private companies have expressed an interest in the Railroad in the past and several concerns have recently contacted the General Manager. We suggest that this is a good time to begin serious discussion of State take-over because (1) the Railroad is essentially an intrastate railroad primarily serving the freight and tourist needs of the State, (2) the State is in a strong fiscal condition and would be able to support the Railroad's capital and operating needs, and (3) the transfer process, which will probably take two to three years to implement, should begin now while the Railroad is in a slump before the natural gas pipeline construction activity begins in a few years.

Commissioner Ward indicated that there has been some discussion within the State about eventual State acquisition of the Railroad. I would hope that these discussions can now lead to a decision to assume State responsibility for the Railroad so that we can begin the complex process of transferring ownership. I firmly believe it is in the State's interest to actively press for State ownership at this time for both the transportation needs of the State and to preserve the public services that the Railroad provides in Alaska.

We look forward to continuing this important discussion and are hopeful it will lead to increased State support for the passenger service in the coming year as well as ultimate transfer of the Railroad to State ownership. If I can be of further assistance to you or provide additional information, please let me know. Both the Alaska Railroad and Federal Railroad Administration staffs are available to meet with and assist State officials in this regard.

Sincerely,

John M. Sullivan

JOHN M. SULLIVAN
Administrator

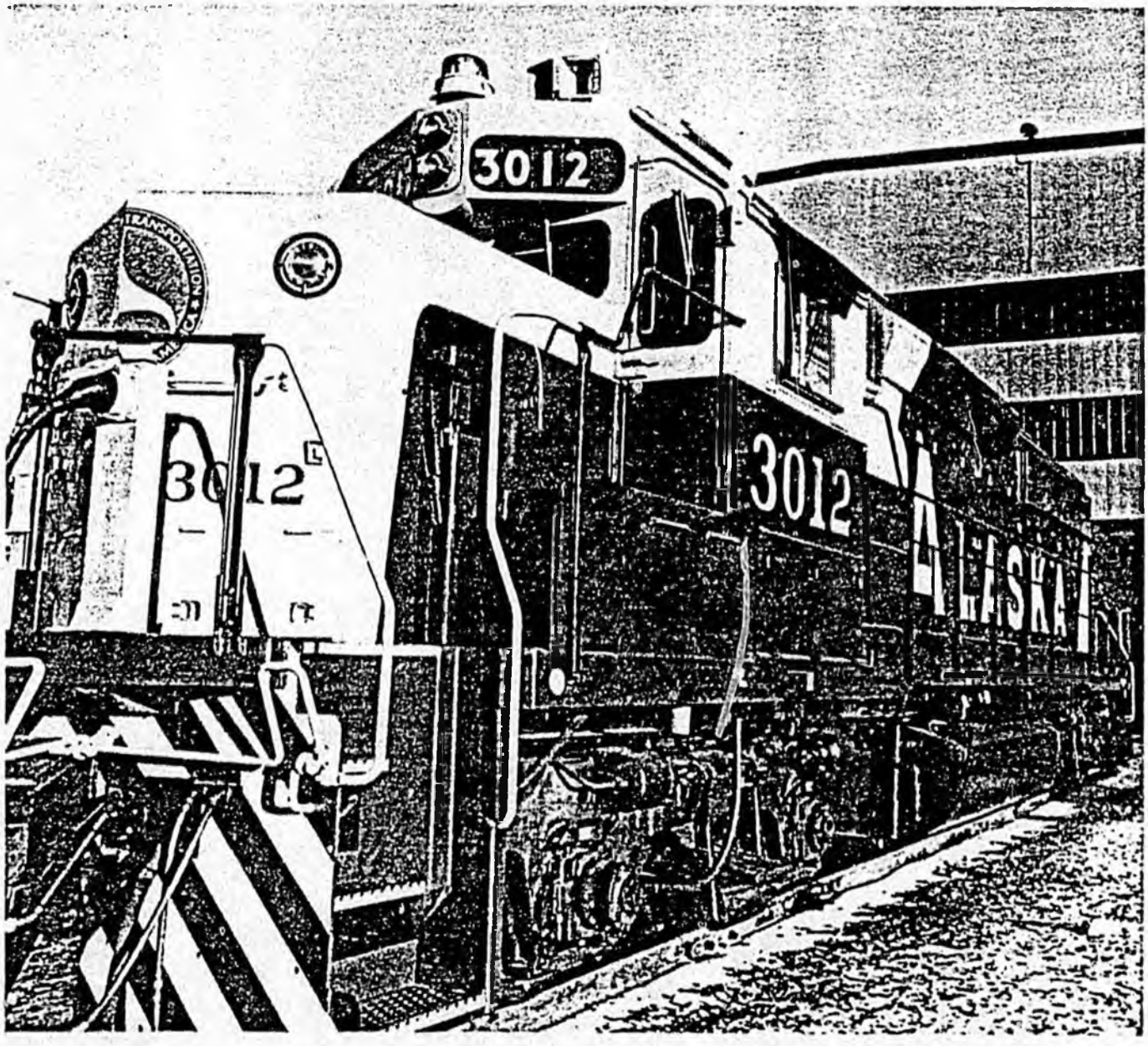
Fiscal Year 1979

U.S. Department
of Transportation

Federal Railroad
Administration

THE ALASKA RAILROAD

Annual Report by The Secretary of Transportation
To The President For Transmittal To The Congress



Overview

THE ECONOMY

The Alaskan economy, at a low level following completion of the trans-Alaska oil pipeline, contracted still further during 1979. Construction was down, vacancy rates for single family rental units reached 25 percent in Anchorage, and the State population dropped by several thousand persons. Uncertainty over the Alaska lands issue has caused corporations to defer capital investments in the State. Alaska, as it enters the 1980's, remains an underdeveloped area.

The construction of a 4,800-mile natural gas pipeline from Alaska's North Slope is an increasingly likely prospect and would be the principal stimulant of the economy in the 1980's. Because Alaska is rich in natural resources other than petroleum, there are other possibilities for expanding Alaska's economic base. These include copper and coal mining, fishing and seafood processing, forestry products, and hydropower. In the near term, the State, using its surplus oil revenues, is expected to increase the funding of capital improvement projects in 1980. Tourism, up 10 percent in 1979, continues to grow; and commercial fishing, up 20 percent over 1978, also promises to grow rapidly as the offshore-bottom fishing industry develops.

In years past, traffic and revenues on The Alaska Railroad have risen and fallen with the Alaskan economy, and this pattern will continue. Because there is no manufacturing activity in Alaska, and no immediate prospects for its development, the Alaskan economy will continue to fluctuate throughout the 1980's. Alaska Railroad financial results during the decade will reflect these fluctuations.

THE RAILROAD

Fiscal year 1979 saw a continuation of the decline in freight traffic (Table I) that began in 1977 following the completion of the trans-Alaska oil pipeline. All major commodities hauled in FY 1979 dropped from FY 1978 (Table II); as in FY 1978, the largest decline was in petroleum products because the refinery located near Fairbanks increased its bulk petroleum market share and thereby lessened the surrounding area's dependence on shipments via the Railroad. If the anticipated construction activity increases and an export coal movement is started, FY 1980 should reflect a modest upturn in freight traffic. No substantial gains are expected in the long-haul traffic to Fairbanks, however, until the gas pipeline project begins.

Non-freight revenues increased, led by passenger revenues which were up 35 percent. Non-operating revenues were up 26 percent; and other operating revenues increased 3 percent—from $3.3 million to $3.4 million. Total expenses were reduced almost $2 million; but revenues primarily reflecting the drop in freight traffic declined by nearly $4 million. These losses were incurred despite a 14-percent reduction in employment. Increased labor costs and material prices tended to offset the personnel reductions and the higher tariffs.

TABLE I: RAILROAD STATISTICAL HIGHLIGHTS

ITEM	1979 FY	1978 FY	% CHANGE
Total Revenues (million $)	25.2	29.1	- 13.4
Total Expenses (million $)	31.8	33.6	- 5.5
Gain (Loss) (million $):			
Before Depreciation (gross)	(3.4)	(1.3)	-151.8
After Depreciation (net)	(6.6)	(4.5)	- 45.3
Capital and Major Maintenance Program (million $)	9.4	3.6	+161.1
Average No. Employees	648	753	- 13.9
Freight:			
Revenue (million $)	18.2	23	- 21
Revenue-Tons Carried (million)	1.8	2.2	- 16.9
Revenue Ton-Miles (million)	257	330	- 22.1
Revenue per Ton-Mile (cents)	7.1	7	+ 1.4
Average Distance Carried (miles)	142	152	- 6.6
Carloads Handled	36,499	40,557	- 10
Total Train-Miles (thousand)	370	375	- 1.4
Passengers:			
Revenue (million $)	1.6	1.2	+ 35.3
Miles (million)	13.8	12	+ 15.5
Gross Ton-Miles (million)	878	915	- 4.8

TABLE II: FREIGHT TRAFFIC BY COMMODITY

COMMODITY	1979 FY	1978 FY	% CHANGE
Revenue Tons Carried (thousand):			
Sand & Gravel	637.5	727.2	-12.3
Coal	523.9	593.3	-11.7
Manufactures & Misc.	276.9	307.8	-10.0
Petroleum, Oil, Lubricants	219.6	373.9	-41.3
TOFC/COFC (Piggyback)	88.7	99.5	-10.9
Products of Forests	55.2	67.8	-18.6
Products of Agriculture	7.1	8.2	-13.4
Total Tonnage	1,808.9	2,177.7	-16.9
Revenue Dollars (thousands):			
Sand & Gravel	$ 1,009	$ 972	+ 3.8
Coal	3,207	3,507	- 8.6
Manufactures & Misc.	6,738	8,413	-19.9
Petroleum, Oil, Lubricants	3,877	6,362	-39.1
TOFC/COFC (Piggyback)	2,327	2,484	- 4.4
Products of Forests	886	1,231	-28.0
Products of Agriculture	114	72	+58.3
Total Revenue	$18,158	$22,991	-21.0

The Railroad's working ratio (expense/revenue, excluding depreciation) was 123 percent, up from 110 percent in FY 1978. Although expenses of all three operating departments—Transportation, Engineering, and Mechanical—were $2 million less than expenses incurred in FY 1978, the 21-percent drop in freight revenues more than offset the economies.

The FY 1979 breakdown of revenues and expenses by percentages is shown in Figure 1. Freight revenues constituted 72 percent of total revenues, with the remaining 28 percent accruing from other than freight movements.

The capital and major maintenance program rose sharply because of the $6.3 million appropriation by Congress for repairs to the Railroad's Seward and Whittier dock facilities.

Table III shows revenues, expenses, gains (losses), and cash flow for each quarter of fiscal years 1978-79. It reflects the declines in traffic which occur during the winter months, and the increases which occur during the summer months.

Although expenses are closely controlled and monitored, the Railroad will probably not show a profit until the construction equipment and material for the natural gas pipeline start to move into Alaska.

TABLE III: QUARTERLY FINANCIAL RESULTS FISCAL YEARS 1978-79 (Million dollars)

QUARTER	REVENUE	EXPENSE	GAIN (LOSS)	CASH FLOW
FY 1978:				
1	$ 7.1	$ 8.9	$(1.8)	$(1.0)
2	5.7	8.3	(2.6)	(1.8)
3	7.1	8.4	(1.3)	(0.5)
4	9.2	8.0	1.2	2.0
Total Oct. 1977-Sept. 1978	$29.1	$33.6	$(4.5)	$(1.3)
FY 1979:				
1	$ 5.4	$ 7.9	$(2.5)	$(1.7)
2	5.7	7.7	(2.0)	(1.2)
3	6.7	8.2	(1.5)	(0.7)
4	7.4	8.0	(0.6)	0.2
Total Oct. 1978-Sept. 1979	$25.2	$31.8	$(6.6)	$(3.4)

The Railroad is taking active measures to reduce expenses further while continuing essential service to the public. Rising costs will continue to have a detrimental effect on the financial situation in FY 1980. The perennial deficits from passenger service will be offset in FY 1980 by an agreement recently signed by the Railroad and the State to cover losses associated with the Whittier shuttle service, and by a Federal appropriation which included $1.5 million for the Anchorage-Fairbanks passenger service.

To build community and shipper awareness of the Railroad, the Railroad, with the support of the State and the numerous communities along the Railbelt, celebrated Alaska Railroad Week from September 10 through 16. The following noteworthy events took place: the Railroad ran special trains; a poster was produced; officials gave speeches; an Anchorage newspaper prepared a special section on the Railroad; the Anchorage museum presented an exhibit; and communities sponsored a variety of special events.

Since the Government of the State of Alaska has substantial surplus funds because of the growth of oil revenues, the Federal Government believes that ownership of The Alaska Railroad should be with the State Government. The Federal Government believes that The Alaska Railroad exists primarily for the benefit of the residents and shippers in Alaska; they need and deserve a much larger voice in determining the role that they want the railroad to play.

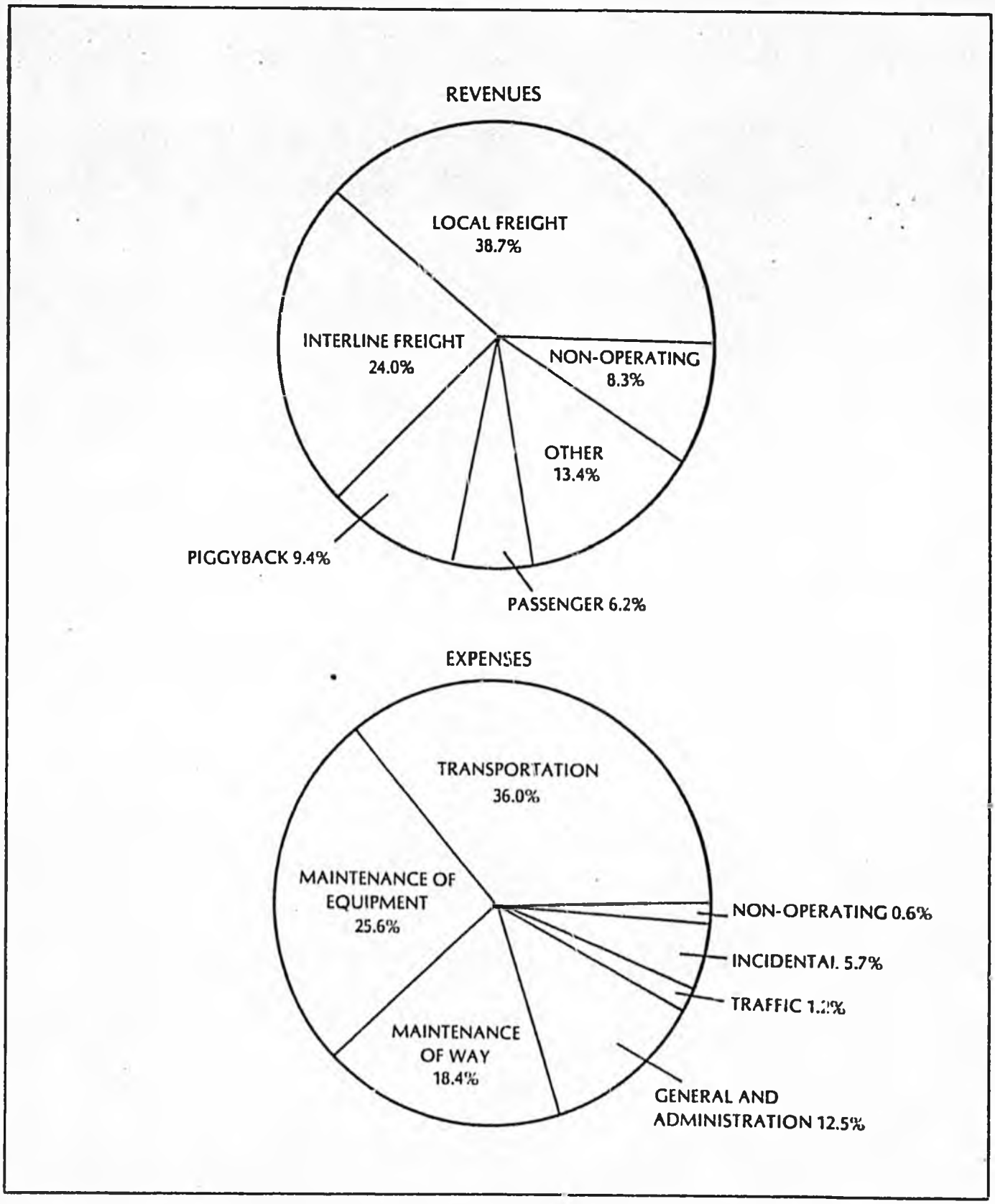


FIGURE 1: FY 1979 TOTAL REVENUES AND EXPENSES.

PROPOSED (Buchholdt)

LETTER OF INTENT

HB 12

A task force consisting of (1) the directors of the Alaska Railroad Authority; (2) a representative from each of the departments of Commerce and Economic Development, Natural Resources, Community and Regional Affairs, Law, and Labor, the division of policy development and planning, and the University of Alaska appointed by the head of each agency; and (3) three members of the public appointed by the governor, shall study the options for transfer of the Alaska Railroad to nonfederal control. The task force shall make recommendations to the legislature by March 1, 1982.

The Alaska Railroad Authority shall construct railroad facilities between Fairbanks and Delta and shall plan railroad facilities between Delta and the Alaskan and Canadian border.

Teh Alaska Railroad Authority shall consider the extension of railroad facilities to the Beluga, Susitna, and Matanuska-Susitna coal fields.

The Alaska Railroad Authority shall initiate discussions with the representatives of the White Pass and Yukon Railroad concerning the participation of the state in the ownership and control of that railroad.

Proposed Amendment: Delete Sec 6, pg 10; place in Sec. 44.87.030, pg 3

PURPOSE OF AUTHORITY (Hayes)

Proposed Amendment: Should amendment by Hayes to include Sec. 7, 8, & 9, pg 10 in Letter of Intent fail, Zharoff proposes to include the word "consider" after the word "shall" in the aforementioned sections.

Proposed Amendment: Delete Sec. 1 (2); replace with Sec 1 (a) of HB 312 (Hayes)

Section 1. LEGISIATIVE FINDINGS. (a) The legislature finds that there is a vast potential in Alaska natural resources and that extension of the Alaska railroad into natural resource areas is necessary for the achievement of the goals of lower freight costs and long-term economic growth. Development of natural resources in the state will be accelerated and facilitated by the creation of an instrumentality of the state with power to incur debt for construction, and with power to own and operate railroads.

Proposed Amendment: Pg 2, line 2, Membership of Authority: delete "or" after industries add "," insert "regional corporations" (Zharoff).

Sunset Provision in HB 12, as requested by Committee of Tom Sofo, Legal Dept.

For Committe's information: Sunset provision may included in the bill in numerical sequence; amend AS 44.66.010 to include new paragraph for the Alaska Railroad Authority. If Committee desires a sunset provision, the Committee must determine date.

Alaska State Legislature

House of Representatives

Pouch V
State Capitol
Juneau, Alaska 99811

Official Business

MEMORANDUM- Regarding the Alaska Railroad

TO: Representative Brian Rogers

FROM: Patrick Lawler
Administrative Aide to Rep. Sutcliffe

Here's a rundown of the sketchy information I've gathered about the possible transfer of the Alaska Railroad to the State.

In addition to the bill cosponsored by you and Rep. Moss creating an Alaska Rialroad Authority, Sen. Kertulla and Sen. Dankworth have drafted a bill yet to be introduced which would, I have been told, create a semi-autonomous corporation with a board of directors similar in structure to the Alaska Energy Center. This corporation would be empowered to own and operate the Alaska Railroad.

Mark Hickey, the State Rail Plan Manager at DOT said that legislative action towards the purchase or acquisition of the Alaska Railroad would be, in his opinion, premature. He feels that the State should first become aware of the full range of legal, administrative, technical, and especially financial aspects of the Railroad before locking itself into any particular structure. He feels, in other words, that we should keep our options open.

The Federal Railroad Administration is currently studying possible means of disposing of its control of the Alaska Railroad. The Office of Management and Budget of the Carter Administration recommended the sale or tranfer of the railroad to the State of Alaska by 1983. Reagan Administration officials have given their unofficial support to these plans and Mark Hickey will meet with FRA officials concerning the matter soon.

Again, according to Mr. Hickey, DOT is gearing up to study the Alaska Railroad in detail, as well as possible options for state ownership and operation of the Railroad. He feels that by the next session of the Legislature his department will have the facts needed to draft legislation. Mr. Hickey also pointed out that any transfer of Alaska Railroad would require federal legislation and that any action by the State should work in conjunction with this legislation.

The enclosed Rail Systems Study includes in Chapter 5 some of the issues involved in the operation of the Railroad.

Contacts about the subject are; Mark Hickey at DOT
Ron Walt, US Dept. of Transportatic
Juneau
Jessie Dodson at the Governors Offi

Carter budget urges transfer of ARR by 1983

States News Service

WASHINGTON—The Alaska Railroad should be transferred to the State of Alaska or a private party by 1983, according to President Cartrer's proposed 1982 budget.

The preliminary budget, which lists Office of Management and Budget recommendations for government spending, suggests the railroad be sold or transferred as part of a general outline of transportation policy priorities of the departing Carter Administration.

The Alaska Railroad is the only federally owned railroad system in the country.

"Legislation is being proposed to Congress that would provide for takeover of the railroad," a Federal Railroad Administration spokesman confirmed today.

But the spokesman said it is doubtful Congress will approve the transfer during the current Congressional session.

The Alaska Railroad has been running at a deficit since completion of the

(See RAIL, page 11)

RAIL...

(Continued from page 1)

trans-Alaska pipeline in 1976.

The railroad received $10.6 million from the federal government for capital expenditures, primarily maintenance, in fiscal 1981. The preliminary fiscal 1982 budget, which begins next October, earmarks $7 million for the railroad's capital costs. Operating expenses are paid from the railroad's revenues.

In meetings earlier this week, Sen. Frank Murkowski, R-Alaska, suggested to Transportation Secretary-designate Drew Lewis that his department investigate turning the railroad over to the state.

The Hammond administration says the federal government has long wanted to unload the Alaska Railroad on the state and legislative proposals to at least begin the process of taking over the railroad have the support of some key legislators.

But Commissioner of Transportation and Public Facilities Bob Ward says he believes the state should study the idea in detail before making a decision.

In the last fiscal year, the railroad lost $4 million, down from a $6 million loss the year before.

Carter: Give railroad to state

Empire Washington Bureau

WASHINGTON—The Alaska railroad should be handed over to the state or a private party by 1983, according to President Carter's proposed 1982 budget.

The preliminary budget, which lists Office of Management and Budget recommendations for government expenditures, suggests the railroad sale or transfer as part of an outline of transportation policy priorities of the departing President.

The Alaska Railroad is the only federally owned rail system in the country.

"Legislation is being proposed to Congress that would provide for takeover of the railroad," a Federal Railroad Administration spokesman said Thursday, adding that Democrats are not holding out great hopes of Congressional approval of the transfer in this session.

The Alaska Railroad has been running at a deficit since completion of the Trans-Alaska Pipeline in 1976.

The railroad received $10.6 million from the federal government for capital expenditures in fiscal 1981, including $4.5 million for new passenger cars.

The preliminary budget for fiscal 1982 earmarks $7 million for the railroad's capital costs. Operating costs are paid from the railroad's revenues.

In meetings earlier this week, Alaska Sen. Frank Murkowski suggested to Secretary of Transportation-designate Drew Lewis that his department investigate turning the railroad over to the state.

Sen. Ted Stevens, R-Alaska, has in the past supported transfer of the railroad to the state, but is concerned about the terms. A spokesman for Stevens said he expressed his concerns to the Reagan transition team.

Washington — President Carter's proposed 1982 fiscal budget calls for the sale or transfer of the Alaska Railroad by 1983 and attempts to block reconstruction of the Alaska Highway.

The spending plan, released today, says Alaska is the only state that benefits from the two transportation systems. It also says the state can afford to bankroll the railroad.

(See related story, page A-8)

"The benefits from operating the Alaska Railroad are largely concentrated in that state, making continued federal funding inappropriate," the document says. "Moreover, the state has sufficient funds with which to support and improve the railroad's operation."

The Alaska Railroad is operated by the federal government under a law enacted in 1914. The 1982 budget for the railroad is $7 million, down from nearly $10.7 million in 1981.

Alaska Railroad Assistant Manager Arnie Polanchek said today the railroad has technically been up for sale since the early 1970s.

"It's really nothing other than a continuing question that comes up," he said. "It's just the federal government's policy that they would like to see the railroad transferred to the state.

Past attempts to sell the line to private railroad corporations have been unsuccessful.

"Someday it may happen but it's going to take legislation by both the federal government and the state government. A lot of things will have to be worked out."

Polanchek had no idea of the government's asking price for its only railroad. "It'll depend on the legislation and what the federal government thinks they should receive for it," he explained.

Carter's budget now moves to Congress is expected to be revised by the incoming Reagan administration.

Earlier this week, incoming Transportation Secretary Drew Lewis promised to work with the Alaska congressional delegation and the state on the possible transfer of the railroad from the federal government to state control. The commitment came at a hearing of the Senate Environment and Public Works Committee.

Carter's budget notes that freight tonnages will continue below the peak achieved during construction of the Alaska pipeline, but that the railroad hopes to achieve some increase in 1982.

The railroad made its last official "profit" during the pipeline years of 1977-78, Polanchek explained. Since then, the system has been showing a paper loss due to depreciation of the physical plant and the railroad's steady reinvestment of funds into improvements.

But fiscal 1981, said Polanchek, has been "a good year."

As in the past, Carter's budget also tries to bar the congressionally authorized reconstruction of the Alaska Highway by not including any funds for the project.

The 1973 Federal-Aid Highway Act authorized $58.7 million for the reconstruction of the Alaska Highway from the Alaskan border to Haines Junction, Canada, and the Haines Cutoff Highway from Haines Junction to the south Alaskan border.

The costs of the project have skyrocketed to $180 billion.

(See RAILROAD, page A-3)

...ad . . .

(Continued from page A-1)

"No appropriation is being requested for 1982 because the benefits from construction of the highway accrue primarily to one state — Alaska, the budget says.

In other items of interest to Alaska, the budget seeks:

— $36.6 million for the office of Federal Inspector of the Alaska gas line to coordinate the issuing of permits, carry out environmental and engineering reviews and conduct field surveillance on the project. This represents and increase from the fiscal 1981 total of $21.5 million.

— $3.5 million for the Alaska Power Administration, which operates and markets hydroelectric power from two federal projects in the state — Eklutna near Anchorage and Snettisham near Juneau. This is up from $3 million in fiscal 1981.

— $2.2 billion for Coast Guard operations in fiscal 1982, up from $2 billion last year. The money would be used for search and rescue operations, maintenance of navigation aids, ice breaking, prevention and cleanup of marine pollution, and inspections of offshore drilling rigs.

The money would allow the replacement of three aging cutters, the purchase of 41 jet surveillance aircraft and 90 new rescue helicopters.

The Carter adminstration wants to defer until 1983 major efforts to improve and modernize several Coast Guard training and shore facilities, but it supports increases in pay and benefits for Coast Guard personnel in 1982.

— $7.1 billion for Comprehensive Employment and Training Act programs nationwide, including $3.8 billion for public service employment (an increase of $7 million from 1931), $3 billion for general training and employment (a $144-million increase), and $314 million to support job placements in the private sec...

FOR...

Options --

A. Status Quo

B. Change in operational oversight within the Federal Government.

1. Place Railroad into independent agency status within U. S. Department of Transportation and no longer under the Federal Railway Administration

2. Make Railroad a semi-independent federal corporation

C. State Ownership:

1. A division of the State Department of Transportation and Public Facilities similar to Marine Highways.

2. A semi-independent State corporation.

D. Private Operation

1. Sole ownership

2. A regulated public utility

Amendments offered by Representative Pappy Moss:

HOUSE BILL NO. 12

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWELFTH LEGISLATURE - FIRST SESSION

A BILL

For an Act entitled: "An act creating the Alaska Railroad Authority."

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

* Section 1. AS 44 is amended by adding a new chapter to read:

Chapter 87. ALASKA RAILROAD AUTHORITY

ARTICLE 1. CREATION AND ORGANIZATION

Sec. 44.87.010. ALASKA RAILROAD AUTHORITY CREATED. There is created the Alaska Railroad Authority. The authority is a public corporation of the state in the Department of Transportation and Public Facilities, but with a separate and independent legal existence.

p 1 line 15 Sec. 44.87.015. MEMBERSHIP OF THE AUTHORITY. The authority consists of a five member board of directors: four public members appointed by the Governor and confirmed by the legislature in joint session, one member to have experience in each of the following user industries in Alaska: agriculture, minerals, petroleum, and tourism: AND The Commissioner of Transportation, the Commissioner of Revenue and the Commissioner of Commerce and Economic Development shall serve as ex-officio non voting members of the authority.

Sec. 44.87.020. OFFICERS AND QUORUM. The board shall elect one member as chairman. Other officers may be elected as the board determines. The powers of the authority are vested in the board. Three directors of the authority constitute a quorum. Action may be taken and motions and resolutions adopted by the authority at a meeting by the affirmative vote of at least three directors. The directors serve without compensation, but they are entitled to the same travel expenses and per diem provided by law for board members.

Page 2, line 8: develop a long range rail transportation plan for Alaska to assist development of the states resources and provide for inter-community transportation: and initiate dedication of corridor rights-of-way over federal, state, and private lands in conformance with the plan.

AMENDMENT

OFFERED IN THE HOUSE: BY: ~~Rogers~~

TO: _____ HOUSE BILL No. ~~12~~

SENATE BILL No. _____

PAGE: ~~1~~ LINE: ~~17~~

Delete ", the commissioner of revenue, and the commissioner of commerce and economic development."

Insert in its place "and two members of the public who represent the petroleum, mining, agriculture, or tourism industries or other railroad user groups. The two public members shall be appointed by the governor and shall serve staggered two-year terms."

Alaska State Legislature

House

JUNEAU ALASKA

TRANSPORTATION COMMITTEE

HB 12 An Act creating the Alaska Railroad Authority (Moss)

The Bill adds a new section to the Statutes, inserted between the Alaska Municipal Bond Bank Authority Act and Alaska Industrial Development Authority. The ARA establishes a three member Board of Directors that designates the Commissioners of the Department of Transportation and Public Facilities, Revenue, and Commerce and Economic Development as members(no compensation except travel and per diem expenses--standard).

Article 3 Financial Provisions

This article incorporates the general bonding authority language that is standardized in all Authority Acts. The following is an outline of the specific Sections:

Powers of Bonding Authority --standardized language with 40 yr maturity

Trust Inductures & Agreements

Validity of Pledge -intent to make pledge of bonds valid & binding from time pledge is made

Nonliability of Bonds--no liability or accountability of authority members. Bond indebtedness is the liability of the authority only--not state or political subdivision

Pledge of State--Agrees not to impair,limit, or alter rights and powers vested in authority; and bond holders; as well as contracts made by authority with federal agencies.

Exemption from Taxation---intent of this section is to lower interest rate, improve bonding status. This section basically states that real & personal property, income, assets, & receipts of the authority is declared the property of the political subdivision of the state, and is exempt from all taxes and

HB 12 (cont'd.)

and special assessments of State (including bonds, except for inheritance and estate taxes and taxes on transfers by or in contemplation of death.

Bonds legal Investments for Fiduciaries--bonds of authority are securities and fiduciaries may legally invest funds, including capital in their control. Bonds of authority may also be deposited with state and municipal entities for any purpose that is or may be authorized.

Comments from Pappy Moss:

This bill will install an infrastructure (Commission) as a preliminary to an eventual State owned & operated railroad. Pappy has been working on this bill for approximately six months and has extensive research and back-up materials prepared for the Committee's hearings. He also mentioned that he has had conversations with Frank Jones (head of the Alaska RailRoad) and remembers that this Federal Agency was receptive to a transfer of authority--but his comments were very general and mentioned that he would have Pete (his A.A.) review the notes from these discussions to provide a clearer indication of what may lay ahead. Pappy's office will also be preparing a fiscal note during the coming week.

REgarding the fiscal, monies to establish bonding capability negotiations.

THE LEGISLATURE OF THE STATE OF ALASKA
ELEVENTH LEGISLATURE

FISCAL NOTE

I. REQUEST

Bill/Resolution No. House Bill #12

Title An Act Creating the Alaska Railroad Authority

Requested by Representative P. Moss Date 2/10/81

II. FISCAL DETAIL

Agency Affected Department of Transportation & Public Facilities

Program Category Affected Transportation

BRU, Program, or Subprogram(s) Affected Planning & Programming

(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 80	FY 81	FY 82	FY 83	FY 84	FY 85
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL		0	0	0	0	0

FUNDING (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME		/	/	/	/	/
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

Intent and purpose can be accomplished through existing funding and staff.

IV. DATE 2/13/81 PREPARED BY Dennis Dooley Jim Bentley for

AGENCY DOT/PF

PHONE 465-2470

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)

33-001 (Rev. 12/79)

AMENDMENT

OFFERED IN THE HOUSE: BY: ~~Rogers~~

To: _____ HOUSE BILL No. ~~12~~

SENATE BILL No. _____

PAGE: ~~1~~ LINE: ~~17~~

Delete ", the commissioner of revenue, and the commissioner of commerce and economic development."

Insert in its place "and two members of the public who represent the petroleum, mining, agriculture, or tourism industries or other railroad user groups. The two public members shall be appointed by the governor and shall serve staggered two-year terms."

3/16/81

K.R.

Red Swanson

Int'l Dev Commission - appt'd by Bradner in '75

Yukon - B.C. - Yukon pay for B.C. rail
- Mineral deposits in Yukon -
Aluminum Co on Yukon River created Int'l Dev. Comm.

if all 3 involved - feasible?
Swanson urged Hsol to bring all rail entities together

possible for int'l rail connection viable as result of conference - didn't know much as to resources, corridor etc.
Commerce committee approp to $50,000 for report back to legis/ working w/ B.C. & Yukon.
put into econ dev.
report gave indication of possibility
$865,000 HB 484+47 S.O.I - Woody Johansen - aerial photos from Eielson AFB to Canadian border -
Gov vetoed $600,000 - legis/ overrode Gov's veto
Gov again line-itemed. Woody already had it encumbered in contracts - ~~Gov~~ Legis/ council
Holman → $265,000 SB 440 - Ray - directed legis/ cncl to update (Orsini's) - [Moore. Anc]
Swanson - 5000 from legis/ cncl last yr
Moore & Swanson went thru Canada & int'l connection w/ Can. transp officials
Ottawa - Candian - Ken Henderson -
→ In Dec, Swanson wrote synopsis of Orsini's report to Reagan - Ed ~~Meese~~ Meese

Alaska State Legislature

House of Representatives

Committe on Transportation

Rep. Bette Cato, Chairman

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

Alaska RailRoad

HB 12 (now in House Finance)
establishes state authority, with 5-members board including Commissioner of DOT/PF or designee and four members of the public appointed by Governor. The purpose of the authority is to plan, finance, acquire, construct, operate, maintain, or sell railroad facilities and contract to provide rail service in the state as provided in bill.
Authority has bonding authority--Transportation committee strenthened considerably the bonding section of HB 12.
Authority is required to furnish the governor and the legislature a comprehensive report describing operations, income and expenditures for the preceding fiscal year; annual audit is also prescribed. (Rail bill is now in drafting in D.C.---- Congress will pass bill this year for transfer---good news tip for media)
HJR 20, CSSJR 18
Both resolutions are essentially the same.
HJR 20 is now in Senate Transportation; CSSJR 18 is in House Transportation.
The resolutions request the President to direct Secretary of Transportation (in HJR 20) or the Secretary of Interior (CSSJR 18) to create a utility corridor the extension of the Alaska Railroad to the Canadian border.
The resolutios generally portray that the corridor will provide an essential international transportation lind, that both parties are similar in the need for rail for further development, members of the Canadian government have expressed a willingness for talks concerning an international rail connection.

Resolution passed by Resource Development Council on April 9 regarding Alaska Railroad (ARR) ---attached.

Exportation issues:

SunEl of Korea -coal; Thailand and Japan also interested in coal for concrete

production. Ag Council re grain marketing system.
State's control of resource should complement with state control of rail service at this time.

revised edition not forwarded

POLICY STATEMENT ON THE ALASKA RAILROAD
PROPROSED BY THE RAILROAD STUDY COMMITTEE

Based upon this committee's study, the Resource Development Council supports the following:

(1) That the State of Alaska take the necessary steps to (transfer) ownership of the Alaska Railroad from the federal government. enter into negotiations

(2) That the Alaska Legislature enact legislation establishing an autonomous authority, separate and apart from existing state agencies, to act on behalf of the State.

(3) That the operation and management of the railroad be placed with a qualified private enterprise firm.
@ultimately

4) Ultimate goal of RDC as soon as econ fcas
& goals have been met

24-18



5/30 Bill - If AK operates R.R. ... strong support to maintain low & competitive tariffs - not predatory pricing & retain land now 64/65 in lower 48.

City of Galena

Antoski Hall
P.O. Box 149
Galena, Alaska 99741
Telephone (907) 656-1281

APR 20 1981

MEMORANDUM

TO: Senators and Representatives
Alaska State Legislature

FROM: City Manager James R. Filip

SUBJECT: City of Galena Resolution No. 81-9

DATE: April 16, 1981

On behalf of Mayor Vernon White and members of the Galena City Council I am pleased to enclose a copy of Resolution No. 81-9 supporting State purchase and operation of the Alaska Railroad.

The Council also supports extension of the Railroad to the Yukon River Bridge crossing and retention of barge operations on the river.

Thank you for considering these thoughts.

City of Galena

Antoski Hall
P.O. Box 149
Galena, Alaska 99741
Telephone (907) 656-1281

RESOLUTION NO. 81-9

A RESOLUTION SUPPORTING THE
PURCHASE OF THE ALASKA
RAILROAD BY THE STATE OF ALASKA

WHEREAS, the Alaska Railroad has played a vital and continuing role in the development of Alaska along its route, and;

WHEREAS, the United States government has indicated a willingness to sell the railroad;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Galena that members of the Alaska State Legislature are encouraged to provide funds for the purchase and operation of the Alaska Railroad by the State of Alaska including retention of the barge operations on the Yukon River and extension of the railroad to the Yukon River Bridge site.

This resolution takes effect immediately upon passage and approval.

PASSED AND APPROVED by the City Council of the City of Galena, this 14th day of April, 1981.

Vernon White
Mayor

ATTEST:

James R. Filip
City Manager/Clerk

ALASKA STATE LEGISLATURE HOUSE OF REPRESENTATIVES

REPRESENTATIVE SALLY SMITH • 321 CHURCH STREET • FAIRBANKS, ALASKA 99701 • IN JUNEAU: POUCH V • JUNEAU, ALASKA 99811

March 16, 1981

MAR 17 1981

Oscar L. Venable
330 Wedgewood, #7
Fairbanks, Alaska 99701

Dear Oscar,

Thank you for your letter supporting a state-owned railroad. State ownership of the Alaska Railroad is being discussed, but a bill has not been introduced that would appropriate money to actually buy it.

You have made some very good points in your letter, and I thoroughly agree with your position. House Bill 12 and Senate Bill 221 have been introduced which would establish an Alaska Railroad authority whose goal would be to work with the federal government toward purchasing the Alaska Railroad. House Bill 12 is in the House Transportation Committee and a copy of your letter has been sent to Committee Chair Bette Cato. Senate Bill 221 is in the Senate Transportation Committee so I've sent a copy of your letter to Committee Chair Bill Ray as well. Your letter will show public support to the Committee members. If you have further comments about these bills, I urge you to contact Representative Cato and Sentaor Ray at Pouch V, Juneau, 99811.

Thanks for taking the time to write and express your opinion on this issue.

Sincerely,

Sally

Sally Smith
Alaska State Representative

cc: Rep. Cato ✓
Sen. Ray

Dear Oscar

3/6/81

Sally Smith
House of Rep.

Dear Sally:

I kinda envied you in Miami an much that Cold North Slope.

Sally I hope you will look into the purchase of the railroad an Gov. put by a State Corp. I am sure it would have to subsidized but look at the Ferry System as you know d- little money will be coming from the Fed. Govt for Gov. Maint & etc.

I am sure if the road Bed, Services Equip were updated business would be good, I presume you have been to Europe put look at their railway system how fast the Trains go, Freight & Passenger I think it would be a worth while project for the State

Sincerely
Oscar Kendall

Oscar L. Venable
330 Wedgewood, 7
Fairbanks, AK 99701

P.S. The Govt. Might give it away to get rid of it.

Release to Finance
13-16
(d Hanger)

AMENDMENT

OFFERED IN THE HOUSE: BY: _____

TO: CS HOUSE BILL NO. 12 (Fin)

SENATE BILL NO. _____

PAGE: 1 LINE: 8

Delete Sections 1 through 7.

Insert in its place:

* Section 1. ALASKA RAILROAD NEGOTIATING COMMISSION. (a) There is established in the Department of Transportation and Public Facilities the Alaska Railroad Negotiating Commission.

(b) The Alaska Railroad Negotiating Commission consists of the following members: the commissioner of transportation and public facilities or his designee and four public members appointed by the governor who represent petroleum, mining, agricultural, tourism industries, regional corporations or other railroad user groups. A member of the commission must be a resident and qualified voter of the state and shall comply with the requirements of AS 39.50 (conflict of interest) relating to members of state boards and commissions. Members of the commission serve without compensation but are entitled to per diem and travel expenses authorized by law for boards and commissions.

(c) The Alaska Railroad Negotiating Commission shall ~~initiate~~ conduct discussions with the federal government concerning the transfer of ownership of the Alaska Railroad to the state from fed'l ownership [or to private enterprise] and [,] concerning additional rail access to other areas of Alaska not presently served by the Alaska Railroad. The commission shall also ~~initiate~~ conduct discussions with the federal, provincial and territorial governments of Canada [as well as interested private parties] concerning the incorporation of the Alaska Railroad into a transcontinental rail system. The commission shall report its findings and recommendations concerning the transfer of ownership to the legislature as soon as possible or, if the legislature is not in session at the

AMENDMENT

OFFERED IN THE HOUSE: BY: _____

TO: CS HOUSE BILL No. 12 (Fin)

SENATE BILL No. _____

PAGE: _____ LINE: _____

Amendment No. ____ continued

time of the report, to each member of the legislature.

(d) The House Committee on Transportation and the Senate Committee on Transportation shall have oversight responsibilities for the on-going work of the Alaska Railroad Negotiating Commission.

ALASKA STATE LEGISLATURE HOUSE OF REPRESENTATIVES

REPRESENTATIVE SALLY SMITH • 321 CHURCH STREET • FAIRBANKS, ALASKA 99701 • IN JUNEAU: POUCH V • JUNEAU, ALASKA 99811

March 31, 1981

Bruce E. Carr
Box 81023
Fairbanks, Alaska 99708

APR 2 1981

Dear Mr. Carr:

Thank you for your message concerning your opposition to a state-owned railroad. State ownership of the Alaska Railroad is being considered, but a bill has not been introduced that wold appropriate money to actually buy it.

You have made some very good points, and they definitely deserve consideration. House Bill 12 and Senate Bill 221 have been introduced which would establish an Alaska Railroad Authority whose goal would be to work with the federal government to determine if purchasing the Alaska Railroad is feasible. House Bill 12 is in the House Transportation Committee and a copy of your letter has been sent to Committee Chair Bette Cato. Senate Bill 221 is in the Senate Transportation Committee, so I've sent a copy of your letter to Committee Chair Bill Ray as well. Your message will show public support to the Committee members. If you have further comments about these bills, I urge you to contact Representative Cato and Senator Ray at Pouch V, Juneau, 99811.

Thanks for taking the time to express your opinion.

Sincerely,

Sally Smith
Alaska State Representative

cc: Rep. Cato
Sen. Ray

MSG 81-00009745 PRTY 1 03/25/81 15:45:21 ORIG: LF00 IN= 0009 OUT= 0064
FROM: ANNIE IN FAIRBANKS TO: JUNEAU INFO.
TARGET: LJH2 SUBJ: POM PAGE 0001

TO: REPS. BETTISWORTH, BROWN, FANNING, RANDOLPH, ROGERS AND SMITH
SENS. BENNETT, FAHRENKAMP AND PARR

FROM: BRUCE E. CARR, BOX 81023, FAIRBANKS 99708 479-3747

RE: STATE OF ALASKA BUYING THE ALASKA RAILROAD

I AM AGAINST THE STATE BUYING THE RAILROAD. GOVERNMENT SHOULD NOT BE IN COMPETITION WITH PRIVATE ENTERPRISE. TRANSPORTATION IS THE LARGEST PRIVATE EMPLOYER IN THE FAIRBANKS AREA AND THE RAILROAD COMPETES WITH AND TAKES BUSINESS AWAY FROM THE PRIVATE TRUCKING COMPANIES, BUS COMPANIES, SHIP AND AIRLINE COMPANIES. THE TAXES PRIVATE ENTERPRISE PAYS SUBSIDIZES THEIR COMPETITOR.

~~PROPOSED (Buchholdt)~~

LETTER OF INTENT

HB 12

A task force consisting of (1) the directors of the Alaska Railroad Authority; (2) a representative from each of the departments of Commerce and Economic Development, Natural Resources, Community and Regional Affairs, Law, and Labor, the division of policy development and planning, and the University of Alaska appointed by the head of each agency; and (3) three members of the public appointed by the governor, shall study the options for transfer of the Alaska Railroad to nonfederal control. The task force shall make recommendations to the legislature by March 1, 1982.

The Alaska Railroad Authority shall construct railroad facilities between Fairbanks and Delta and shall plan railroad facilities between Delta and the Alaskan and Canadian border.

Teh Alaska Railroad Authority shall consider the extension of railroad facilities to the Beluga, Susitna, and Matanuska-Susitna coal fields.

The Alaska Railroad Authority shall initiate discussions with the representatives of the White Pass and Yukon Railroad concerning the participation of the state in the ownership and control of that railroad.

adopted

Rep Bette Cato, Chairman
House Tensp Comm.

Proposed Amendment: Delete Sec 6, pg 10; place in Sec. 44.87.030, pg 3

PURPOSE OF AUTHORITY (Hayes)

Proposed Amendment: Should amendment by Hayes to include Sec. 7, 8, & 9, pg 10 in Letter of Intent fail, Zharoff proposes to include the word "consider" after the word "shall" in the aforementioned sections.

~~not needed~~

Proposed Amendment: Delete Sec. 1 (2); replace with Sec 1 (a) of HB 312 (Hayes)

Section 1. LEGISIATIVE FINDINGS. (a) The legislature finds that there is a vast potential in Alaska natural resources and that extension of the Alaska railroad into natural resource areas is necessary for the achievement of the goals of lower freight costs and long-term economic growth. Development of natural resources in the state will be accelerated and facilitated by the creation of an instrumentality of the state with power to incur debt for construction, and with power to own and operate railroads.

adopted

Proposed Amendment: Pg 2, line 2, Membership of Authority: delete "or" after industries add "," insert "regional corporations" (Zharoff).

adopted

Sunset Provision in HB 12, as requested by Committee of Tom Sofo, Legal Dept.

For Committe's information: Sunset provision may included in the bill in numerical sequence; amend AS 44.66.010 to include new paragraph for the Alaska Railroad Authority. If Committee desires a sunset provision, the Committee must determine date.

Disapproved

3/21/81

SB 212 – Dankworth's Railroad Bill

[definition of covenant] formal sealed contract; a clause of such a contract

prov. for conflict of interest

powers & duties: 1) exist continuously

pg 4, line 13 (13)

pg 4, line 18 – subject to all laws

annual audits – LB&A pg 5 line 10 / line 14

Covenant sections

issuance of refunding bonds

Ugh!

- Minutes of mtgs – certified copy to Gov
- establ. each w/in Dot
- only 1 Comm, + 6 public members
- prov for Pres – jobs descriptions in Statutes!

PLEASE NOTE: THE FOLLOWING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT

Carol

AMENDMENTS TO HB 12

page 1
line 17 - Delete ", the commissioner of revenue, and the commissioner of commerce and economic development." and insert in its place "and four members of the public who represent the petroleum, mining, agriculture, or tourism industries or other railroad user groups. The four public members shall be appointed by the governor and shall serve staggered four-year terms."
line 20 - before "member" insert "public".
line 21 and 24 - change "two" to "three".
line 27 - Delete entire section and insert in its place new section "Qualifications, powers, and duties of officers and directors." (See attachment A.)

page 2
line 6 - Delete entire section and insert in its place "PURPOSE OF THE AUTHORITY. The purpose of the authority is to plan, acquire, construct, operate, and mainatain, or sell railroad facilities in the state, as provided for by law."

page 3
after line 13 - insert
"(15) recommend to the legislature
(A) methods of expanding and improving railroad facilities in the state, and
(B) financing proposals if the authority finds that a project cannot be financed by revenue bonds of the authority.
(16) develop a long-range state rail transportation plan to assist development of the state's resources and provide for transportation between communities."

Include new sections:
Annual audit
Limitations on issuance of bonds by the authority
Annual report
Appropriations and reports
Public records; open meetings
(See attachment B.)

Include new section:
"Section 2. (a) A task force, consisting of the directors of the Alaska Railroad Authority, representatives of the ~~Departments of Transportation~~, Commerce and Economic Development, Natural Resources, Community and Regional Affairs, Law, and Labor, the Division of Planning and ~~the Development~~ of Policy, and the University of Alaska, shall consider all the options for transfer of the Alaska Railroad to non-federal control. The task force shall present its recommendations to the legislature on or before ~~April~~ March 1, 1982. 3 members of priv sector appt'd by Gov
(b) The Alaska Railroad Authority shall construct railroad facilities between Fairbanks and Delta and shall plan railroad facilities between Delta and the Alaska border.

& submit recommend

(planning) delete and before Law

(c) The authority shall initiate discussions with the principals of the Whitepass and Yukon Railroad concerning state participation in the ownership and control of that railroad.

(d) The authority shall consider additional railroad extensions within the state and shall report its findings and recommendations to the legislature.

(e) The authority may purchase rolling stock, terminals, and any associated storage and transportation facilities, including but not limited to grain and coal handling facilities, as are needed to fulfill its purposes.

~~(f) The authority shall initiate dedication of corridor rights-of-way over federal, state, and private lands~~.

acquisition - Hayes

including extensions to Beluga, Mat-Su + Susitna coal fields

explore deepwater tidewater ports

Ltr 4636

Sec. 44.83.040. Officers and quorum. The director shall elect one of the directors at large as chairman and other officers they determine desirable. The powers of the authority are vested in the directors, and three directors of the authority constitute a quorum. Action may be taken and motions and resolutions adopted by the authority at a meeting by the affirmative vote of at least three directors. The directors of the authority serve without compensation, but they shall receive the same travel pay and per diem as provided by law for board members (§ 1 ch 278 SLA 1976; am § 3 ch 156 SLA 1978)

Effect of amendment. — The 1978 amendment substituted "directors at large" for "public members" in the first sentence.

Sec. 44.83.045. Qualifications, powers, and duties of officers and directors. (a) The directors at large must be residents and qualified voters of Alaska and shall comply with the requirements of AS 39.50 (conflict of interests). The directors at large shall serve four-year terms. The four original directors at large have terms of one, two, three, and four years, respectively.

(b) A vacancy in a directorship occurring other than by expiration of a term shall be filled in the same manner as the original appointment but for the unexpired portion of the term only.

(c) The authority shall employ an executive director who may, with the approval of the authority, employ additional staff as necessary. In addition to its staff of regular employees, the authority may contract for and engage the services of legal and bond counsel, consultants, experts, and financial and technical advisors the authority considers necessary for the purpose of conducting studies, investigations, hearings, or other proceedings. The board of directors shall establish the compensation of the executive director. The executive director of the authority is subject to the provisions of AS 39.25. (§ 4 ch 156 SLA 1978)

Sec. 44.83.050. Staff.
Repealed by § 23 ch 156 SLA 1978.

Editor's note. — The repealed section derived from § 1 ch. 278, SLA 1976.

Article 2. Purpose and Powers.

Section
70. Purpose of the authority
80. Powers of the authority
90. Power contracts and the Alaska Public Utilities Commission

constructing, acquiring, financing and operating power pr facilities limited to fossil fuel, wind power, tidal, geo hydroelectric, or solar energy production and waste conservation facilities. (§ 1 ch 278 SLA 1976; am § 5 ch 156 Sl

Effect of amendment. — The 1978 amendment substituted the language beginning "power production facilities" for "hydroelectric and fossil fuel projects" at the end of the secti

Sec. 44.83.080. Powers of the authority. In furtheranc corporate purposes, the authority has the following powers in to its other powers:

(1) to sue and be sued;

(2) to have a seal and alter it at pleasure;

(3) to make and alter bylaws for its organization and i management;

(4) to make rules and regulations governing the exercis corporate powers;

(5) to acquire, whether by construction, purchase, gift or le to improve, equip, operate, and maintain power projects;

(6) to issue bonds to carry out any of its corporate purpo powers, including the acquisition or construction of a projec owned or leased, as lessor or lessee, by the authority, or by person, or the acquisition of any interest in a project or any r capacity of a project, the establishment or increase of reserves to or to pay the bonds or interest on them, and the payment of all costs or expenses of the authority incident to and necessa convenient to carry out its corporate purposes and powers;

(7) to sell, lease as lessor or lessee, exchange, donate, conv member in any manner by mortgage or by creation of any security interest, real or personal property owned by it, or in wh has an interest, when, in the judgment of the authority, the acti in furtherance of its corporate purposes;

(8) to accept gifts, grants or loans from, and enter into contrac other transactions regarding them, with any person;

(9) to deposit or invest its funds, subject to agreements with bondholders;

(10) to enter into contracts with the United States or any person subject to the laws of the United States and subject to concurrent by the legislature, with a foreign country or its agencies, for the financ construction, acquisition, operation and maintenance of all or any power project, either inside or outside the state, and for the sal transmission of power from a project or any of its

(2) repair or reconstruction of a project; or

(3) design, acquisition or construction necessary to complete a project for which bonds have been issued. (§ 24 ch 83 SLA 1980)

Sec. 44.83.190. Annual audit. The authority shall have its financial records audited annually by a certified public accountant. The legislative auditor may prescribe the form and content of the financial records of the authority and shall have access to these records at any time. (§ 1 ch 278 SLA 1976)

Sec. 44.83.191. Limitations on issuance of bonds by the authority. The authority may not issue bonds except after 60 days notification of its intent to issue bonds is given to the governor and to the legislature, if the legislature is in session, or to the Legislative Budget and Audit Committee, if the legislature is not in session. (§ 24 ch 83 SLA 1980)

Sec. 44.83.195. Operation of projects. (a) When a project is operated by the authority, the authority shall enter into one or more contracts for the sale of electrical power from the project. A contract entered into under this section shall meet all requirements of AS 44.83.090.

(b) If, at the expiration of a contract entered into by the authority under (a) of this section, revenues earned by the authority under the contract exceed expenses of the authority for the project, an amount equal to the excess shall be used by the authority to reduce rates or improve services to consumers served by the power project. (§ 24 ch 83 SLA 1980)

Sec. 44.83.200. Annual report. Before March 1 of each year, the authority shall submit to the governor and the legislature a comprehensive report describing operations, income and expenditures for the preceding 12-month period. (§ 1 ch 278 SLA 1976)

Sec. 44.83.210. Appropriations and reports. (a) Notwithstanding any other provision in this chapter, the authority is subject to the provisions of the Executive Budget Act (AS 37.07).

(b) The authority shall, by the 15th day of each regular legislative session, present to the legislature a report detailing project status, original costs and projected costs, particularly highlighting any costs in excess of the original cost estimates submitted for each project when that project was originally approved by the legislature. (§ 1 ch 276 SLA 1976; am § 19 ch 156 SLA 1978)

Effect of amendment. — The 1978 amendment rewrote this section.

Sec. 44.83.220. Public records; open meetings. The provisions of AS 09.25.110 — 09.25.120 and AS 44.62.310 — 44.62.312 apply to the authority. The authority shall publish a proposed agenda of its meetings and afford the public an opportunity to be heard in accordance with AS 44.62.312. (§ 1 ch 278 SLA 1976)

authority. The authority shall meetings and afford the public ance with AS 44.62.312. (§ 1 ch

Sec. 44.83.224. Long-term Commerce and Economic Deve shall, after public hearings, pre energy plan. The plan and its a the commissioners of the depart government for review and to approval, the plan shall be subm February 1 of each year. The include

(1) an "end-use" study examir amount of energy used and the

(2) an energy development thermal, electrical and transport lowest reasonable cost, includi consistent with acceptable stan consideration as practicable to al based on nuclear fuels) which ar promote the efficient use of facil conservation goals, and the consi

(3) an energy conservation cor

(A) conservation goals for identifying the region for which energy to which the goals are a

(B) specific methods and mear paragraph;

(4) a component for emerge applicable during times of emer

(5) a report on areas or subje demonstration projects involvin energy sources, and energy cons § 25 ch 83 SLA 1980)

Effect of amendment. — The 198 amendment rewrote the section.

Editor's note. — As 44.83.180, referre

Sec. 44.83.230. Definitions. requires otherwise,

(1) "authority" means the Ala this chapter;

(2) "bonds" means bonds, notes issued under this chapter;

AMENDMENT

OFFERED IN THE HOUSE: BY: Ken Fanning

TO: Transportation Comm. HOUSE BILL No. 12

SENATE BILL No. _____

PAGE: 2 LINE: _____

Line 6 - as provided for [by law] in this Act.

Include new section

delete DOT

Section 2 (a) A task force ..... [and] the University of Alaska and three members of the private sector, appointed by the Governor.

(b) .... The Alaska Railroad Authority shall submit recommendations to the legislature and construct railroad facilities between Fairbanks and Delta.

* new subsection (f) - subsections a, b, c, and d of this section require legislative approval prior to any final action.

Introduced: 2/4/81
Referred: Transportation
and State Affairs

BY MOSS, ROGERS, BROWN AND BETTISWORTH

IN THE HOUSE

HOUSE BILL NO. 12

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWELFTH LEGISLATURE - FIRST SESSION

A BILL

For an Act entitled: "An Act creating the Alaska Railroad Authority."

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

* Section 1. AS 44 is amended by adding a new chapter to read:

CHAPTER 87. ALASKA RAILROAD AUTHORITY.

ARTICLE 1. CREATION AND ORGANIZATION.

Sec. 44.87.010. ALASKA RAILROAD AUTHORITY CREATED. There is created the Alaska Railroad Authority. The authority is a public corporation of the state in the Department of Transportation and Public Facilities, but with a separate and independent legal existence.

Sec. 44.87.015. MEMBERSHIP OF THE AUTHORITY. The authority consists of the following board of directors: the commissioner of transportation and public facilities, the commissioner of revenue, and the commissioner of commerce and economic development.

Sec. 44.87.020. OFFICERS AND QUORUM. The board shall elect one member as chairman. Other officers may be elected as the board determines. The powers of the authority are vested in the board. ~~Two~~ Three directors of the authority constitute a quorum. Action may be taken and motions and resolutions adopted by the authority at a meeting by the affirmative vote of at least ~~two~~ three directors. The directors serve without compensation, but they are entitled to the same travel expenses and per diem provided by law for board members.

Sec. 44.87.025. STAFF. The authority shall employ an executive director who may employ additional staff as necessary. In addition to its staff of regular employees, the authority may contract for and

engage the services of the bond counsel, consultants, experts, and financial advisors it considers necessary for the purpose of developing information, or conducting studies, investigations, hearings, or other proceedings.

ARTICLE 2. PURPOSE AND POWERS.

Sec. 44.87.030. PURPOSE OF THE AUTHORITY. The purpose of the authority is to plan acquire, construct, operate and maintain or sell railroad facilities in the state, as provided by law

Sec. 44.87.035. POWERS OF THE AUTHORITY. In furtherance of its corporate purposes, the authority may

(1) sue and be sued;

(2) have a seal and alter it at pleasure;

(3) make and alter bylaws for its organization and internal management;

(4) adopt regulations governing the exercise of its corporate powers;

(5) acquire by construction, purchase, gift or lease facilities in the state;

(6) improve, equip and operate railroad facilities in the state;

(7) issue revenue bonds for the acquisition, construction, or improvement of railroad facilities in the state;

(8) sell, lease as lessor or lessee, exchange, donate, convey or encumber by mortgage or by creation of any other security interest, real or personal property owned by it, or in which it has an interest, when, in the judgement of the authority, the action is in furtherance of its corporate purposes;

(9) accept gifts, grants or loans from, and enter into contracts with a federal agency or an agency of the state, a municipality,

a private organization or other source;

(10) deposit or invest its funds, subject to agreements with bondholders;

(11) contract with any person for the improvement, construction, acquisition, operation and maintenance of its railroad facilities, or for the security of bonds issued by the authority;

(12) establish, levy, and collect fares and other charges for the use of its railroad facilities;

(13) enter into contracts or agreements with respect to the exercise of any of its powers, and do all things necessary to carry out its corporate purposes and exercise the powers granted in this chapter;

(14) exercise the power of eminent domain in accordance with AS 09.55.250 - 09.55.410.

ARTICLE 3. FINANCIAL PROVISIONS.

Sec. 44.87.040. BONDS OF THE AUTHORITY. (a) The authority may issue bonds in accordance with AS 44.87.035(7) on which the principal and interest are payable

(1) exclusively from the income or other money derived from its railroad facilities; or

(2) from its income and receipts or other assets generally, or a designated part of them.

(b) Bonds shall be authorized by resolution of the authority, and shall be dated and shall mature as the resolution may provide, except that no bond shall mature more than 40 years from the date of its issue. Bonds shall bear interest at the rate or rates, be in the denominations, be in the form, either coupon or registered, carry the registration privileges, be executed in the manner, be payable in the medium of payment, at the place or places, and be subject to the terms of redemption which the resolution or a subsequent resolution may

provide.

(c) All bonds, regardless of form or character, shall be negotiable instruments for all the purposes of the Uniform Commercial Code.

(d) All bonds may be sold at public or private sale in the manner, for the price or prices, and at the time or times which the authority may determine.

(e) The superior court has jurisdiction to hear and determine actions or proceedings relating to the authority, including actions or proceedings brought by or for the benefit or security of a holder of its bonds or by a trustee for or other respresentative of the holders.

Sec. 44.87.045. TRUST INDENTURES AND TRUST AGREEMENTS. In the discretion of the authority, an issue of bonds may be secured by a trust indenture or trust agreement between the authority and a corporate trustee (which may be a trust company, bank, or national banking association, with corporate trust powers, located inside or outside the state) or by a secured loan agreement or other instrument or under a resolution giving powers to a corporate trustee by means of which the authority may

(1) make and enter into any covenants and agreements with the trustee or the holders of the bonds which the authority may determine to be necessary or desirable, including, without limitation, covenants, provisions, limitations and agreements as to

(A) the application, investment, deposit, use and disposition of the proceeds of the bonds of the authority or of money or other property of the authority or in which it has an interest;

(B) the terms and conditions upon which additional bonds of the authority may be issued;

(2) pledge, mortgage or assign money, leases, agreements, property or other assets of the authority; and

(3) provide for any other matters which affect the security or protection of the bonds.

Sec. 44.87.050. VALIDITY OF PLEDGE. It is the intention of the legislature that a pledge made in respect of bonds be valid and binding from the time the pledge is made; that the money or property so pledged and thereafter received by the authority be immediately subject to the lien of the pledge without physical delivery or further act; and that the lien of the pledge be valid and binding as against all parties having claims of any kind in tort, contract or otherwise against the authority irrespective of whether the parties have notice. Neither the resolution, trust agreement nor any other instrument by which a pledge is created need be recorded or filed under the provisions of the Uniform Commercial Code to be valid, binding or effective against the parties.

Sec. 44.87.055. NONLIABILITY ON BONDS. (a) Neither the members of the authority nor a person executing the bonds is liable personally on the bonds or subject to personal liability or accountability by reason of the issuance of the bonds.

(b) The bonds issued by the authority do not constitute an indebtedness or other liability of the state or of a political subdivision of the state, except the authority, but are payable solely from the income and receipts or other funds or property of the authority. The authority may not pledge the faith or credit of the state or of a political subdivision of the state (except the authority) to the payment of a bond and the issuance of a bond by the authority does not directly, indirectly or contingently obligate the state or a political subdivision of the state to levy or pledge any form of taxation to the payment of a bond.

Sec. 44.87.060. PLEDGE OF THE STATE. (a) The state pledges to

and agrees with the holders of bonds issued under this chapter that the state will not limit or alter the rights and powers vested in the authority by this chapter to fulfill the terms of any contract made by the authority with the holders. The state also pledges to and agrees not to impair the rights and remedies of the holders until the bonds, interest on them, interest on unpaid installments of interest on them, and all costs and expenses in connection with any action or proceeding by or on behalf of the holders, are fully met and discharged.

(b) The state pledges to and agrees with a federal agency that loans or contributes money for railroad facilities of the authority, that the state will not limit or alter the rights and powers vested in the authority by this chapter to fulfill the terms of any contract made by the authority with the federal agency.

(c) The authority is authorized to include the pledge and agreement of the state contained in (a) and (b) of this section, insofar as it refers to holders of bonds of the authority, in a contract with the holders, and insofar as it relates to a federal agency, in a contract with a federal agency.

Sec. 44.87.065. EXEMPTION FROM TAXATION. The real and personal property of the authority and its assets, income and receipts are declared to be property of a political subdivision of the state and, together with the railroad facilities under the jurisdiction of the authority is exempt from all taxes and special assessments of the state or a political subdivision of the state. The bonds of the authority are declared to be issued by a political subdivision of the state for an essential public and governmental purpose and the bonds, and the interest on them, the income from them and the transfer of the bonds, and all assets, and income pledged to pay or secure the payment of the bonds, or interest on them, are exempt from taxation by or under the

authority of the state, except for inheritance and estate taxes and taxes on transfers by or in contemplation of death.

Sec. 44.87.070. BONDS LEGAL INVESTMENTS FOR FIDUCIARIES. The bonds of the authority are securities in which all public officers and bodies of the state and all municipalities, all insurance companies and associations and other persons carrying on an insurance business, all banks, bankers, trust companies, savings banks, savings associations, including savings and loan associations and building and loan associations, investment companies and other persons carrying on a banking business, all administrators, guardians, executors, trustees and other fiduciaries, and all other persons who are or who may be authorized to invest in bonds or other obligations of the state, may properly and legally invest funds including capital in their control or belonging to them. The bonds of the authority are also securities which may be deposited with and may be received by all public officers of this state and all municipalities for any purpose for which the deposit of bonds or other obligations of the state is or may be authorized.

ARTICLE 4. GENERAL PROVISIONS.

Sec. 44.87.075. DEFINITIONS. In this chapter

(1) "authority" means the Alaska Railroad Authority;

(2) "board" means the board of directors of the authority;

(3) "railroad facilities" includes rights-of-way, trackbed, engines, cars, freight and passenger terminals, and any other facilities or equipment used for the operation of a railroad.

PLEASE NOTE: THE PRECEDING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT.

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE: 3/24/81
LOCATION: CAP 112
SUBJECT: HB 19 APP.

NAME	REPRESENTING	ADDRESS	PHONE	HERE TO TESTIFY	HERE TO OBSERVE
Leslie Rhoades	Self	113 NW 5th St	586-3896	✓	
John Bates	DOT/PF		3900		✓
David Ramseur	Fbks. Daily News-Miner	Capitol Bldg. #203			✓
JOHN HECHT	CAPITAL 81				✓
From Phil Holdsworth	SE Conference	326 - 4th St. Juneau	586-1383	✓	
Bob Collins					

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. HB 12 (Moss, Rogers, Brown and Bettisworth)
Title An Act creating the Alaska Railroad Authority
Requested by Representative Moss Date 2/9/81

II. FISCAL DETAIL
Agency Affected DOT/PF
Program Category Affected Commissioner's Office
BRU, Program, or Subprogram(s) Affected Transportation
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

		FY 81	FY 82	FY 83	FY 84	FY 85	FY 86
100	PERSONAL SERVICES		190.5	293.7			
200	TRAVEL		18.0	21.0			
300	CONTRACTUAL		218.0	218.0			
400	COMMODITIES				(See Footnote #1)		
500	EQUIPMENT		4.0	1.5			
600	LAND & STRUCTURES						
700	GRANTS, CLAIMS, ETC.						
	TOTAL		430.5	534.2			

FUNDING (Thousands of Dollars)

GENERAL FUND (See Footnote #2)	430.5	534.2				
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME		3	5			
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

ASSUMPTIONS/EXPENDITURE BREAKDOWNS:

A) All cost estimates are in FY 81 dollars.

B) Expenditures will not commence prior to FY 82. (The Act carries no effective date.)

C) 100 Personal Services: FY 82

Position	Range	Salary	Overhead (77%)	Total
Executive Director	24	$49,200	$37,800	$87,000
Executive Secretary	10	$18,700	$14,400	$33,100
Planner V	21	$39,800	$30,600	$70,400
				$190,500

IV. DATE 2/19/81 PREPARED BY Mark S. Hickey
AGENCY DOT/PF - S.E. Planning and Programming
PHONE 465-2470

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)

Mk S. Hickey JB

33-001 (Rev. 12/80

100 Personal Services (cont.): FY 83

Position	Range	Salary	Overhead (77%)	Total
Executive Director	24	$53,100	$40,900	$94,000
Executive Secretary	10	$20,300	$15,600	$35,900
Planner V	21	$43,200	$33,300	$76,500
Planner III	17	$32,300	$24,900	$57,200
Clerk Typist II	07	$17,000	$13,100	$30,100
				$293,700

(These positions reflect the authority noted in the legislation allowing the Executive Director to employ additional staff as necessary. The staff growth in FY 83 is based on the assumption of increased duties following organizational structuring in the FY 82 year.)

D) 200 Travel: FY 82

Quarterly meeting of the board of directors, with an assumption of two additional officers elected by the board (average attendance = 6):

Round-trip air fare @ $300 x 6 = $1,800

Two days per diem @ $67 per day x 6 = $800

Incidental meeting expenses = $100

Total per meeting = $2,700 x 4 meetings = $10,800

Additional travel requirements of board and staff:

12 trips per year @ $600 air fare and per diem = $7,200

FY 82 Total= $18,000

FY 83 travel budget reflects a small increase due to additional staff and greater duties: $21,000

E) 300 Contractual: FY 82 and 83

Office Space Rental: 1,000 net square feet @ $18 annual nsf cost = $18,000

Bond counsel and consultant requirements: $200,000 Total: $218,000 per year

(These latter contractual requirements reflect the authority noted in the legislation and are based on the assumption of needed expertise to establish the appropriate bonding authorities and the organizational format of this public corporation.)

F) 500 Equipment: Minor expenditures for the necessary business machines are indicated under this category.

FOOTNOTES:

1 No actual estimates are provided for subsequent fiscal years because of the difficulty in predicting levels of responsibility beyond initial organizational structuring of the authority. It can be expected that expenditures will at least remain equivalent with the FY 83 level, with the necessary adjustments for inflation, and depending on future action by the Legislature, actual expenditures may be considerably higher.

2 The legislation does not address a specific source of funding for the establishment of this public corporation. Consequently, the first two years of funding are depicted under the General Fund category. Although no funding is shown under the Federal Fund category, there are both planning and operational assistance grants available from the Federal Railroad Administration, U.S. Department of Transportation, to aid local rail operations. DOT/PF is currently the receipient of rail planning funds, which represents the major source of funds of DOT/PF's rail studies. However, while it is apparent that if this public corporation is formed, it will become the administrator of these funds, it is doubtful that the State of Alaska would be allowed to use these funds other than for technical rail planning. As a result, these funds are not depicted as a source of funding for the contractual requirements noted above.

I. REQUEST

Bill/Resolution No. House Bill #12

Title An Act Creating the Alaska Railroad Authority

Requested by Representative P. Moss Date 2/10/81

II. FISCAL DETAIL

Agency Affected Department of Transportation & Public Facilities

Program Category Affected Transportation

BRU, Program, or Subprogram(s) Affected Planning & Programming

(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

		FY 80	FY 81	FY 82	FY 83	FY 84	FY 85
100	PERSONAL SERVICES						
200	TRAVEL						
300	CONTRACTUAL						
400	COMMODITIES						
500	EQUIPMENT						
600	LAND & STRUCTURES						
700	GRANTS, CLAIMS, ETC.						
	TOTAL		0	0	0	0	0

FUNDING (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

Intent and purpose can be accomplished through existing funding and staff.

IV. DATE 2/13/81 PREPARED BY Dennis Dooley Jim Beutley for

AGENCY DOT/PF

PHONE 465-2470

Original: Legislative Finance

cc: Budget and Management

Prime Sponsor (First Legislator Named)

33-001 (Rev. 12/79)

MEMORANDUM

January 9, 1981

TO: Lee Gorsuch

FROM: John Gray JG

SUBJECT: Policy Questions Requiring Examination Prior to a Change in Institutional Status of the Alaska Railroad

There now exists a fairly high probability that the Alaska Railroad will undergo some form of change in its institutional framework over the course of the next two to four years. This expectation is based on the perception by federal decision makers that:

- The Alaska Railroad no longer serves its original function (a frontier development tool) but has become a component in a more mature transport and economic system;
- The state now possesses the resources to assume responsibility for the operation and, if necessary, subsidization of the railroad;
- Mid- to long-term traffic prospects suggest that private capital might find some degree of involvement in the railroad increasingly attractive; and
- The railroad would be capable of providing more effective support to both public and private objectives under a revised organizational and institutional structure.

Clearly, the types of changes which could evolve from the modification which these perceptions represent could have considerable influence on both federal and state transport policy and the potential for utilization of the railroad as a development tool by or in the state. To understand the bredth of the possible changes it is first necessary to identify the issues which are critical to the parties potentially involved and how various scenarios of the railroad's future could influence these issues.

The consultant's report to the Department of Transportation and Public Facilities on the preliminary phase of the Statewide Rail Systems Study identified a number of questions requiring consideration prior to decision making on this issue. These, and a number of others listed below, include:

- The status of rail-related lands both in relationship to ANCSA conveyances and to the railroad's operational and industrial development requirements;

- The status of public employee unions, existing labor agreements, employee benefits and retirement programs, and employee protection conditions;

- Design of an ownership/operational structure which permits the railroad to seek investment capital;

- Design of an ownership/operational structure which avoids the public/private conflicts now inherent in the marketing of the railroad's services;

- Design of an ownership/operational structure which give management the flexibility to make entrepreneurial decisions and to be accountable for the outcomes of these decisions;

- A determination of whether passenger service is necessary and, if so, whether it is a public good which should be subsidized if the railroad is required to continue its operation;

- A determination of whether the railroad represents an appropriate mechanism for implementing state development policy and, if so, under what types of financial, operational, political, and economic conditions;

- A determination of the present and historic financial status of the railroad particularly as this information relates to the prospect of attracting private capital, both equity and debt;

- The desirability or usefulness of establishing a state rail regulatory capability;

- The determination of tax status (federal, state, local) of revenues and for real and operating property after conveyance;

- An assessment of traffic potential for the railroad and how an institutional realignment might affect various traffic possibilities;

- A determination of responsibility and operational mechanisms for subsidies should operating revenues not be sufficient to cover operation costs and capital renewal;

- An analysis of the different possible impacts of various institutional arrangements on potential rail extensions;
- An analysis of the impact on rail competitors of various institutional arrangements for the railroad; and
- Determination of which federal funding programs would or would not be available under different ownership/operational structures.

While many of these questions have already been identified none have undergone any detailed examination. Although there are fifteen areas of interest identified above they seem to group themselves into several broad categories each of which is somewhat interrelated to the others.

The first and central of these concerns the ownership, operational, and political form of any scheme for rail status revision. This form may place important limitations on the scope of management decision making flexibility, responsiveness to state policy making and the ability to operate the railroad in a manner acceptable to the various potentially interested parties. A variety of options appear to be available including:

- Maintain the status quo. That is, continue to function as a federal agency.
- Reorganize as a federal corporation. In form this might be somewhat similar to Canadian National Railway.
- Reorganize as a state agency. This would give the railroad somewhat the same status as the Marine Highway System.
- Reorganize as a state corporation. Such an operation might be similar to either the British Columbia Railway, the Ontario Northland Railway or to any number of small operations developed in the Eastern and Mideastern U.S. during the past five years.
- Reorganize with a combination of state ownership and private operation. This would give the state ownership of some combination of the railroad's real and operating assets while a private entrepreneur would either enter into a long-term lease agreement or contract to operate the property in a manner similar to the arrangement between the Southern Railway and the city of Cincinnati for operation of several hundred miles of line owned by that city.
- Sell the railroad to a private firm who would then function in a manner similar to comparable operations elsewhere in the country.

Clearly, these options can differ substantially in the range and size of their impacts upon the state. They also would provide considerable variation in the amount of investment by the state (although none of them would necessarily entirely eliminate state involvement). Finally, the form chosen for the railroad would determine almost entirely the degree to which rail decision making in the state would be political rather than commercial.

A second group of the decision questions might be termed institutional. These include the labor, lands, regulatory, federal relationship and, to some degree, the intermodal competition questions. While these are related to the structural matters outlined above, they are grouped separately since they have substantial portions which are applicable to any of the forms noted above. Their solutions may also take several forms in any one of the cases noted above. These may also be among the most difficult questions to answer since they tend to involve a variety of rather vocal political constituencies.

The final set of areas are those involving finance and traffic. Clearly, they cannot be separated from the structural matters outlined, however, much of the content of these questions can be relevant to any of the potential forms. As such, they may serve as descriptive baselines against which to evaluate alternatives. Much of the background for these areas already exist in two documents:

- "The Preliminary Statewide Rail Systems Study"
- "The Alaska Railroad - Future Freight Markets"

The latter item would require a good deal of updating.

The principal area which is lacking is a solid understanding of the railroad's financial structure. I would suspect that much of the accounting data which one might need to compare the ARR operations with those of other carriers will not exist since the railroad has been required to maintain its books on the basis of federal government accounting practices rather than industrial practices. Additionally, valuing existing capital assets could be very difficult because of the railroad's federal status. However, it will be necessary to perform such an evaluation, particularly if private capital is to be brought into the concept.

I would suggest that the following study procedure would produce most quickly results of value to decision makers. It is based on the premise that the central element in the analysis is the structural ownership/operational form that would result from the decision making. The first step would appear to be the careful and complete definition of each of the potential structural forms including any subtypes. These definitions whould then be compared to ~~each of the fifteen quetions~~

each of the fifteen questions raised earlier. To as great an extent as possible, these relationships should be quantified, however, this is clearly not possible in all of the areas. In some cases qualitative assessment will be necessary with, if possible, some thought given to a (relatively) subjective weighting of alternatives. As mentioned, many of the institutional matters may require considerations outside a specific structural form and should thus be evaluated and defined in the same manner as the forms with the results then used to judge the interaction of institutional alternatives with structural forms.

For strict decision making purposes, it is not usually of great value to have large volumes of detailed quantitative information. Therefore, I believe that the final product should be in the form of a matrix with the structural forms on one axis and decision questions (or sub-questions) on the second axis. The contents of each matrix location would be a weighting factor which would compare the quality of the forms in addressing the question. It would probably not be appropriate to suggest a best solution (although it would be possible to do so) rather, it would be more useful to indicate a best course of action in regards to each question. The text would be both a qualitative and quantitative analysis which would support the entries in the matrix.

Finally, I would emphasize that any work in this area should be coordinated with the continuing DOTPF rail planning program. This information and contacts available through their office are much more extensive than we could possibly develop within a reasonable timeframe. Further, individuals in that office have been involved in various aspects of this work for almost six months and have begun to develop a good deal knowledge in the field. They would also probably be involved in any plan of execution that in any way concerned an expenditure of state funds for the capital or operating acquisition or subsidies and would, in any case, be a part of intermodal planning efforts related to the railroad.

Dec. 1980

Bivens & Ass. for DOT

ISSUE: ALASKA RAILROAD OWNERSHIP AND OPERATIONS

The 63rd Congress passed an Act on March 12, 1914 which authorized the President to locate, construct, and operate a railroad in the Territory of Alaska. This was the beginning of the Alaska Railroad, an experiment by the federal government in railroad ownership and operations that has been carried out over more than six decades. The federal government continues to own and operate the Alaska Railroad.

The 1914 Act instructed the President that the railroad was:

> "... not to exceed in the aggregate one thousand miles, to be so located as to connect one or more of the open Pacific Ocean harbors on the southern coast of Alaska with the navigable waters in the interior of Alaska, and with a coal field or fields as best to aid in the development of the agricultural and mineral or other resources of Alaska, and the settlement of the public lands therein ..." (emphasis added)

In large measure the Alaska Railroad has carried out the Congressional mandate given in its organic act. The Alaska Railroad operates 478 miles of single main line track from the deep-water ports of Seward and Whittier through Anchorage to Fairbanks, with branch lines to Eielson Air Force Base, Fairbanks International Airport, Palmer, and the Suntrana coal fields near Healy. The Railroad serves the agricultural communities in the Matanuska Valley. The settlements along the Alaska Railroad encompass the vast majority of the urban development of Alaska and have come to be known as "The Railbelt".

At the time in history when the White Pass and Yukon Railway was constructed, around the turn of the century, and a few years later when the Alaska Railroad was built, the situation in Alaska was vastly different from current conditions. Alaska was almost totally undeveloped. There were virtually no roads -- only trails -- and no automobiles or trucks, no Marine Highway System, and the railroads were the only reasonable transportation alternative to reach the interior of the territory. In short, the railroads were a transportation monopoly with essentially no competing transportation modes.

In addition, Anchorage did not exist until it was built to house the railroad construction crews on public railroad property which was sold to private interests. World-wide transportation and communication were very slow and this fact minimized the need for large military defense installations in Alaska. The principal economic activities in

Alaska were fishing, hunting, trapping, and prospecting. Industrialization was unknown and the economy was very basic, with commerce related to the major economic activities. Only the most hearty and fittest survived the harsh climatic existence.

Alaska today is a startling contrast to the conditions and situations in which the railroads were first constructed. Early railroad decisions had a driving force because railroads were the only reasonable land transportation alternatives at that time. Now, that force has been reduced and changed to defining the role that railroads play in Alaska in the context of a total transportation system. Railroads in Alaska today must meet present market demand for transportation services and define more clearly the services they can provide better or at less cost than other modes in the context of Alaskan and Northwest Canadian development.

The role, market, and service definitions of railroads in Alaska at this time must be applied and evaluated in the examination of the ownership and operational considerations. This is true, not only for the existing railroad system, but also for any railroad expansion including the frequently discussed link to Canadian railroads and through them to the continental United States.

In examining the Alaska Railroad ownership and operations alternatives, it is essential that consideration be given to the other major components of the State's transportation system. Ports, barges, ships, the Marine Highway, pipelines and the State Highway System are of prime importance. Of lesser importance relative to railroad use, development, and operations are the airports and air service (freight and passengers). This latter transportation component is extremely important in Alaska. Its primary relationship to railroads, however, is more indirect, frequently involving only fuel supplies.

Railroad investment decisions, by the federal and state governments, must be made within the framework of other transportation investment decisions. This is especially acute relative to ports and highways, both of which have historically been public investment responsibilities. Governmental decisions regarding port development, for example, will significantly impact upon rail traffic since all freight inbound to Alaska or outbound from the State use port facilities. Thus, public port investment decisions can either enhance or discourage rail traffic depending upon the nature, extent, type, and scheduling of port facilities and services.

By the same token, highway development investment decisions also have important implications on railroad investments and operations.

For example, the George Parks Highway from Fairbanks to Anchorage, completed in 1971, closely parallels the Alaska Railroad between Alaska's two major cities. The opening of this highway substantially reduced the land transportation mileages thereby enabling trucks to pick up cargo at the Port of Anchorage and deliver it more economically to Fairbanks. Therefore, the general public investment in a highway diverted traffic from the Alaska Railroad public investment. The extent of traffic diversion and an analysis of its economic impact including the resulting increase of public investment required on the Alaska Railroad is certainly beyond the scope of services of this project. However, it is clear that substantial diversion did occur and has had longterm implications on the changing role, function, and financial aspects of the Railroad.

A similar example may be found on the White Pass and Yukon Route between Skagway, Alaska and Whitehorse, Yukon. Funded by the Alaskan government and the federal government of Canada, the Skagway to Whitehorse Highway (known as the Klondike or Carcross Highway) was completed in the late summer of 1978. According to the Canadian Transport Commission "Report of Inquiry into the White Pass and Yukon Railway and Other Surface Transportation Services into and out of the Yukon", in its first complete summer of operation, this highway resulted in the erosion of twenty-eight thousand passengers from the White Pass and Yukon Route. Passenger revenues amount to 19% of the railway's total revenues. The White Pass generally carries about 60-70 thousand passengers per year. Traffic diversion due to public investment in alternative transportation modes is obviously one important factor in railroad finances.

It is within this context that the Alaska Railroad ownership and operation alternatives must be examined.

At the time the Department of Transportation and Public Facilities developed the Request for Proposals for this project, the issue of the ownership and operation of the Alaska Railroad was less important than it has become during the project development period. The attention given to this issue by the consultants has been substantially changed during the project by mutual agreement between the consultants and the Department. This change in emphasis has been necessitated by an inquiry by the Federal Railroad Administration, owners and operators of The Alaska Railroad, of the State's interest in the possible acquisition of the Railroad.

Additionally, the Alaska Legislature's interest in the feasibility of establishing a rail link between the Alaska Railroad and Canadian railroads and the continental railroads in the Lower 48 states raises other significant ownership and operational issues. These latter issues include such questions as: Who would own such a link? Who would have operational responsibilities? Is there adequate traffic to cover operational costs? Will there be a return on the capital investment? If operational costs are not covered by revenue, who will assume the responsibility for the required subsidy? If an operational subsidy is required, how long will it be before a subsidy is no longer necessary? What are the implications of such a trans-Alaska/Canada rail link on the present shipping patterns related to the ports of Seattle, Vancouver and others?

Clearly these are important questions. It is also clear that the scope, schedule, and financial resources of this project are inadequate to seek the essential answers to these questions.

It is now the intent of this project to raise key railroad, public investment, and related issues within the framework of the project research and definitional analysis that has been completed. The continuous rail planning process outlined in this project report provides an approach which will enable the decision-makers in Alaska and in the federal government, in cooperation with private interests and supported by an informed public, to have useful information on which to base vital railroad decisions.

In order to better understand the issue of ownership and operation of the Alaska Railroad, it is necessary to make some observations based upon work on this project. These observations may be summarized as follows:

1. There is a strong dedication on the part of officials and employees to the Alaska Railroad and to an effective and efficient operation.

2. The existing traffic base for the Railroad is quite small because of the sparse Alaskan population and limited manufacturing and industrial development.

3. Natural resource development in Alaskan offers opportunities for significantly expanded rail traffic.

4. The Alaska Railroad has not in the past had an effective marketing program in Alaska and in the "lower 48". Recent steps have been taken, however, to strengthen the marketing program. Governmental ownership of the Alaska Railroad makes marketing difficult. Some private transportation companies perceive the Railroad as being unfair competition because of public support for the Railroad.

5. The Alaska Railroad has been largely limited to the use of public funds for capital investments.

6. Alaska Railroad officials must function within governmental comstraints such as personnel procedures, procurement practices, and public funding, leading to time delays and frustration.

7. Most employees of the Alaska Railroad are unionized public employees.

8. Much of the traffic on the Alaska Railroad has historically been for the military. Although the Railroad continues to have the capacity for military transport, the traffic in the last decade or so has shifted significantly toward private freight movement.

9. There are major questions regarding the land under the control of the Railroad. The land status is uncertain if the Railroad were to be sold.

10. The institutional, accounting, and other arrangements between the Railroad and Alaska Hydro-Train, Yutana Barge Lines and others require further examination and clarification.

11. The Alaska Railroad is taking the necessary steps to improve its management of real property, partially in response to a General Accounting Office report. These management improvements should increase the income from non-operating property and provide more uniform rental agreements.

12. Rail passenger service on the Alaska Railroad needs careful evaluation relative to the nature of the market and the determination of subsidy sources. Service improvements are planned, but the need for subsidy even with the improvements is apparent.

Further expalnation and observations may be found elsewhere in this report.

There are at least four major alternatives for ownership and operation of the Alaska Railroad: (1) federal, (2) state, (3) private, and (4) combination of public and private. Obviously, there are numerous variations or combinations which could be explored. A comprehensive investigation and analysis of each of these alternatives and the longterm implications are essential, but beyond the scope of this project.

Federal Ownership and Operation Alternative

This alternative of a continuation of federal ownership and operation is the maintenance of the status quo. Although this alternative is clearly the easiest to implement since it requires no action by anyone, it appears to be unsatisfactory. The recent inquiry by the Federal Railroad Administration of the interest of the State in acquiring the Railroad is evidence of the federal government's dissatisfaction with the present situation. In some ways it is unfortunate that such an inquiry was made while this project was being undertaken. If the information resulting from the completion of this project had been available to the State before the federal disposition inquiry was made, Alaska decision-makers would have been better prepared to cope with the issue.

Under the present situation, the Alaska Railroad cannot be operated as one would operate a private railroad for six basic reasons: (1) there is no way to seek and be sure of obtaining the much needed capital investment funds, (2) marketing efforts are difficult because of the competition issue, (3) railroad management does not have the required flexibility to make and be accountable for major decisions, (4) railroad employees are unsure whether they work for a railroad or the federal government, (5) the parameters of rail service in Alaska have substantially changed from early conditions under which the Railroad was constructed (previously discussed), and there has not been a recent evaluation of the current applicability of the basic organic act, and (6) the Railroad is unable to be as responsive as it might be in meeting the rail service needs of Alaska in such a dynamic environment.

It is possible to continue to have the federal government own and operate The Alaska Railroad. Some improvements can be made under such circumstances, but the improvements will only be minor and will not include major shifts in the responsiveness and operations of the Railroad.

State Ownership Alternative

Ownership of the Alaska Railroad by the State of Alaska is the second major alternative. It would be possible for the State to own and operate the Railroad. However, several factors seem to favor only State ownership and not State operation, if this alternative is selected. Currently, there is no interest in state railroad operations. The State does not presently have the experience, knowledge, or personnel required to operate the Railroad. In addition, most of the basic reasons why the Railroad cannot be operated under federal jurisdiction as one would operate a private railroad apply equally to State operations. There would also be a tendancy for political involvement in operational decisions. For these reasons, the consultants for this project do not consider operation by the State to be a viable or reasonable alternative. The discussion of this alternative is, therefore, confined to State ownership.

The State of Alaska could take title to the Alaska Railroad. Before making such a commitment, however, it will be essential that legal counsel for the State carefully examine the matter and determine the necessary procedures, conditions, and process for acquisition. Undoubtedly there will be many legal questions. One such question is the land issue, specifically related to the quality of the title in light of the Alaska Native Claims Settlement Act of 1971. For example, the Eklutna land decision clearly reserve the right-of-way and all areas used for railroad operations. This decision transferred some $40 million or more in potential profits from land to Eklutna from the Railroad, thereby affecting the desirability of the property.

An alternative to direct purchase by the State could be the selection of the Railroad's land as a part of the withdrawal by the State of federal land under the Alaska Statehood Act of 1958. It appears that acquisition through selection by the State is a viable alternative if the State determines that acquiring the Alaska Railroad is in its best interest.

State ownership of railroad rights-of-way has become much more common in the last few years, particularly by states which have faced the loss of rail service due to railroad bankruptcy. While state ownership interest started in the Northeastern United States because of massive bankruptcies and abandonments, states in the Midwest and other regions have more recently been faced with similar problems due primarily to the Milwaukee and Rock Island problems.

The chief advantage to Alaska of state ownership is the control of the Railroad and the more effective integration of railroads as a significant component of the State's total transportation system. With state ownership, Alaska could not only plan for the integration of its transportation system among the port, highway, barge and Marine Highway system, but more importantly, the State could more easily implement its transportation plans. As previously pointed out, public responsibilities and state interest already extends to the other transportation modes so essential to the future of the Alaska Railroad. State ownership would provide the Governor, the Legislature, the Department of Transportation and Public Facilities, and other state agency decision-makers with the opportunity to actually make and carry out major significant capital investment decisions between transportation modes. This decision-making and full implementation responsibility relative to transportation could be effectively used to reinforce state policies on land and natural resource protection and development. In this manner the State could assure local rail service to those areas where it is useful to stimulate agricultural, commercial, industrial, and resource development.

An operational agreement could be negotiated with a suitable railroad operator with the necessary conditions thereby assuring rail users with the level and quality of service the State wants and is willing to finance.

It is clear from examiniation of the financial records of the Railroad that capital and operating losses have occurred from time to time in the past. The data also reveals the likelihood of additional losses. There is evidence that revenue from the freight operations have been necessarily used to subsidized the passenger operations. If the State assumes the ownership and operational responsibility for the Alaska Railroad, Alaska must be prepared to cover any future capital and operating losses.

This approach would also simplify the relationship between the State and the federal government. The State is qualified to receive federal financial assistance under the 803 program of the Railroad Revitalization and Regulatory Reform Act (4R Act) of 1976 as amended unless the Railroad has increased traffic of a magnitude that prevents it from being considered a low density line. The State retains the option of participation in the 803 program as long as it is eligible. Alaska should carefully evaluate the difficulties, time, cost, and federal involvement in considering participation in this Federal Railroad Administration program. State participation in the 803 program requires

following FRA guidelines and obtaining plan and project approvals. It should be noted that this FRA program was designed to assist railroads, through the states, which were facing line abandonments of uneconomic and marginal branch lines and not to accommodate system growth. If full advantage is to be taken by Alaska of its opportunities for economic, agricultural, and resource development, rail service to areas not presently served remains an important consideration by the State.

It should be noted that there are federal funds available for branch line funding, redeemable preference shares, loans and other programs. A transfer of ownership from the federal government to the State does not impair funding eligibility. Arrangements would also be necessary for federal assistance through legislation relative to employee benefits for the current federal employees of the Railroad.

Private Ownership and Operation Alternative

Several years ago, the Federal Railroad Administration expressed some interest in the transfer of the Alaska Railroad from federal ownership and operation to the private sector. At that time the State did not have a Department of Transportation and Public Facilities, the financial resources, or serious interest in State ownership. Expression of interest by railroads in the continental states were sought. Some private companies did express an interest in the possible acquisition of the Railroad.

Those private companies that were most serious carefully evaluated the traffic (existing and potential), the cost of acquisition and operation, and the return on investment. Based upon their analyses, they decided that the return on their investment was insufficient to warrant the financial commitment.

Changes in the traffic base of the Alaska Railroad such as major coal export or mineral extraction and shipment could significantly change the economics of the Railroad. Such changes would make the Railroad more attractive to private investors.

This alternative must be viewed, however, from the State's perspective and not necessarily from the private enterprise view. There

are sound arguments as to why the private sector should be encouraged to own and operate the Railroad. Obviously, the private sector is much more experienced and knowledgeable in railroad ownership and operations. This private approach could potentially expand the public tax base while minimizing the necessity for governmental employment increases. Private companies have more flexibility than public agencies in the management of a business enterprise. In addition, decisions can be made more rapidly in the private sector than in government.

If the Railroad were privately owned and operated, the role of the State of Alaska changes. The State could become the regulator and not the implementor. It will be more difficult to assure the integration of the railroad with other transportation modes. Railroad expansion will be based upon a more strict test of return on investment, profit, and economic considerations.

The trade-off associated with this alternative seems to be private investment capital, know-how, experience, and ability to rapidly respond to changing markets and development in exchange for State or federal control, implementation, public rail service, policy reinforcement, public funds, and transportation system integration.

Public and Private Combination Alternative

The fourth alternative for the ownership and operation of the Alaska Railroad involves a combination of public and private interests. Many possible variations of this alternative appear viable depending upon the relative roles, negotiations, compromises, and decisions. Since the alternative variations are almost endless, it seems appropriate to outline one approach that illustrates the possibilities and serves as a point of departure for discussion purposes.

For purposes of discussion, it is assumed that the public would own the land and facilities. The motive power, rolling stock, and equipment could be owned either privately or by the public. Operational responsibilities are assumed to be by the private sector.

One approach within these parameters would be to have a Board of Directors appointed by the Governor (perhaps for staggered terms and confirmed by the Senate or not). The Board would be made up of

businessmen and people knowledgeable about railroads. They could be paid a reasonable stipend for serving and would be given this total responsibility for oversight of the property and the administration of the contract with the private operator. An example of this type of approach is the USRA Board created by federal legislation.

Consideration would have to be given to the total number of Board members. The responsibilities, authority, power and duties of the Board tors. The responsibilities, authority, power and duties of the Board would have to be carefully determined and articulated. If such a Board is created, it seems appropriate to delineate its access to both public and private funds. Creativity and innovation will be required in the establishment of such an entity. Among the issues requiring attention are the following: (1) operator incentives, (2) source of funds if subsidy is required, (3) freight and passenger service levels and responsibilities, (4) labor provisions, (5) maintenance responsibilities and funding, (6) responsibility for liability, (7) natural disaster recovery, (8) equipment and facility acquisition and disposition, (9) industrial development and property management responsibilities, (10) accountability (to whom and when) and (11) institutional relationships with marine owners and operators. This list is illustrative and not exclusive.

The advantages of public ownership of the land and improvements are numerous. The problem of land ownership disputes would be minimized. There would be no problem of recovery of federal or state funds expended on lines which were discontinued before the expiration of their useful life. Public powers could be used, if necessary, for expansion of the railroad system. The Railroad could more effectively be integrated into the State's total transportation system. system.

Private operations with incentives for excellence also has advantages. It enables the railroad operations to be carried out by people with relevant experience, training, and capability. Marketing could be conducted in the way it is carried out within the private sector. Rail service requirements could be incorporated into the operational agreement and the users and public could be assured that service is at a proper level by enforcement of the requirements. A reasonable profit level needs to be achievable by the operator.

The public and private combination appears to be one viable alternative for the Alaska Railroad.

Options --

A. Status Quo

B. Change in operational oversight within the Federal Government.

   1. Place Railroad into independent agency status within U. S. Department of Transportation and no longer under the Federal Railway Administration

   2. Make Railroad a semi-independent federal corporation

C. State Ownership:

   1. A division of the State Department of Transportation and Public Facilities similar to Marine Highways.

   2. A semi-independent State corporation.

D. Private Operation

   1. Sole ownership

   2. A regulated public utility

HB

52

STATE OF ALASKA
DEPARTMENT OF COMMERCE & ECONOMIC DEVELOPMENT
JAY S. HAMMOND, Governor
ALASKA TRANSPORTATION COMMISSION / MACKAY BUILDING
338 DENALI STREET — ANCHORAGE 99501

February 16, 1981

Honorable Bette Cato
State House of Representatives
Pouch V
Juneau, AK 99811

Re: House Bill 52

Dear Representative Cato:

Pursuant to our telephone conference with Representative Halford and you on February 13, 1981, the Alaska Transportation Commission (ATC) submits the following matters relating to House Bill 52.

During the conference, there was extensive discussion of the time periods set by Section 1 of the Bill amending AS 02.05.-070(d). I am enclosing for your review the Civil Aeronautics Board statutes and regulations which impose similar time restrictions on that agency. The provisions of Section 1 follow at least generally the system of time limits for the Civil Aeronautics Board. The Commission is very much concerned that the present language of AS 02.05.070(d) is sufficiently ambiguous that it may very well lead to protracted litigation. For example, the law now states that if a hearing is not held, the Commission must render a decision within 120 days, but if a hearing is held, the Commission has 60 days after the hearing to render a decision. Thus, the Bill seems to clearly distinguish between those cases where hearings are held or are not held. However, it is not clear whether it is enough to take a case out of the 120 day limitation by merely setting a hearing within the 120 days or whether the hearing must actually be held within that 120 day period. The proposed AS 02.05.070(d) now sets a time period of 150 days in which an oral hearing must commence. Basically, this is the original 120 day period plus a 30 day period to notify parties of the hearing. The 150 day period would allow 60 days for notice and protests, approximately 60 days for prehearing procedure such as discovery by the parties and the assembly and prefiling of evidence, and 30 days for notice of hearing. In summary, the purpose of the revision of the proposed revision

to AS 02.05.070(d) is that specific time limits be set for cases with and without oral hearing. We believe that this procedure will eliminate considerable confusion and litigation.

Since this legislation was submitted to the Governor, a new problem has come to our attention which we would hope the Legislature will be able to address. Chapter 115 of SLA 1980 amended AS 02.05.050(d)(5) to read:

> Shall establish and register with the Commission, on forms furnished by the Commission, his base of operations; however, no air taxi operator (PERSON) may operate from more than one base of operations except upon approval of the Commission after a finding that the air taxi operator is fit, willing, and able to provide the additional service (PUBLIC CONVENIENCE AND NECESSITY REQUIRES IT AND A CHANGE IN THE BASE OR BASES OF OPERATION MAY BE MADE ONLY UPON APPROVAL OF THE COMMISSION).

The portion of this amendment which has caused some problem is the elimination of the words "public convenience and necessity require it and a change in the base or bases of operation may be made only upon approval of the Commission." Certain air taxi operators have interpreted the deletion of these words to mean that they may switch their base of operation simply by giving notice to the Commission without any showing of fitness in regard to the area to which they wish to move their base of operations. There currently is one air taxi operator who has given notice that he intends to move his base of operations from a small population area to Fairbanks. We anticipate that this case will soon be involved in litigation. To allow a carrier to change his base of operation at whim would render the fitness provisions of the act totally ineffective. One of the elements of fitness is that a carrier must show "the economic feasibility" of his operations. This means in simple terms that a carrier must provide the Commission with reasonable proof that he can make a go of it in the area he intends to service and that therefore the public will receive the benefit of the proposed service. Obviously, if a carrier can move his base of operations totally at his own discretion, the finding of economic feasibility would be worthless. In addition,

protestants do retain the ability under the Act to show that the grant of authority would be contrary to the public interest. Again, if a carrier can move its base of operations at its own whim without a hearing, this right of protestants would be evaded. We ask that the Legislature reinsert the words "A change in the base or bases of operations may be made only upon approval of the Commission" in AS 02.05.050(d)(5). Since we do expect this matter to be in litigation by the time the legislation is passed, it would be extremely helpful if a letter of intent would accompany this change in language to indicate that the Legislature is merely making clear its original intent, and is not changing the law.

Finally, we would suggest the following change which we hope would clarify the language of Section 3 of the Bill which amends AS 02.05.110(a). The last portion of that Section now reads:

> In determining the fitness of a transferee or leasee under this section, there is a rebuttable presumption that service sought to be transferred or leased is economically feasible.

We would suggest that this language be changed to read:

> "In determining the fitness of a transferee or leasee under this section economic feasibility must be shown only if a certificate has not been shown to have been in reasonably continuous and active use".

The end result of either language is approximately the same, however the suggested language will be simpler. If a certificate has been in reasonabily continuous and active use there is no need to go through the rather complicated showing of economic feasibility. In the hopes of streamlining the process as much as possible we would hope that the suggested language be adopted.

We thank you for your consideration and cooperation in this matter. We were not informed until today, February 17, 1981, that hearing on this matter would be held February 18, 1981. We regret that on short notice we will be unable to send anyone to testify. Also enclosed for your information is a

copy of the recent regulations of the ATC in regard to applications and proof during hearings of the fitness requirements set by AS 02.05.080.

Very truly yours,

ALASKA TRANSPORTATION COMMISSION

Jake Johnson
Commissioner

JJ/CS/jv

cc: Keith Specking
Katie Wallen

filing and upon the other persons who were served with that previous filing. Service shall be effected according to § 302.8.

[§ 302.1608 *as amended by Amendment No. 57, effective June 6, 1979, 44 F. R. 32364.*]

Subpart Q—Expedited Procedures for Processing Licensed Cases *

[¶ 11,610w]

§ 302.1701 **Applicability.** This subpart sets forth the rules applicable to proceedings on

(a) applications for certificates of public convenience and necessity and renewals, amendments, modifications, suspensions and transfers of certificates under sections 401(d)(1), 401(d)(2), 401(d)(3), 401(g), and 401(h) of the Act;

(b) applications under section 401(e)(7)(B) of the Act for the removal or modification of a term, condition, or limitation attached to a certificate; and

(c) applications for foreign air carrier permits, and renewals, alterations, amendments, modifications, suspensions, and transfers of such permits under sections 402(c) and 402(f) of the Act.

[¶ 11,610w-1]

§ 302.1702 **Subpart A governs.** Except as modified by this Subpart, the provisions of Subpart A of this Part continue to apply.

[¶ 11,610w-2]

§ 302.1703 **Filing of applications.** Any person may file an application of the type described in § 302.1701. Applications for foreign air carrier permits shall be filed as specified in § 211.2 of this chapter. The Board will publish in the Federal Register a weekly list of applications filed under this subpart.

[¶ 11,610w-3]

§ 302.1704 **Contents of applications.** (a) Applications under this subpart (including applications filed under § 302.1720(c) or conforming applications filed under § 302.1720(e) or § 302.1730(c)) shall indicate on the cover page how the applicant proposes that its application be processed (See § 302.1750). Certificate applications shall contain the information required by Part 201 of this chapter and foreign air carrier permit applications shall contain the information required by Part 211 of this chapter. Applications shall also include:

(1) A statement of economic data and other matters that the applicant desires the Board to notice officially;

(2) Written evidence establishing the facts that the applicant relies on to establish its fitness and to show that the grant of the relief requested is consistent with or required by the public convenience and necessity, or is in the public interest, as applicable; and

(3) The applicant's opening argument.

(b) Each application shall be accompanied by an Environmental Evaluation in conformity with Parts 312 and 313 of this chapter unless a waiver or exemption has been granted under § 312.6.

(c) Later filed competing applications shall conform to the base and forecast years used by the original applicant and need not contain traffic and financial data for markets for which data have already been submitted by another person.

(d) Applications shall include a list of the names and addresses of all persons that have been served.

[¶ 11,610w-4]

§ 302.1705 **Service of documents.** (a) *General requirements.* (1) In certificate proceedings involving applications described in § 302.1701(a) and (b), all documents filed before the issuance of the order establishing further procedures (§ 302.1750) shall be served on the persons listed in paragraph (b) of this section, and on any other person who has filed a pleading in the docket. After the order establishing further procedures has been issued, documents need only be served on the persons listed in the service list accompanying that order.

(2) In foreign air carrier permit proceedings described in § 302.1701(c) applicants shall serve on the persons listed in paragraph (b) of this section and the U. S. Department of State a notice that such an application has been filed and, upon request, shall promptly provide those persons with copies of the actual documents. All later documents shall be served on any person that has filed a pleading in the docket.

(b) *Persons to be served.* Documents shall be served, for each point applied for, on the following:

(1) All air carriers certificated under section 401 of the Act and authorized to

* Subpart Q as added by amendment No. 54, effective April 23, 1979, 44 F. R. 24266.

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engage in the type of air transportation applied for (scheduled or charter) at one or more of the points for which the applicant seeks authority;

(2) All other air carriers operating at least five flights per week to or from the point listed in the application according to the "Official Airline Guide";

(3) The aviation regulatory agency of the State, territory or possession of the United States in which the point is located or, if there is no aviation regulatory agency, the Governor or other chief executive of the State, territory, or possession;

(4) The mayor or other chief executive of each city involved;

(5) The airport authority of each airport that the applicant proposes to serve; and

(6) In the case of an application sought to be consolidated, all persons served by the original applicant.

(c) *Additional service.* The Board may, in its discretion, order additional service upon such persons as the facts of the situation warrant. Where only notices are required, parties are encouraged to serve copies of their actual pleadings where feasible.

[§ 302.1705 *as amended by Amendment No.* 58, *effective July* 3, 1979, 44 *F. R.* 40495.]

[¶ 11,610w-5]

§ 302.1706 **Computation of time.** All time periods prescribed in this subpart are stated in terms of calendar days. Intermediate Saturdays, Sundays and holidays shall be included in the computation. In all other respects, § 302.16 applies.

[¶ 11,610w-6]

§ 302.1707 **Verification.** The facts asserted in any pleading filed under this subpart shall be attested to by persons having knowledge of them and this attestation shall be stated in an affidavit in support of the pleading. Such persons shall be those who will appear as witnesses to substantiate the facts asserted if an oral hearing becomes necessary.

[¶ 11,610w-7]

§ 302.1708 **Joint pleadings.** Parties having common interests shall, to the extent practicable, arrange for the joint preparation of pleadings.

[¶ 11,610w-8]

§ 302.1709 **Definition of parties.** Notwithstanding the provisions of §§ 302.14 and 302.15, any person may participate in proceedings under this subpart. Petitions for leave to intervene are not required. Any person may become a party by filing a pleading in the docket before the issuance of the order establishing further procedures.

[¶ 11,610w-9]

§ 302.1710 **Economic data and other facts.** Whenever economic data and other facts are provided, such information shall include enough detail so that final results can be obtained, without further clarification. Sources, bases, and methodology used in constructing exhibits, including any estimates or judgments, shall be provided.

[¶ 11,610w-10]

§ 302.1711 **Continuances and extensions of time.** The procedures described in § 302.17 will apply to proceedings under this subpart. The filing deadlines in certificate proceedings will be strictly enforced and extensions will be granted only in extraordinary circumstances. Extensions in foreign air carrier permit cases will be granted for good cause shown.

[¶ 11,610w-11]

§ 302.1712 **Oral presentation; Initial or recommended decision.** (a) *Cases to be decided on written submissions.* Applications under this subpart will be decided on the basis of written submissions unless the Board, on petition or on its own initiative, determines that an oral presentation or an administrative law judge's decision is required.

(b) *Petitions for oral presentation or judge's decision.* Any party may file a petition for oral evidentiary hearing, oral argument, an initial or recommended decision, or any combination of these. Petitions shall demonstrate that one or more of the criteria set forth in § 302.1770 are applicable to the issues for which an oral presentation or judge's decision is requested. Such petitions shall be supported by a detailed explanation of the following:

(1) Why the evidence or argument to be presented cannot be submitted in the form of written evidence or briefs, including an estimate of the time required for the oral presentation and the number of witnesses whom the petitioner would present;

(2) Which issues should be examined by an administrative law judge and why such issues should not be presented directly to the Board for decisions; and

(3) If cross-examination of any witness is desired, the name of the witness, if known, the subject matter of the desired cross-examination or the title or number of the exhibit to be cross-examined, what the petitioner expects to establish by the cross-examination, and an estimate of the time needed for it.

(c) *Time for filing petitions.* Petitions for an oral hearing, oral argument, or a judge's decision shall be filed as soon as practicable, but in no event later than: (1) 52 days after the filing of the original application in proceedings governed by § 302.1720; (2) 35 days after the filing of the original application in proceedings governed by § 302.1730; and (3) 14 days after the due date for answers in proceedings governed by § 302.1746.

(d) *Stipulations.* Where a stipulation of disputed facts would eliminate the need for an oral presentation or judge's decision, parties shall include in their petitions an offer to withdraw the request should the stipulation be made.

[¶ 11,610w-12]

§ 302.1713 Preliminary procedures for rejection or deferral of nonconforming applications: Within 14 days after the filing of any application under this subpart (including an application which is sought to be consolidated or a conforming application), the Bureau of Pricing and Domestic Aviation or the Bureau of International Aviation, as appropriate, may, on behalf of the Board, (a) reject any application that does not comply with this subpart, or (b) defer further processing of the application until information necessary to process the application is submitted. Applications will not be processed, and the time periods contained in this subpart shall not begin to run, until the application is complete. In addition, the Bureau of International Aviation may, on behalf of the Board, defer action on a foreign air carrier permit application for foreign policy reasons. Petitions for review of the staff action taken under this section may be filed in accordance with Subpart C of Part 385 of this chapter.

[¶ 11,610w-13]

§ 302.1720 Procedures in certificate cases. (a) *Applicability.* This section applies to the certificate cases described in § 302.1701(a).

(b) *Notice on cover page.* Applications to which this section applies shall include a notice on the cover page stating that any person that wishes to support or oppose the application must file an answer indicating briefly that person's position, and serve that answer on all persons served with the application. The notice shall also state the due date for answers.

(c) *Conforming applications or motions to modify scope.* Any person may file an application for the same authority as sought in an application filed under § 302.1701(a). Requests to modify the issues to be decided and to consolidate applications filed in other dockets, shall be filed as a "motion to modify scope." Motions and applications under this section shall include economic data, other facts, and any argument in support of the person's position and must be filed within 28 days after the original application is filed.

(d) *Answers to applications.* Any person may file an answer in support of or in opposition to any application. Answers shall set forth the basis for the position taken, including any economic data or other facts relied on. Answers to the original application shall be filed within 28 days after the filing of the original application. Answers to applications filed in accordance with paragraph (c) of this section shall be filed within 42 days after the filing of the original application.

(e) *Answers to motions to modify scope.* Any person may file an answer to a motion to modify scope within 42 days after the filing of the original application. Answers shall set forth the basis for the support of or opposition to the motion, including any economic data or other facts relied on. Answers may argue that an application should be dismissed. Answers may also seek to consolidate an application filed in another docket if that application conforms to the scope of the proceeding proposed in the motion to modify scope and include the information prescribed in § 302.1704. Answers and applications shall not, however, propose the consideration of additional markets.

(f) *Order establishing further procedures.* Within 90 days after the filing of the original application, the Board will issue an order establishing further procedures for processing the case.

[¶ 11,610w-14]

§ 302.1730 Procedures in restriction removal cases. (a) *Applicability.* This section applies to the certificate cases described in § 302.1701(b).

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(b) *Applications.* Each application to which this section applies shall be limited to a single city-pair market or a single restriction unless a waiver of this requirement has first been obtained under § 302.1790. All restriction removal applications (including conforming applications under paragraph (c) of this section) shall include a notice on the cover page that any person wishing to support or oppose the application must file an answer briefly describing its position, and serve a copy of the answer on all persons served with the application. The notice shall also state the due date for answers. Any application that does not conform with this paragraph will be rejected unless a waiver has been granted before the application is filed.

(c) *Conforming applications.* The issues in any proceeding under this section will be limited to those raised in the original application. Motions to modify the scope of the proceeding will not be entertained. Any person may file an application conforming to the scope of the proceeding within 14 days after the filing of the original application. Conforming applications are automatically consolidated. Nonconforming applications will be rejected under § 302.1713.

(d) *Answers to applications.* Any person may file an answer in support of or in opposition to any application. Answers to the original application shall be filed within 14 days after the filing of that application. Answers to conforming applications shall be filed within 28 days after the filing of the original application.

(e) *Order establishing further procedures.* Within 60 days after the filing of the original application, the Board will issue an order establishing further procedures for processing the case.

[¶ 11,610w-15]

§ 302.1740 Procedures in foreign air carrier permit cases. (a) *Applicability.* This section applies to the foreign air carrier permit cases described in § 302.1701(c).

(b) *Notice on cover page.* Applications to which this section applies shall include a notice on the cover page stating that any person may support or oppose the application by filing an answer and serving a copy of the answer on all persons served with the application. The notice shall also state the due date for answers. Time limits shall be calculated from the date of filing with the Board's Docket Section. Amendments to applications will be considered new applications for the purpose of calculating the time limitations of this subsection.

(c) *Answers to applications.* Any person may file an answer in support of or in opposition to any application. Answers shall be filed within 28 days after the filing of the application and shall include any economic data, other facts, and argument upon which the person relies to support its position.

(d) *Executive departments.* The views of the Department of State and the Federal Aviation Administration's evaluation of the applicant's operational fitness shall be filed not later than the due date for answers to applications.

(e) *Order establishing further procedures.* As soon as possible after the date that answers are due, the Board will issue an order establishing further procedures for processing the case.

[¶ 11,610w-16]

§ 302.1750 Disposition of applications—Orders establishing further procedures. (a) *General requirements.* Within the time limits established in §§ 302.1720(f), 1730(e), or 1740(e), as applicable, the Board will issue an order establishing further procedures in each case. The order will establish the scope of the issues to be considered and the procedures to be employed, and will indicate whether one or more of the Board's bureaus will participate as a party. With respect to all or any portion of each application, the Board will take one of the following actions:

(1) Set the application for oral evidentiary hearing. In this event, all of the procedures set forth in §§ 302.1751 through 302.1755 will apply unless the Board decides otherwise. The Board may limit the scope of the issues to be decided in an oral evidentiary hearing. In that event, the procedures set forth in §§ 302.1751 through 302.1755 will apply to the oral evidentiary hearing phase of the case, and the Board will indicate what procedures will be employed in deciding the other issues in the case.

(2) Dismiss the application. This action constitutes a final Board order subject to judicial review. Petitions for reconsideration of such an order will be entertained. This option will not be used in restriction removal cases under § 302.1730.

(3) Announce that the Board has begun to make a determination with respect to the application under simplified procedures

without oral evidentiary hearing. In this event, the Board will indicate which, if any, of the procedural steps set forth in §§ 302.1752 through 302.1756 will be employed. The Board may also indicate that other non-oral evidentiary hearing procedures will be employed.

(4) Announce that the Board will decide the case by show cause procedures or issue an Order to Show Cause why the application should not be granted.

(b) *Additional evidence.* The order establishing further procedures may provide for the filing of additional evidence.

(c) *Petitions for reconsideration of an order establishing further procedures.* Petitions for reconsideration of an order establishing further procedures will not be entertained except to the extent that the order dismissed all or part of an application. If a petition for reconsideration results in the reinstatement of all or part of an application, the deadline for final Board decision established in § 302.1757 will be calculated from the date of the order reinstating the application.

[¶ 11,610w-17]

§ 302.1751 Oral evidentiary hearing. If the Board determines under § 302.1750(a) that an oral evidentiary hearing should be held, the application or applications will be set promptly for oral hearing before an administrative law judge of the Board. The issues will be those set forth in the order establishing further procedures.

[¶ 11,610w-18]

§ 302.1752 Briefs to the administrative law judge. Briefs to the administrative law judge shall be filed within the following periods, as applicable:

(a) 14 days after the close of the oral evidentiary hearing established under § 302.1750 (a)(1), unless the administrative law judge determines that, under the circumstances of the case, briefs are not necessary or that the parties will require more time to prepare briefs; or

(b) 14 days after the filing of additional evidence called for in the order establishing further procedures if no oral evidentiary hearing is called for, unless the Board determines that some other period should be allowed.

[¶ 11,610w-19]

§ 302.1753 Administrative law judge's initial or recommended decision. (a) In a case that has been set for oral evidentiary hearing under § 302.1750(a)(1), the administrative law judge shall issue an initial or recommended decision within 150 days after the issuance of the order establishing further procedures unless:

(1) The Board, having found extraordinary circumstances, has by order delayed the initial or recommended decision by a period of not more than 30 days; or

(2) An applicant has failed to meet the procedural schedule adopted by the judge or the Board. In this case the administrative law judge may, by notice, extend the due date for the issuance of an initial or recommended decision for a period not to exceed the period of delay caused by the applicant.

(b) In a case in which some of the issues have not been set for oral hearing under § 302.1750(a)(1), the administrative law judge shall issue an initial or recommended decision within the time established by the Board in the order establishing further procedures, except that that due date may be extended in accordance with paragraph (a)(2) of this section.

(c) Unless exceptions are filed under § 302.1754 or the Board issues an order to review on its own initiative, an initial decision shall become effective as the final order of the Board 30 days after it is served. Where exceptions are timely filed or the Board takes action to review on its own initiative, the effectiveness of the initial decision is stayed until further order of the Board.

(d) In all other respects, the provisions of § 302.27 shall be applicable.

[¶ 11,610w-20]

§ 302.1754 Exceptions to administrative law judge's initial or recommended decision. (a) *Time for filing.* Within 14 days after service of any initial or recommended decision of an administrative law judge, any party may file exceptions to the decision with the Board.

(b) *Form and content of exception.* Exceptions shall comply with § 302.30(b).

(c) *Effect of failure to file timely and adequate exceptions.* The provisions of § 302.30 (c) shall apply.

(d) *Review is automatic.* If timely and adequate exceptions are filed, Board review of the initial or recommended decision is automatic.

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[¶ 11,610w-21]

§ 302.1755 Briefs before the Board. The provisions of § 302.31 shall apply to briefs before the Board, except that:

(a) In a case in which an initial or recommended decision has been issued and exceptions have been filed, any party may file a brief to the Board in support of or in opposition to any exceptions. Such briefs shall be filed within 21 days after service of the initial or recommended decision.

(b) In a case in which an initial or recommended decision has been issued and no exceptions have been filed, briefs to the Board shall not be filed unless the Board has taken review on its own initiative and specifically provided for the filing of briefs to the Board.

(c) In a case in which an initial or recommended decision will not be issued, briefs to the Board may be filed only if specifically provided for in the order establishing further procedures, and only upon the issues specified in that order. Such briefs may be filed by any party within 21 days after the service date of the order establishing further procedures, unless that order established a different due date.

[¶ 11,610w-22]

§ 302.1756 Oral argument before the Board. If the order establishing further procedures provides for an oral argument, or if the Board otherwise decides to hear oral argument, all parties will be advised of the date and hour set for that argument and the amount of time allowed each party. The provisions of § 302.32(b) shall also apply.

[¶ 11,610w-23]

§ 302.1757 Final decision of the Board. In addition to the provisions of § 302.36, the following provisions shall apply:

(a) In the case of a certificate application that has been set for oral evidentiary hearing under § 302.1750(a)(1), the Board will issue its final order within 90 days after the initial or recommended decision is issued. If an applicant has failed to meet the procedural schedule established by the Board, the Board may, by notice, extend the date for a final decision for a period equal to the period of delay caused by the applicant.

(b) If the Board does not act in the time period established in paragraph (a) of this section:

(1) In the case of an application for a certificate to engage in interstate or overseas air transportation, the initial or recommended decision shall become the final decision of the Board and shall be subject to judicial review under section 1006 of the Act; and

(2) In the case of an application for a certificate to engage in foreign air transportation, the initial or recommended decision shall be transmitted to the President under section 801 of the Act.

(c) In the case of a certificate application that has been processed under § 302.1750 (a)(3) or (4), the Board will issue its final order within 180 days after the order establishing further procedures. If an applicant has failed to meet the procedural schedule established by the Board, the Board may, by notice, extend the due date for a final decision for a period equal to the period of delay caused by the applicant.

[¶ 11,610w-24]

§ 302.1758 Petitions for reconsideration. The provisions of § 302.37 shall apply to petitions for reconsideration.

[¶ 11,610w-25]

§ 302.1760 Internal procedures. (a) In deciding which of the procedures set forth in § 302.1750 will be used for each case under this subpart, the Board will receive a recommendation from the Director of the Bureau of Pricing and Domestic Aviation (in cases involving interstate or overseas air transportation) or the Director of the Bureau of International Aviation (in cases involving foreign air transportation). That recommendation will be coordinated with the General Counsel and the Chief Administrative Law Judge, or their designees. If there is disagreement in that group, separate recommendations will be promptly submitted to the extent necessary to reflect their views.

(b) In deciding each case under this subpart on the merits, the Board will receive a recommendation from either (1) the Director of the Bureau of Pricing and Domestic Aviation (in cases involving interstate or overseas air transportation) or the Director of the Bureau of International Aviation (in cases involving foreign air transportation); or (2) the General Counsel; or their designees. The originator of that recommendation will coordinate it with the other staff element listed above in this subparagraph and with the Director of the Office of Economic Analysis, or their designees. If there is disagreement among that group, separate recommendations will

be promptly submitted to the extent necessary to reflect those views.

[¶ 11,610w-26]

§ 302.1770 Criteria for use of oral evidentiary hearing procedures and assignment of a case to an administrative law judge. The Board will assign applications made under §§ 302.1701, 1720(c) and (e), 1730(c) and 1740 for consideration under the expedited procedures of this subpart and order the record presented directly to the Board for final decision unless it determines that:

(a) use of expedited procedures will prejudice a party;

(b) material issues of decisional fact cannot adequately be resolved without oral evidentiary hearing procedures; or

(c) assignment of an application for oral evidentiary hearing procedures or an initial or recommended decision by an administrative law judge is otherwise required by the public interest.

[¶ 11,610w-27]

§ 302.1780 Standards for deciding cases in which expedited, simplified procedures are employed. The standards employed in deciding cases under § 302.1750(a)(3) or (4) shall be the same as the standards applied in cases decided under § 302.1750(a)(1). These are the standards set forth in the Federal Aviation Act of 1958, as amended, as interpreted and expanded upon in the Board's decisions.

[¶ 11,610w-28]

§ 302.1790 Waivers. Upon the filing of a motion, the Office of the General Counsel, Bureau of Pricing and Domestic Aviation, or the Bureau of International Aviation, as appropriate, may, on behalf of the Board, grant such waivers from the terms and limitations contained in this subpart as it shall find to be consistent with the public interest and the proper dispatch of the Board's business. Petitions for review of the staff action taken under this section may be filed in accordance with Subpart C of Part 385 of this chapter.

[Subpart R—Rules Applicable to Unused Authority Proceedings revoked by Amendment No. 50, effective January 17, 1979, 44 F. R. 4657. See ¶ 12,755 *et seq.* for current rules.]

[¶ 11,610w-29]

Appendix A*

Index to Rules of Practice

[Appendix A not reproduced. Copies may be obtained from the Publication Services Section, Civil Aeronautics Board, Washington, D. C. 20408.]

Note: The reporting requirements contained in sections 1803, 1805, 1806, 1809 and 1810 have been approved by the U. S. General Accounting Office under Number B-180226 (RO568).

[*Note as added by Amendment No. 46, effective November 30, 1978, 43 F. R. 57141.*]

[Interim Certification Under Public Law 87-528 begins on page 5301-23.]

* Added by Amendment No. 1, effective November 10, 1970, 35 F. R. 17657.

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TITLE IV—AIR CARRIER ECONOMIC REGULATION

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

[¶ 1171] **Certificate Required**

Sec. 401 [49 U. S. Code 1371]. (a) No air carrier shall engage in any air transportation unless there is in force a certificate issued by the Board authorizing such air carrier to engage in such transportation.

Source: Sec. 401(a), Civil Aeronautics Act of 1938, except that "grandfather" clause has been deleted.

[¶ 1172] **Application for Certificate**

(b) Application for a certificate shall be made in writing to the Board, shall be in such form and contain such information, and shall be accompanied by such proof of service upon such interested persons, as the Board shall by regulation require, and upon any community affected.

[*Sec.* 401(b) *amended by Public Law* 95-504, *95th Congress, 2nd Session, approved October 24, 1978, 92 Stat.* 1710.]

Source: Sec. 401(b), Civil Aeronautics Act of 1938.

[¶ 1173] **Route Applications**

(c) (1) Upon the filing of any application pursuant to subsection (b) of this section, the Board shall give due notice thereof to the public by posting a notice of such application in the office of the secretary of the Board and to such other persons as the Board may by regulation determine. The Board shall—

(A) set such application for a public hearing;

(B) begin to make a determination with respect to such application under the simplified procedures established by the Board in regulations pursuant to subsection (p); or

(C) dismiss such application on the merits;

not later than ninety days after the date the application is filed with the Board. Any interested person may file with the Board a protest or memorandum of opposition to or in support of the issuance of the certificate requested by such application. Any order of dismissal of an application issued by the Board without setting such application for a hearing or beginning to make a determination with respect to such application under such simplified procedures, shall be deemed a final order subject to judicial review in accordance with the provisions of section 1006 of this Act.

(2) If the Board determines that any application should be set for a public hearing under clause (A) of the second sentence of paragraph (1) of this subsection, an initial or recommended decision shall be issued not later than one hundred and fifty days after the date of such determination by the Board. Not later than ninety days after the initial or recommended decision is issued, the Board shall make its final order with respect to such application. If the Board does not act within such ninety-day period—

(A) in the case of an application for a certificate to engage in interstate or overseas air transportation, the initial or recommended decision shall become the final decision of the Board and shall be subject to judicial review in accordance with the provisions of section 1006 of this Act; and

(B) in the case of an application for a certificate to engage in foreign air transportation, the initial or recommended decision shall be transmitted to the President pursuant to section 801 of this Act.

(3) Not later than the one-hundred-eightieth day after the Board begins to make a determination with respect to an application under the simplified procedures established by the Board in regulations pursuant to subsection (p) of this section, the Board shall issue its final order with respect to such application.

(4) If an applicant fails to meet the procedural schedule adopted by the Board in a particular proceeding, the applicable period prescribed in paragraph (2) or (3) of this subsection may be extended by the Board for a period equal to the period of delay caused by the applicant. In addition to any extension authorized by the preceding sentence, in extraordinary circumstances, the Board may, by order delay an initial or recommended decision for not to exceed thirty days beyond the final date on which the decision is required to be made.

[*Sec.* 401(c) *amended by Public Law* 95-504, *95th Congress, 2nd Session, approved October* 24, 1978, *applicable to applications filed under section* 401(b) *on or after the one-hundred-eightieth day after date of enactment,* 92 *Stat.* 1711.]

Source: Sec. 401(c), Civil Aeronautics Act of 1938.

[¶ 1174] **Issuance of Certificate**

(d) (1) The Board shall issue a certificate authorizing the whole or any part of the transportation covered by the application, if it finds that the applicant is fit, willing, and able to perform such transportation properly and to conform to the provisions of this Act and the rules, regulations, and requirements of the Board hereunder, and that such transportation is consistent with the public convenience and necessity; otherwise such application shall be denied.

(2) In the case of an application for a certificate to engage in temporary air transportation, the Board may issue a certificate authorizing the whole or any part thereof for such limited periods as is consistent with the public convenience and necessity, if it finds that the applicant is fit, willing, and able properly to perform such transportation and to conform to the provisions of this Act and the rules, regulations, and requirements of the Board hereunder.

(3) In the case of an application for a certificate to engage in charter air transportation, the Board may issue a certificate to any applicant, not holding a certificate under paragraph (1) or (2) of this subsection on January 1, 1977, authorizing interstate air transportation of persons, which authorizes the whole or any part thereof for such periods, as is consistent with the public convenience and necessity, if it finds that the applicant is fit, willing, and able properly to perform the transportation covered by the application and to conform to the provisions of this Act and the rules, regulations, and requirements of the Board hereunder.

(4)(A) Notwithstanding any other provision of this Act, any citizen of the United States who undertakes, within any State, the carriage of persons or property as a common carrier for compensation or hire with aircraft capable of carrying thirty or more persons pursuant to authority for such carriage within such State granted by the appropriate State agency is authorized—

(i) to establish services for persons and property which includes transportation by such citizen over its routes in such State and transportation by an air carrier or a foreign air carrier in air transportation; and

(ii) subject to the requirements of section 412 of this title, to enter into an agreement with any air carrier or foreign air carrier for the establishment of joint fares, rates, or services for such through services.

(B) The joint fares or rates established under clause (ii) of subparagraph (A) of this paragraph shall be the lowest of—

(i) the sum of the applicable fare or rate for service in the State approved by the appropriate State agency, and the applicable fare or rate for that part of the through service provided by the air carrier or foreign air carrier;

(ii) a joint fare or rate established and filed in accordance with section 403 of this Act; or

(iii) a joint fare or rate established by the Board in accordance with section 1002 of this Act.

(5)(A) Except as provided in subparagraphs (B) and (G)(i) of this paragraph, if an air carrier is authorized by its certificate to provide round trip service

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STATE OF ALASKA
DEPARTMENT OF COMMERCE & ECONOMIC DEVELOPMENT
ALASKA TRANSPORTATION COMMISSION
JAY S. HAMMOND, Governor
MACKAY BUILDING
338 DENALI STREET — ANCHORAGE 99501

March 24, 1981

Our Reference: AD-3-E-66-69
Telephone: 274-1691

Enclosed is Air Taxi Certificate E-66-69 (amended) which is issued to replace the certificate dated January 2, 1981 and transmitted with our letter of January 28, 1981.

Prior to January 1, AS 02.05.055 provided:

> Sec. 02.05.055. Public convenience and necessity required for operation of different types of aircraft. Before a certificated contract or air taxi operator may operate a different type of aircraft from that which he operated in Alaska during the period of May 1, 1965, to May 1, 1966, there must be a finding by the commission that public convenience and necessity require it.

AS 02.05.055 now provides:

> Sec. 02.05.055. Requirements for operation of different types of aircraft [Effective January 1, 1981]. Before a certificated carrier may operate a different type of aircraft from that authorized by his certificate or which he operated in Alaska during the period of May 1, 1978 to May 1, 1980, there must be a finding by the commission that public convenience and necessity require it.

AS 02.05.250(b) defines type of aircraft as:

> (A) the classification of aircraft as being either fixed wing aircraft or rotary wing aircraft, and
>
> (B) as to fixed wing aircraft in excess of 12,500 pounds gross certificated takeoff weight, a specific make and basic model of aircraft, including modifications to it that do not change its handling characteristics.

Order 80-612 effective December 3, 1980, in Docket 80-188-AS/I adopted regulations pertaining to aircraft size and provides for:

> ...the operating authorities of all air carriers whose authority is restricted to the utilization of aircraft smaller than aircraft having a maximum payload capacity of not more than 7,500 pounds or a maximum seating configuration, exclusive of pilot's seat, of not more than 30 passengers as determined under regulations of the Federal Aviation Administration as of January 1, 1980, are amended to authorize the utilization of aircraft having a maximum payload capacity of not more than 7,500 pounds or a maximum seating configuration for not more than 30 passengers, and their certificates shall be reissued accordingly...

The Order directs the 7,500 pounds payload - 30 passenger standard to be applied to the type of aircraft defined by AS 02.05.250(6)(B) rather than the certificated gross takeoff weight of 12,500 pounds contained in the statute.

Based on the above and Order 80-291 effective June 30, 1980, in Docket 80-101-AT/I which directed the elimination of geographical service areas from the operating authorities issued to air taxi operators, the staff reviewed all air commerce certificates and air carrier files and prepared reissued certificates in accordance with these directives.

In conjunction with this project AS 02.05.055, effective January 1, 1981, was interpreted as amending the authorities of all air carriers to permit the operation of only those types of aircraft the carrier operated between May 1, 1978 to May 1, 1980 or as specifically found by the Commission to be required

by the public convenience and necessity. Authorized aircraft heavier than the 7,500 pounds - 30 passenger size standard were set forth by make and model.

Several carriers have taken exception to this interpretation of AS 02.05.055 alleging that AS 02.05.055 also provides that carriers may operate aircraft as authorized by their certificate in effect prior to the effective date of the amendment, and does not contain a specific directive limiting operating authorities to those types of aircraft operated in Alaska between May 1, 1978 and May 1, 1980.

Upon review of AS 02.05.055, it appears that the section is ambiguous. Given the intent of the legislature to ease regulation, we have concluded that 02.05.055 should be interpreted to give air carriers the greatest possible freedom. Therefore, if a carrier had authority prior to May 1, 1980 which was broader than the authority actually used during May 1, 1978 to May 1, 1980, the broader authority remains in effect. We believe this latter interpretation to be more consistent with the intent of the legislature than our original interpretation of AS 02.05.055. Further, in the past, the Commission has indicated no substantial public interest is served in limiting carriers to the specific aircraft if there is no showing that such limitation is consistent with the public interest.

In view of the above we have issued the enclosed certificate, as modified by Order 80-291 and 80-612, without a restriction as may be interpreted in AS 02.05.055.

In essence, the enclosed certificate, expressed in the Commission's current style, represents the operating authority acquired by the named person. Except to the extent ordered by the Commission in the above orders, it is not intended to accomplish any enlargement or diminution of operating authority. Accordingly, the certificate should be reviewed carefully to make certain that it expresses those operating rights which properly should be embraced therein, including the service authorized, the points or territory authorized to be served, and any restrictions imposed.

Any discrepancies, including inadvertent exclusions or inclusions of operating rights, as well as purely typographical errors, should be brought to the attention of the Commission

within fifteen (15) days from the date of this letter for such action as may be warranted.

If you desire further information or assistance, please contact a member of the Commission staff at the above address or telephone number shown near the letterhead.

Very truly yours,

ALASKA TRANSPORTATION COMMISSION

Donald F. Searcy

Donald F. Searcy
Executive Director

DFS/jv

Enclosure

cc: Arthur Ronald Hauver
Attorney at Law
750 W 2nd Ave., Suite 200
Anchorage, AK 99501

STATE OF ALASKA
THE LEGISLATURE

POUCH Y · STATE CAPITOL
JUNEAU, ALASKA 99811
907-465-3800

LEGISLATIVE AFFAIRS AGENCY

MEMORANDUM May 4, 1981

SUBJECT: CSHB 52 (Transportation)

TO: Representative Bette M. Cato
Chairman, House Transportation Committee
Attn: Carol Burnside

FROM: Thomas A. Sofo TAS
Legislative Counsel

Returned to Tom 5/6

Recognizing that time is a factor at this point in the session, I am returning the draft of CSHB 52 (Transportation) with the changes which you have requested. The revisor and I have had several discussions concerning the necessity and impact of the language which has been added to Sec. 5 of the bill appearing on page 2, lines 25 - 29. We are both still completely confused as to the purpose behind this language. It seems that all aircraft are included within the categories which are set up in AS 02.05.250(6)(B). If this is true, that section would be more cleanly be drafted to read:

> (B) As to fixed wing aircraft, a specific make and basic model of aircraft, including modifications to it that do not change its handling characteristics;

It is my understanding that there is a need for the internal lines which are drawn in the definition as presently contained in the attached draft. If there is time, we would appreciate a chance to consult with whomever feels that this specific manner of presentation is necessary. We believe the current wording to be confusing.

In addition, we have changed the title to this bill somewhat, in as much as Sec. 6 of the attached draft arguably violates the single-subject matter rule. We believe the present title more properly reflects the single subject of this bill, if there is one.

TAS:ljb

Enclosure

Alaska State Legislature

House of Representatives

Pouch V
State Capitol
Juneau, Alaska 99811

Official Business

March 25, 1981

M E M O R A N D U M

To: Rep. Bette Cato
Chairman, House Transportation Committee

From: Rep. Ken Fanning

Re: HB 52

A constituent has expressed a desire to testify on HB 52, relating to changes in Alaska Transportation Commission rules, if it comes up again.

If the bill is going to be considered again in the Transportation Committee, please notify me at least a week in advance, so that I may in turn notify my constituent.

Thank you.

3 AAC 68.020 is repealed and readopted to read:

3 AAC 68.020 APPLICATIONS (a) Applications must be prepared and presented to the commission in a form prescribed by it. Applicants shall submit all information required by law which includes but is not limited to:

(b) For applications for original authority or applications for the extension of authority;

(1) the nature of the service to be provided and the kind of certificate requested;

(2) the schedule of rates to be charged for each class of service; and

(3) if applicable, a statement why the service over the routes or from or to the base of operations to be served is required by the public convenience and necessity and is consistent with the declaration of policy contained in AS 02.05.010.

(4) the information set forth in section 041 of this chapter.

(c) For applications for the transfer of authority pursuant to AS 02.05.110.

(1) evidence that the certificate has been in reasonably continuous and active use.

(2) evidence that the transferee is fit in accordance with section 041 of this chapter. However, only if the certificate has not been shown to have been in reasonably continuous and active use, must the tranferee show that the operation is economically feasible.

(3) a certified statement of all unpaid loss or damage claims against the transferor or if there are none, a certified statement that there are none.

(4) the acquisition or purchase agreement between the parties.

(5) any escrow agreement of the parties.

(6) supporting affidavits attesting to the fact that the agreement has become effective.

(d) An application is not complete unless all the information requested by the Commission has been supplied to the commission. However, the commission, will in its discretion, accept for processing, applications which are substantially complete. If after direction to do so, evidence is not supplied to the Commission in a timely manner, the Commission, will in its discretion, dismiss any application without further proceedings. (Eff. 4/14/61, Register 3; am. / / Register)

Authority: AS 02.05.030
AS 02.05.070
AS 02.05.110
AS 42.07.121

Chapter 68 to 3 AAC is amended by adding a new section, 3 AAC 68.041 to read:

3 AAC 68.041 FITNESS. (a) Economic Feasibility - Service is economically feasible if it can reasonably be expected to continue for a substantial period of time. In determining if a proposed service is economically feasible, the commission, will in its discretion, consider the following factors:

(1) the availability and commitment of capital for the initiation and continuing performance of the proposed service.

(2) whether the reasonably expected revenue in relation to the start-up and operating expenses of the proposed service will be adequate to provide safe, adequate, economical, efficient, and continuous service.

(3) any other relevant factors which indicate that a proposed operation will be economically feasible.

b. Each applicant has the burden to present reasonable proof of its fitness. This subsection sets forth guidelines for fitness evidence. However, this subsection is directive only and the evidence, may vary from this subsection. The commission, including its staff and hearing officers may direct that any relevant evidence be filed with the commission.

(1) a description of the applicant's current fleet of aircraft and its plans for the purchase or lease of aircraft, including:

A. the number of each make and model of aircraft presently owned or leased and the number of each make and model of aircraft to be purchased or leased;

B. the applicant's plans for financing the acquisition or lease of additional aircraft; and

C. a sworn affidavit stating that each aircraft owned or leased has been certified by the FAA and currently complies with all FAA safety standards;

(2) a detailed explanation of the proposed service, including maps or sketches of routes or areas; showing any major connections or cooperating carriers, and including frequency schedules (time tables).

(3) a detailed list of locations and descriptions of offices, terminals, or other business facilities that the applicant intends to maintain and how the applicant intends to finance and operate those facilities.

(4) the following financial statements prepared in accordance with standard accounting practices:

A. the balance sheet of the applicant and each relevant company for the last fiscal or calendar year if the balance sheet is no older than six months prior to the application date. If the balance sheet for the last fiscal or calendar year is older than six months, an updated balance sheet no older than 90 days prior to the date of application.

B. the income statement of the applicant and each relevant company for the last fiscal or calendar year if the income statement is no older than six months prior to the application date. If the income statement for the last fiscal or calendar year is older than six months, an updated income statement no older than 90 days prior to the date of application.

C. a statement of significant accounting policies of the applicant and each relevant company.

D. all footnotes applicable to the financial statements.

E. a forecast income statement through the first normalized year of operations. The forecast income statement must include the revenue per hour by passenger and cargo for each different aircraft or the revenue for each different aircraft per passenger mile and per ton mile or the contract revenue (in the case of contract carriers). The forecast income statement must also include the unit costs of the proposed operation for each different aircraft, except for fixed fee contracts in which case total cost for each contract must be given. The forecast income statement must include the underlying data, assumptions, and calulations necessary to explain and fully understand the revenues and unit costs used, and a description of the manner in which costs and revenues are allocated.

(5) a statement of all start-up costs which are not shown in the forecast income statement or the balance sheet.

(6) the identity of the key personnel who will be employed by the applicant, including:

A. their names and addresses;

B. the experience (including total experience in aviation, experience in Alaska, and experience in the area to be served), expertise (including commercial licenses held and identified by number and date of issue), and responsibilities of each;

C. nature and percentage of the ownership in the applicant or the amount of the applicant's stock held by each;

D. a description of the officership, directorships, shares of stock (if five percent or more of total voting stock outstanding) and other interests each holds in any air carrier, or persons whose principal business (in purpose or

fact) is the holding of stock in or control of any air carrier.

(7) information concerning any court or administrative agency decision issued within the previous three years that the applicant, any of its key employees, any person having a substantial interest in the applicant, or any relevant company has been found in violation of a federal or state transportation law or regulation or any unfair, deceptive or anticompetitive business practice, or of fraud or antitrust violations.

(8) if the applicant is an association, joint venture, or any other form of business (except sole proprietorship, partnership, or corporation), it shall provide a copy of its working agreement, by-laws, and names, addresses, and relationships of those who are party to the agreement, a statement showing the proportionate interest of each person in the applicant and a description of the ownership, officership, directorship, shares of stock (if five percent or more of the ownership or control) and other interest each holds in any person and an applicant shall specifically describe any interest it has in an air carrier or person whose principal business (in purpose or fact) is the holding of stock in or control of any air carrier.

(9) if the applicant does not hold a certificate and is a partnership or corporation, a copy of partnership agreement or certified copy of articles of incorporation and by-laws.

(10) if the applicant is a partnership or a corporation, a list of the names, addresses, relationships, and holdings of all partners or those persons having five percent or more of the ownership or total voting stock outstanding and a description of the ownership, officership, directorship, shares of stock (if five percent or more of the ownership or total voting stock outstanding) and other interest each has in any person and an applicant shall specifically describe any interest it has in an air carrier or person whose principal business (in purpose or fact) is the holding of stock in or control of any air carrier.

(11) if the applicant is a corporation, a copy of a certificate of compliance obtained from the Alaska Department of Commerce and Economic Development, Division of Corporations, Pouch D, Juneau, Alaska 99811 as proof that it is currently in good standing and entitled to do business in the State of Alaska.

(12) an applicant shall include a list of any parent or subsidiary companies, including a description of each parent's subsidiary's principal business and a description of its relationship to the applicant.

(c) Financial Capability - An applicant has the financial capability to provide a proposed service if the applicant has sufficient funds to internally finance the proposal, or if the applicant presents a financing plan which, when carried out, will provide sufficient resources to operate without undue risk to consumers.

(d) Definitions. As used in this Section unless the context otherwise requires,

(1) "commission" means the commissioners and the staff including the hearing officers of the Alaska Transportation Commission.

(2) "contract revenue" means the total revenue which the applicant expects to receive pursuant to each contract for contract carriage;

(3) "normalized operations" means those operations which are relatively free of start-up costs and temporary barriers to full scale operations posed by the carrier's limited experience;

(4) "passenger mile" means the carriage in air commerce of one passenger for one statute mile (5,280 feet);

(5) "relevant companies" mean the applicant, any predecessor of the applicant (i.e., any air carrier in which any directors or principal officers once had a substantial interest), and any company (including a sole proprietorship or partnership) which has a significant financial or managerial influence on the applicant. This includes but is not limited to: (1) any company (including a sole proprietorship or partnership) holding more than 50 percent of the ownership or outstanding voting stock of the applicant, (2) any company (including a sole proprietorship or partnership) holding between 20 percent and 50 percent of the ownership or outstanding voting stock of the applicant and which has significant influence over the applicant or air carrier indicated by 25 percent representation on the Board of Directors, participation in policy-making processes, substantial intercompany transactions, or managerial personnel with common responsibilities in both companies;

(6) "revenue per hour" means the total estimated revenue from a proposed operation for a given period of time divided by the number of hours flown to achieve that revenue. The number of hours flown must be stated in terms of the time period charged for in the applicant's proposed tariff, such as, block hours, take off to touch down, or time as measured by the aircraft's Hobb's meter;

(7) "substantial interest" means five percent or more of ownership or outstanding voting stock in the entity;

(8) "ton mile" means the carriage in air commerce of 2,000 pounds of cargo for one statute mile (5,280 feet);

(9) "unit costs" mean the total costs of the proposed service for a given period of time per hour or per mile. (Eff. / / Register)

Authority: AS 02.05.010
AS 02.05.030
AS 02.05.080
AS 02.05.110
AS 42.07.121

FISCAL NOTE

I. REQUEST

Bill/Resolution No. HOUSE BILL NO. 52

Title Miscellaneous amendments pertaining to the Alaska Transportation

Requested by Governor Date 12/8/80

II. FISCAL DETAIL

Agency Affected Alaska Transportation Commission

Program Category Affected Public Protection

BRU, Program, or Subprogram(s) Affected Alaska Transportation Commission

(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

		FY 80	FY 81	FY 82	FY 83	FY 84	FY 85
100	PERSONAL SERVICES		0	0			
200	TRAVEL		0	0			
300	CONTRACTUAL		0	0			
400	COMMODITIES		0	0			
500	EQUIPMENT		0	0			
600	LAND & STRUCTURES		0	0			
700	GRANTS, CLAIMS, ETC.		0	0			
	TOTAL		0	0			

FUNDING (Thousands of Dollars)

GENERAL FUND		0	0			
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME		0	0			
PART TIME		0	0			
TEMPORARY		0	0			

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

IV. DATE 12/8/80 PREPARED BY Wally Kubley

AGENCY Alaska Transportation Commission

PHONE 279-1451

Original: Legislative Finance

cc: Budget and Management

Prime Sponsor (First Legislator Named)

33-001 (Rev. 12/79)

BUDGET REQUEST UNIT (BRU)	Alaska Transportation Commission
POLICY BUDGET PROGRAM TITLE	Consumer Protection
CATEGORY	Same
AGENCY: Department of Commerce & Economic Development	DIVISION:
NAME & POSITION OF BRU MANAGER: Keith H. Miller, Chairman	PHONE: 279-1451
NAME & POSITION OF AGENCY CONTACT:	PHONE:
COMMISSIONS AND/OR ADVISORY BOARDS WHICH HAVE BEEN CONTACTED/OTHER PUBLIC INPUT CONSIDERED IN PREPARING BUDGET REQUEST:	
SIGNATURE OF AGENCY HEAD: Keith H. Miller	DATE: October 24, 1980

AGENCY Dept. of Commerce & Ec Dev.

Program Consumer Protection

BRU Alaska Transportation Commission

FY 82

00570

DETAIL BUDGET SUBMISSION

01-111GB-80I

RECEIVED

OCT 2 8 1980

BUDGET AND MANAGEMENT

STATUTORY BASIS:

Alaska Transportation Commission Act	AS 42.07
Alaska Motor Freight Carrier Act	AS 42.10
Alaska Air Commerce Act	AS 02.05

POLICY BUDGET PROGRAM GOAL(S), LONG TERM OBJECTIVE(S) AND POLICY DIRECTIVES WITH WHICH THIS BRU IS CONCERNED:

Program Area Goal: To ensure that Alaskan consumers, both individual and business, are provided with goods and services that comply with acceptable standards of disclosure, quality, dependability and safety at equitable prices.

Long Term Objectives: Maintain balanced level of regulation and competition.
Ensure an infonmed public so that it is aware of its rights and responsibilities.
To ensure that all citizens in the State of Alaska receive the protection and services required by law.

Related Policy Directives: "To improve the ability of the private market system to provide needed goods and services."

BRIEF DESCRIPTION OF BRU ACTIVITIES/AND THEIR RELATIONSHIP TO THE GOALS & OBJECTIVES:

The Alaska Transportation Commission has an obligation imposed by statute to regulate transportation in the State of Alaska for the protection of shippers, receivers of freight and passengers. It is our purpose to provide a stable rate level, adequate, safe and dependable transportation for the general shipping public while maintaining a competitive atmosphere and sound economical base for the transportation industry in Alaska. Efficient tariff regulation is necessary to reduce consumer dollars lost due to unfair business practices. The Commission needs to enlarge its analytical staff to establish reporting procedures and make comparisons of the rates of carriers to provide a financial analysis of the transportation market.

Enforcement of statutes and regulations provides protection to both the providers and users of transportation services. Public protection is also accomplished by the statutory requirements that carriers of passengers and freight have adequate minimum liability insurance on file with the Commission.

Recent legislation (Ch. 115 SLA 1980) provided for economic deregulation of buses and tow trucks under 14,000 GVW operating as a common carrier but required that this Commission ensure that these carriers have insurance.

It is a goal of this Commission to offer an education program to buyers and sellers of transportation and to the general public to ensure that everyone is aware of their rights and responsibilities and that, by regulation, they can be assured of equal and just treatment.

AGENCY Dept. of Commerce & Ec Dev. PROGRAM Consumer Protection

FY 82

BRU Alaska Transportation Commission

1 DEFINITION STATEMENT

REVISED DATE _____

00571

WHICH SHORT-TERM PROGRAM OBJECTIVE IS BEING ADDRESSED? (FROM FORM P1A)	BRU FUNCTION NUMBER	HOW WILL THIS BRU CONTRIBUTE TO EACH PROGRAM OBJECTIVE BEING ADDRESSED?
Identify the need and establish public education programs with the greatest cost benefit ratio.	1.	Increase use of Journal for notification of general interest information, mailouts to all interested persons and distribution of information pamphlets. Place more enforcement emphasis on noticing by carriers to the public of increases in rates and practices. Program regular surveys of carriers operations.
Identify required levels of services and initiate programs to insure that the same degree of regulatory protection is provided to all individuals.	2.	Increase monitoring of tariffs and financial filings. Thorough review of applications to insure only qualified carriers obtain authority and place more emphasis on field work.
Reduce consumer dollars lost due to fraud and unfair business practices through investigation and prosecution of violators and utilization of public awareness programs. Verify the soundness and qualifications of financial and insurance institutions, and regulated providers through examination and reporting procedures.	3.	Provide stricter enforcement of present regulations and tariff provisions. Increase percentage of compliance of information submitted by carriers. Submission of statistical information to data processing to be compiled into usable reports or establish internal procedures to be sure current statistical and financial information is available.
Maintain current levels of regulation and promotion of competition.	4.	Revise regulations to reflect practices utilized in the industry compatible with changing conditions.

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1A BRU OBJECTIVES

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REVISED DATE

00572

01 11/80/800

The Alaska Transportation Commission has an obligation imposed by statute to regulate transportation in the State of Alaska for the protection of both the providers and users of the service.

The Commission was extended to June 30, 1983 by Chapter 115 SLA 1980 after consideration of the Legislative Audit Committee Review conducted in 1978 under the sunset laws. This legislation also amended certain parts of the statutes administered by the Commission and removed licensing and rate functions over ferries, bus transportation companies and tow trucks having a gross vehicle weight as established by the manufacturer under 14,000 pounds. These companies are still required to file proof of insurance with the Commission. Similar legislation exempts from regulation by the Commission motor vehicles while transporting ranch, dairy and farm products. These exemptions are not expected to reduce the Commission's workload appreciably in that they affect only a few carriers wholly providing such transportation.

The Commission will continue to regulate approximately 650 carriers. At the present time, as in the past, it is attempting to provide the shippers and receivers of freight in the State with a stabilized service and rate structure and to foster sound economic conditions among the carriers which will ensure adequate transportation to the shipping public.

The Commission retains a licensing function for motor freight and air transportation companies. Those wishing to enter the industry must apply for authority and satisfy the Commission that they are fit, willing and able to perform the proposed services and that the services are not contrary to the public interest. The Commission also retains its rate regulatory powers over these carriers.

There appears to be much misinformation being passed among members of the public concerning the Commission's status and functions. Also, the State of Alaska is experiencing an influx of people into the transportation industry. The buyers and sellers of transportation and the general public need to be informed of their rights and responsibilities. The Commission intends to increase distribution of general interest information so that people become aware of the Alaska Transportation Commission and that, through its regulation, everyone can be assured of equal and just treatment.

The Commission's regulatory mission is further complicated by the federal preemption over some air carriers certificated by the federal Civil Aeronautics Board and the scheduled elimination of the C.A.B. effective January 1, 1985. Since its certification powers are not transferred to

another agency, the status of the carriers preempted from regulation by the Commission at this time is unclear requiring the Commission to participate in most, and monitor the remaining C.A.B. proceedings involving intra Alaska rights.

The Commission interprets the legislative intent of Chapter 115 SLA 1980 to be ease of access in the air transportation field to qualified applicants operating small aircraft. This will cause a greater number of applications to be submitted. Further, it appears to be the intent of the legislature, in its audit and legislation, that this Commission provide more indepth research and analysis in all areas such as rate investigations, special tariff authorities, grants of operating authority, transfer of operating authority, and extensions of operating authority in all modes.

The mandate to handle applications for authority within a prescribed time period restricts the Commission in the allocation of its staff. Specifically, if the Commission fails to deny authority to engage in air commerce within 60 days of the completion of a hearing, or within 120 days from the receipt of a completed application, whichever is later, the application is automatically considered approved. In this circumstance, failure to act may result in unqualified carriers gaining authority thereby creating financial instability in our limited market and poor service to the public. As an alternative, the application must be set for hearing creating an additional burden of expense and time on the applicants and the Commission.

In 1978, the Legislative Audit Committee reviewing the Commission under Sunset Legislation, found that the Commission should have at least two additional positions. In 1980, although the legislature slightly reduced the workload of the Commission somewhat through deregulation in Chapter 115 SLA 1980, it added substantial specific fitness qualifications on applicants seeking to obtain operating authority and mandated continued economic regulation at previous levels. Yet, the Commission was not provided with necessary additional funding in order to provide the service as directed.

The Commission believes it is utilizing its present staff in the most efficient manner available. However, it is unable to adapt and follow procedures necessary to minimize the possibility of the Commission's decisions being overturned in court. However, the Commission will continue to evaluate the situation to assure that, to the best of its ability, Alaskan consumers are provided with a freedom of choice for transportation services that comply with acceptable standards of disclosure, quality, dependability and safety at equitable prices.

BRU FUNCT. NO.	MEASURE/PERFORMANCE INDICATOR	PRIOR YEAR (FY 80)		CURRENT YEAR PLAN 81	BUDGET YEAR FY 82		
		PLAN	ACTUAL		CONTINUATION LEVEL	AGENCY REQUEST	GOVERNOR'S BUDGET
1	2	3	4	5	6	7	8
1.	Number of times general interest information item distributed.	---	12,000	15,000	18,000	18,000	
2.	% of tariffs, financial filings and applications analyzed:						
	Tariffs	---	10%	15%	15%	15%	
	Financial	---	15%	10%	10%	10%	
	Applications	---	5%	25%	25%	25%	
3.	% of carriers in compliance with filing requirements:						
	Financial	80%	65%	80%	80%	80%	
	Statistical	80%	73%	80%	80%	80%	
	Tariffs	---	90%	95%	95%	95%	
4.	Number of regulations adopted establishing uniform application of practices utilized in industry.	10	6	10	10	10	

AGENCY Commerce & Ec Dev

PROGRAM Consumer Protection

BRU Alaska Transportation Commission

FY 82

3 BRU ACTIVITY PLAN

00575

REVISED DATE

01-11208/80

CATEGORY: PUBLIC PROTECTION PROGRAM: AK. TRANS. COMM.
AGENCY: DEPARTMENT OF COMMERCE & ECONOMIC DEVELOPMENT

COMPONENT DESCRIPTION	80 AUTH	80 FINAL	80 ACT	81 AUTH	81 SUPL	81 RP	82 CONT.	REQUEST	GOVERNOR	HOUSE	SENAT
AK. TRANS. COMM.	1305.0	1423.1	1329.7	1415.9			1591.2	1591.2	1557.9		
** TOTAL	1305.0	1423.1	1329.7	1415.9			1591.2	1591.2	1557.9		
** CHANGE VERSUS 81 AUTH							12.3%	12.3%	10.0%	-100.0%	-100.0
OBJECT DESCRIPTION											
PERS. SERV.	1057.7	1166.6	1099.6	1158.0			1310.7	1310.7	1310.7		
TRAVEL	47.7	53.0	46.2	49.0			55.3	55.3	55.3		
CONTRACTUAL	181.3	184.3	168.1	188.9			204.5	204.5	176.2		
COMMODITIES	14.3	11.7	8.3	14.5			15.7	15.7	15.7		
EQUIPMENT		3.5	3.5	.5							
LANDS/BLDGS	4.0	4.0	4.0	5.0			5.0	5.0			
FUNDING SOURCE											
GENERAL FUND	1305.0	1399.7	1329.7	1415.9			1591.2	1591.2	1557.9		
OTHER FUNDS		23.4									
** GENERAL FUND CHANGE VS. 81 AUTH							12.3%	12.3%	10.0%	-100.0%	-100.0
POSITIONS											
FULL-TIME	30.0	30.0	30.0	30.0			30.0	30.0	30.0		
STAFF MONTHS	360.0	360.0	360.0	360.0			360.0	360.0	360.0		

00576

CATEGORY: PUBLIC PROTECTION PROGRAM: AK. TRANS. COMM.
AGENCY: DEPARTMENT OF COMMERCE & ECONOMIC DEVELOPMENT SUB-PROGRAM: AK. TRANS. COMM.

* * * * GOVERNOR ANALYSIS * * * *

OBJECT GROUP	VARIATION		DESCRIPTION: GOVERNOR VERSUS 81 AUTH
01 PERS. SERV.	152.7	13.2%	SALARY INCREASE 152.7
02 TRAVEL	6.3	12.9%	INFLATION 6.3
03 CONTRACTUAL	-12.7	-6.7%	INFLATION 15.6: CONSOLIDATION OF LEASE PAYMENTS INTO DEPARTMENT OF ADMIN. <28.3>
04 COMMODITIES	1.2	8.3%	INFLATION 1.2
05 EQUIPMENT	-0.5	-100.0%	LESS ONE-TIME ITEM <.5>;
06 LANDS/BLDGS	-5.0	-100.0%	CONSOLIDATION OF ASHA PAYMENTS INTO THE DEPT. OF ADMIN. <5.0>
** TOTAL	142.0	10.0%	

00577

CATEGORY: PUBLIC PROTECTION PROGRAM: AK. TRANS. COMM.
AGENCY: DEPARTMENT OF COMMERCE & ECONOMIC DEVELOPMENT SUB-PROGRAM: AK. TRANS. COMM.

EXPENDITURES & FUNDING	(01) 80 AUTH	(02) 80 FINAL	(03) 80 ACT	(04) 81 AUTH	(05) 81 SUPL	(06) 81 RP	(07) 82 CONT.	(08) 82 ADD.	(09) REQUEST	(10) GOVERNOR	(11) HOUSE	(12) SENATE	(13) LEG.REC
01 PERS. SERV.	1057.7	1166.6	1099.6	1158.0			1310.7		1310.7	1310.7			
02 TRAVEL	47.7	53.0	46.2	49.0			55.3		55.3	55.3			
03 CONTRACTUAL	181.3	184.3	168.1	188.9			204.5		204.5	176.2			
04 COMMODITIES	14.3	11.7	8.3	14.5			15.7		15.7	15.7			
05 EQUIPMENT		3.5	3.5	.5									
06 LANDS/BLDGS	4.0	4.0	4.0	5.0			5.0		5.0				
07 GRANTS, CLMS													
08 MISC.													
** TOTAL EXPEND	1305.0	1423.1	1329.7	1415.9			1591.2		1591.2	1557.9			
09 I-A TRANSFER	88.1		80.6	83.6			96.2		96.2	96.2			
10 FED. RECEIPT													
11 G. F. MATCH													
12 GENERAL FUND	1305.0	1399.7	1329.7	1415.9			1591.2		1591.2	1557.9			
13 PGM RECEIPTS													
14 OTHER FUNDS		23.4											
15 FULL-TIME	30.0	30.0	30.0	30.0			30.0		30.0	30.0			
16 PART-TIME													
17 TEMPORARY													
18 STAFF MONTHS	360.0	360.0	360.0	360.0			360.0		360.0	360.0			

00578

1. Item and Explanation		2. Amount	3. Funding Sources	4. 100 Personnel Services	6. 200 Travel	6. 300 Contractual Services	7. 400 Commodities	8. 500 Equipment	9. Other
1.	FY81 Authorized (Form 4A)	1415.9	GF	1158.0	49.0	188.9	14.5	.5	5.0
2.	Less One-Time Items (Include All Equipment)	(.5)		( )	( )	( )	( )	(.5)	( )
3.	Plus FY82 Replacement Equipment (Form 17,Line 1, Column 5)								
4.	Personal Services Adjustment (Form 11, Line 23)	152.7		152.7					
5.	Sub-Total	1568.1		1310.7	49.0	188.9	14.5	-0-	5.0
6.	Plus Inflation Adjustment	23.1			6.3	15.6	1.2		
7.	Sub-Total	1591.2		1310.7	55.3	204.5	15.7	-0-	5.0
8.	Adjustments to and within Continuation (Form 5A's)								
9.	FY82 Continuation	1591.2		1310.7	55.3	204.5	15.7	-0-	5.0

AGENCY Dept. of Commerce & Ec Dev. PROGRAM Consumer Protection

BRU Alaska Transportation Comm.

COMPONENT Same

5 COMPONENT CONTINUATION

Revised Date

FY 82

00579

01 11/08/80

		FY 02	AGENCY $	PFT POS.	PPT/SEAS POS.	OTHER POS.	STAFF MO.	GOVERNOR $	PFT POS.	PPT/SEAS POS.	OTHER POS.	STAFF MO.
			1	2	3	4	5	6	7	8	9	10
CONTINUATION	1	CURRENT AUTHORIZED PERM. POSITIONS (FROM FORM 11, line 22)	1,310.7	30			360					
	2	CONTINUATION CHANGES TO CURRENT AUTHORIZED POSITIONS (FORM 12)										
	3	SUBTOTAL (FROM 4A, CONTINUATION COL.)	1,310.7	30			360					
	4	SOURCE OF FUNDS:										
		FEDERAL RECEIPTS										
		G F MATCH										
		GEN. FUND	1,310.7									
		INTER-AGENCY RECEIPTS										
		PROGRAM RECEIPTS										
		OTHER										
		OTHER										
REQUEST	5	ADDITIONS TO CURRENT AUTHORIZED POSITIONS (FORM 12)										
	6	TOTAL PERSONAL SVCS. REQUEST (FROM 4A)	1,310.7	30			360	1310.7	30			360
	7	SOURCE OF FUNDS:										
		FEDERAL RECEIPTS										
		G F MATCH										
		GEN. FUND	1,310.7					1,310.7				
		INTER-AGENCY RECEIPTS										
		PROGRAM RECEIPTS										
		OTHER										
		OTHER										

AGENCY Dept. of Commerce & Economic Dev PROGRAM Consumer Protection

BRU Alaska Transportation Commission

COMPONENT Same

10 PERSONAL SERVICES REQUEST SUMMARY

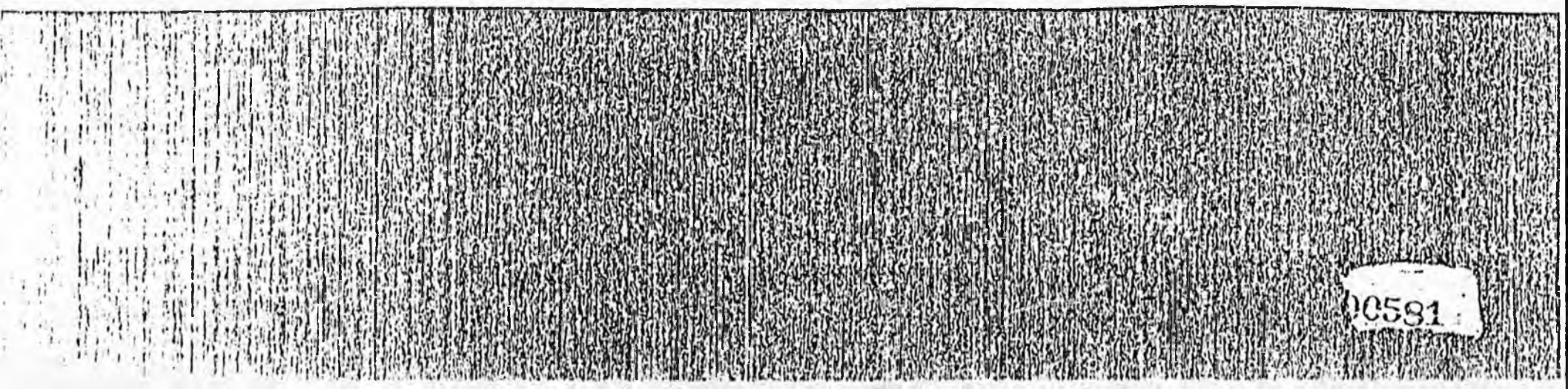
FY82

00589

REVISED DATE

01 11/28/80

PCN	OT	AUTHORIZED CLASS	AUTHORIZED STAT. LOC	AUTHORIZED CLASS CODE	VARIANT INCUMBENT OR VACANCY DATE	VARIANT RANGE /STEP	VARIANT CLASS LOC	MONTHLY SALARY	ANN. SALRY	YEAR TO DATE MO.LOST	YEAR TO DATE O/T	PRIOR YEAR MO.LOST	PRIOR YEAR O/T	YR.TO DAT SHFT.DIF
08 COMMERCE				PROG.53 CONSUMER PROTECTION	DIV.4 TRANSP POWER AUTH				BUDGET STRUC.04-01-00 TRANSPORTATION-OPR					
7001		X004	EBA	COMMISSIONER	KUDLEY			4,540	54,480	0.0		0.0		
7002		X004	EBA	COMMISSIONER	MILLER			4,540	54,480	0.0		0.0		
7003		X004	EBA	COMMISSIONER	JOHNSON			4,540	54,480	0.0		0.0		
7004	N	2332	EBA PR	TARIFF SPECIALIST ATC	STURGEON	21-A		3,260	39,120	0.0		1.5		
7005	N	2332	EBA PR	TARIFF SPECIALIST ATC	PRITCHARD	21-A		3,260	39,120	0.3		0.0		
7006	N	2332	EBA	TARIFF SPECIALIST ATC	05/13/80	21-A		3,260	39,120	1.9		0.0		
7007	N	2462	EBA PE	TRANSPORT FIELD AGENT I	STEWART	16-F		2,736	32,832	.0.0		0.0		
7008	N	2465	EBA PE	TRANSPORT FIELD AGENT IV	OVERSTREET	20-D		3,441	41,292	0.0		0.0		
7009	N	2462	EBA	TRANSPORT FIELD AGENT I	08/11/80	16-A		2,291	27,492	0.5		6.5		
7010	Y	1210	EBA PE	ACCOUNTING TECHNICIAN I	KRAUSE	12-J		2,135	25,620	0.0	73	0.0	155	
7011	N	1181	EBA PE	ADMINISTRATIVE SPT CH SPV	WELCH	14-C		2,181	26,172	0.0		0.0		
7012	Y	1188	EBA PE	ADMINISTRATIVE SP TEC IV	HOMME	12-F		2,063	24,756	0.0	93	0.0	172	
7013	Y	1186	EBA PE	ADMINISTRATIVE SP TEC II	LACEY	08-K		1,726	20,712	0.0	235	0.0	328	
7014	Y	1188	EBA PE	ADMINISTRATIVE SP TEC IV	AVERY	12-D		1,928	23,136	0.0	214	0.0	375	
7015	Y	1188	EBA PE	ADMINISTRATIVE SP TEC IV	MORGAN	12-C		1,870	22,440	0.0		0.0	144	
7016	Y	1184	EBA PE	CORRESPONDENCE SEC III	WHITE	10-B	1183	1,814	21,768	0.0	288	0.0	73	
7017	Y	1186	EBA PE	ADMINISTRATIVE SP TEC II	BURGOS-A	08-K		1,726	20,712	0.0	184	0.0	151	
7018	N	2464	JBA PR	TRANSPORT FIELD AGENT III	NUTTALL	18-F		3,685	44,220	0.0		0.0		
7019	Y	1185	EBA PR	ADMINISTRATIVE SP TEC I	NEELY	06-B		1,284	15,408	0.0	26	3.9	5	
7020	Y	1184	EBA PR	CORRESPONDENCE SEC III	VANCE	10-B	1183	1,814	21,768	0.0	112	1.1	81	
7021	Y	1188	EBA PE	ADMINISTRATIVE SP TEC IV	CUFFEL	12-F		2,063	24,756	0.0	179	0.0	81	
7022	N	2338	EBA PX	CHF HEARING EXAMINER	BRECKBERG	25-A		4,321	51,852	1.1		0.0		
7023	N	2463	AWA PE	TRANSPORT FIELD AGENT II	COSTELLO	17-C		2,640	31,680	0.0		0.0		
7024	N	2358	EBA PX	EXEC DIR AIC	SEARCY	24-D		4,483	53,796	0.0		0.0		
7025	Y	1186	EBA PE	ADMINISTRATIVE SP TEC IV	EVANS	12-C		1,870	22,440	0.0	335	0.0	236	
7026	N	2380	EBA PX	HEARING EXAMINER	BEDSWORTH	24-F		4,819	57,828	0.0		0.0		
7027	N	2332	EBA PR	TARIFF SPECIALIST ATC	PARKER	21-A		3,260	39,120	0.0		4.0		
7028	N	2462	JBA	TRANSPORT FIELD AGENT I	07/10/79	16-A		2,640	31,680	1.9		0.0		
7029	N	2462	JBA PE	TRANSPORT FIELD AGENT I	HALL	16-C		2,837	34,044	0.0		0.0		
7030	N	2462	EBA PR	TRANSPORT FIELD AGENT I	FIRM	16-A		2,291	27,492	0.0		7.0		
SUBL.IOI PCN CT 0030 YTD VAC.SVNGS				18,086	PRYR.SVNGS/PCT		55,861	5.45	1,023,816		1,742		1,806	001
ELEM.IOI PCN CT 0030 YTD VAC.SVNGS				18,086	PRYR.SVNGS/PCT		55,861	5.45	1,023,816		1,742		1,806	001
SUBP.IOI PCN CT 0030 YTD VAC.SVNGS				18,086	PRYR.SVNGS/PCT		55,861	5.45	1,023,816		1,742		1,806	001



PCN	OT	AUTHORIZED CLASS	AUTHORIZED STAT. LOC	CLASS CODE	VARIANT INCUMBENT OR VACANCY DATE	VARIANT RANGE /STEP	VARIANT CLASS LOC	MONTHLY SALARY	ANN. SALRY	YEAR TO DATE MO.LOST	YEAR TO DATE O/T	PRIOR YEAR MO.LOST	PRIOR YEAR O/T	YR.TO DA SHFT.DI
08 COMMERCE				PROG.53 CONSUMER PROTECTION	DIV.4 TRANSP POWER AUTH			BUDGET STRUC.04-01-00 TRANSPORTATION-OPR						
7001		X004	EBA	COMMISSIONER	KUDLEY			4,540	54,480	0.0		0.0		
7002		X004	EBA	COMMISSIONER	MILLER			4,540	54,480	0.0		0.0		
7003		X004	EBA	COMMISSIONER	JOHNSON			4,540	54,480	0.0		0.0		
7004	N	2332	EBA PR	TARIFF SPECIALIST ATC	STURGEON	21-A		3,157	37,884	0.0		1.5		
7005	N	2332	EBA PR	TARIFF SPECIALIST ATC	PRITCHARD	21-A		3,157	37,884	0.3		0.0		
7006	N	2332	EBA	TARIFF SPECIALIST ATC	05/13/80	21-A		3,157	37,884	1.9		0.0		
7007	N	2462	EBA PE	TRANSPORT FIELD AGENT I	STEWART	16-F		2,646	31,752	0.0		0.0		
7008	N	2465	EBA PE	TRANSPORT FIELD AGENT IV	OVERSTREET	20-D		3,335	40,020	0.0		0.0		
7009	N	2462	EBA	TRANSPORT FIELD AGENT I	08/11/80	16-A		2,211	26,532	0.5		6.5		
7010	Y	1210	EBA PE	ACCOUNTING TECHNICIAN I	KRAUSE	12-J		2,060	24,720	0.0	73	0.0	155	
7011	N	1181	EBA PE	ADMINISTRATIVE SPT CN SPV	WELCH	14-C		2,106	25,272	0.0		0.0		
7012	Y	1188	EBA PE	ADMINISTRATIVE SP TEC IV	HOMME	12-F		1,989	23,868	0.0	93	0.0	172	
7013	Y	1186	EBA PE	ADMINISTRATIVE SP TEC II	LACEY	08-K		1,660	19,920	0.0	235	0.0	328	
7014	Y	1188	EBA PE	ADMINISTRATIVE SP TEC IV	AVERY	12-D		1,858	22,296	0.0	214	0.0	375	
7015	Y	1188	EBA PE	ADMINISTRATIVE SP TEC IV	MORGAN	12-C		1,800	21,600	0.0		0.0	144	
7016	Y	1184	EBA PE	CORRESPONDENCE SEC III	WHITE	10-B	1183	1,746	20,952	0.0	288	0.0	73	
7017	Y	1186	EBA PE	ADMINISTRATIVE SP TEC II	BURGOS-A	08-K		1,660	19,920	0.0	184	0.0	151	
7018	N	2464	JBA PR	TRANSPORT FIELD AGENT III	NUTTALL	18-F		3,574	42,888	0.0		0.0		
7019	Y	1185	EBA PR	ADMINISTRATIVE SP TEC I	NEELY	06-B		1,228	14,736	0.0	26	3.9	5	
7020	Y	1184	EBA PR	CORRESPONDENCE SEC III	VANCE	10-B	1183	1,746	20,952	0.0	112	1.1	81	
7021	Y	1188	EBA PE	ADMINISTRATIVE SP TEC IV	CUFFEL	12-F		1,989	23,868	0.0	179	0.0	81	
7022	N	2338	EBA PX	CHF HEARING EXAMINER	BRECKBERG	25-A		4,194	50,328	1.1		0.0		
7023	N	2463	AWA PE	TRANSPORT FIELD AGENT II	COSTELLO	17-C		2,553	30,636	0.0		0.0		
7024	N	2358	EBA PX	EXEC DIR ATC	SEARCY	24-D		4,352	52,224	0.0		0.0		
7025	Y	1188	EBA PE	ADMINISTRATIVE SP TEC IV	EVANS	12-C		1,800	21,600	0.0	335	0.0	236	
7026	N	2380	EBA PX	HEARING EXAMINER	BEDSWORTH	24-F		4,680	56,160	0.0		0.0		
7027	N	2332	EBA PR	TARIFF SPECIALIST ATC	PARKER	21-A		3,157	37,884	0.0		4.0		
7028	N	2462	JBA	TRANSPORT FIELD AGENT I	07/10/79	16-A		2,553	30,636	1.9		0.0		
7029	N	2462	JBA PE	TRANSPORT FIELD AGENT I	HALL	16-C		2,744	32,928	0.0		0.0		
7030	N	2462	EBA PR	TRANSPORT FIELD AGENT I	FIRM	16-A		2,211	26,532	0.0		7.0		
SUBL.TOT PCN CT 0030				YTD VAC.SVNGS 17,515	PRYR.SVNGS/PCT		53,921	5.41	995,316		1,742		1,806	0
ELEM.TOT PCN CT 0030				YTD VAC.SVNGS 17,515	PRYR.SVNGS/PCT		53,921	5.41	995,316		1,742		1,806	0
SUBP.TOT PCN CT 0030				YTD VAC.SVNGS 17,515	PRYR.SVNGS/PCT		53,921	5.41	995,316		1,742		1,806	0

0582

	1.		FY 81 2. POS.	3. MO.	4. $	FY 82 5. POS.	6. MO.	7. $
AUTHORIZED PERMANENT POSITIONS — SALARIES	1. Full Time	(From APBR or Form 11A)	30	360	995,316	30	360	1,023,816
	2. Part Time/Seasonal	(From Form 11B)						
	3. Overtime	(From Form 11C)		4.3	11,169		4.3	11,725
	4. Shift Differential	(From Form 11D)						
	5. Additional Salary Costs	(From Form 11E)						
	6. Subtotal - Permanent Positions & Gross Salary Costs (Sum of Lines 1 thru 5)				1,006,485			1,035,541
BENEFITS	7. Enter SBP Costs (Calculate in Box A)				54,600			60,120
	8. Standard Benefits FY 81 (Gross Salary Cost, Col. 4, Line 6 X FY 81 Rate, Box B)				168,184			
	9. Standard Benefits FY 82 (Gross Salary Cost, Col. 7, Line 6 X FY 82 Rate, Box B)							161,027
	10. Enter Adjustment for TRS Employees if Applicable (Box C)				( )			( )
	11. Enter Monthly Fixed Costs (Calculate in Box D)				46,800			54,000
	12. Police Retirement Adjustment: Affected Salaries _____ x .0966							
13. Subtotal - Authorized Permanent Positions, Salaries & Benefits (Sum of Lines 6 thru 11)					1,276,069			1,310,688
14. Non-Permanent Positions, Salaries & Benefits (Form 11F)								
15. Total Permanent Positions, Salaries & Benefits (Sum of Lines 12 thru 14)					1,276,069			1,310,688

UNDERFUNDING ADJUSTMENT			
16. FY 81 FCC Authorized (From Form 4A)	1,158,000		
17. FY 81 Salary Increase Distribution	191,500		
18. FY 81 Total Adjusted Funding (Line 16 + Line 17)	1,349,500		
19. FY 81 Amount Underfunding (Line 15 – Line 18)			
20. FY 81 + FY 82 Percent Underfunding (Line 19 ÷ Line 15)	-0-	→	(-0-)
21. FY 82 Amount Underfunding (Line 20 X Line 15, Col. 7)			
22. FY 82 Continuation Request (Line 16 – Line 21)			1,310,688
23. Continuation Adjustment (Line 22 – Line 16)			152,688

BOX A — SUPPLEMENTAL BENEFITS (SBP)

	FY 81 Positions	FY 81 Amount
1.	30	1,006,485
2.	X $1820	X .0613
3.	$54,600	$ 61,697
4.	Enter lower of two Amounts from line 3	54,600

	FY 82 Positions	FY 82 Amount
1.	30	1,035,541
2.	X $ 2004	X .0613
3.	$60,120	$ 63,479
4.	Enter lower of two Amounts from line 3	60,120

BOX B — VARIABLE BENEFITS %

		FY 81	FY 82
Base Rate	1.	.1536	.1469
Agency Variable	2.	.0135	.0086
Total Rate	3.	.1671	.1555

BOX C — BENEFITS ADJUSTED FOR TRS EMPL.

	1. TRS Salaries	2. Rate	3. Adjustment
FY 81	$	.0879	
FY 82	$	.0482	

BOX D

		MONTHLY BEN.	LTC	OTHER	TOTAL
FY 81	Months			360	
	$ Factor	X $154		X $130	
	Total			16,800	
FY 82	Months			360	
	$ Factor	X $170		X $150	
	Total			54,000	

AGENCY Dept. of Commerce & Ec Dev.

PROGRAM Consumer Protection

BRU Alaska Transportation Comm.

COMPONENT Same

Revised Date

FY 82

00593

CURRENT AUTHORIZED 11 POSITION SUMMARY

01 1115(Rev. 8/80)

	PCN	CLASSIFICATION TITLE	PAY RANGE	CURRENT YEAR – FY81				BUDGET YEAR – FY82			
				MONTHS EQUIV.	HOURLY RATE	YEARLY HOURS	ANNUAL AMOUNT	MONTHS EQUIV.	OVERTIME HOURLY RATE	NO. OF YEARLY HOURS	ANNUAL AMOUNT
	1	2	3	4	5	6	.7	8	9	10	11
1.	7010	Accounting Technician I	12J	.3	19.02	50	951.00	.3	19.71	50	985.50
2.	7012	Admin. Support Tech IV	12F	.5	18.36	80	1468.00	.5	19.05	80	1524.00
3.	7013	" " " II	8K	.3	15.33	50	766.50	.3	15.93	50	796.50
4.	7014	" " " IV	12D	.3	17.14	50	857.00	.3	17.80	50	890.00
5.	7015	" " " IV	12C	.3	16.62	50	831.00	.3	18.18	50	909.00
6.	7016	Correspondence Sec. II	10B	.5	14.13	80	1144.80	.5	14.89	80	1191.20
7.	7017	Admin. Support Tech II	8K	.5	15.33	80	1226.40	.5	15.93	80	1274.40
8.	7019	" " " I	6B	.3	11.34	50	567.00	.3	11.85	50	592.50
9.	7020	Correspondence Sec. II	10A	.5	13.86	80	1108.80	.5	14.44	80	1155.20
10.	7021	Admin. Support Tech IV	12F	.3	18.36	50	918.00	.3	19.05	50	952.50
11.	7025	" " " IV	12C	.5	16.62	80	1329.60	.5	18.18	80	1454.40
12.											
13.											
14.											
15.				4.3		700	11168.90	4.3		700	11725.20
16.											
17.											
18.											
19.											
20.											
21.											
22.											
23.											
24.											
25.											
26.											
27.											
28.											
29.											
30.											

AGENCY Dept. of Commerce & Ec Dev. PROGRAM Consumer Protection

BRU Alaska Transportation Commission

COMPONENT Same

11C OVERTIME RECAP

FY82

00584

01 11/28/80/80)

Page ____ of ____

REVISED DATE ____

	CODE	TRAVEL AND MOVING CLASSIFICATION	PRIOR YEAR FY 80 ACTUAL	CURRENT YEAR FY 81 AUTHORIZED	BUDGET YEAR – 82			
					AGENCY			GOVERNOR'S BUDGET
					CONTINUATION	ADDITION	REQUEST	
	1	2	3	4	5	6	7	8
1.	200	TOTAL TRAVEL AND MOVING	46.2	49.0	55.3		55.3	55.3
2.	210/220	FIELD/ADMINISTRATIVE TRAVEL						
3.		IN-STATE TRANSPORTATION	22.2	21.5	24.5		24.5	✓
4.		IN-STATE PER DIEM	13.1	18.0	18.6		18.6	✓
5.		OUT-OF-STATE TRANSPORTATION						
6.		OUT-OF-STATE PER DIEM						
7.	230	CONVENTIONS AND MEETINGS	10.9	9.5	12.2		12.2	✓
8.	240	BOARDS, COMMISSIONS & LEGISLATORS						
9.	280	MOVING OR RELOCATION EXPENSE						
10.	290	NON-EMPLOYEE TRAVEL						
11.								
12.	970	INTER-AGENCY TRANSFERS (NON-ADD)						

13.	EXPLANATION:	CONT. $	ADDITION $	FOR B&M USE
	FIELD/ADMINISTRATIVE TRAVEL - IN-STATE Travel throughout the State by field agents, tariff specialists, hearing examiners, recording secretaries, Commissioners and other staff members to attend meetings with carrier and shipper groups, conduct surveys and investigations and conduct hearings; also includes training programs, conferences and travel to Juneau in regard to budget, personnel, legislative and other administrative meetings. Transportation 24.5 Per Diem 18.6	43.1		

AGENCY Dept. of Commerce & Ec Dev PROGRAM Consumer Protection

BRU Alaska Transportation Commission

14 TRAVEL AND MOVING

COMPONENT Same

REVISED DATE

FY 82

00585

CONVENTIONS AND MEETINGS - OUT-OF-STATE

The Commissioners are members of various committees of the National Association of Regulatory Utilities Commissioners and their attendance at these meetings is important since interstate and foreign commerce is so heavily involved in Alaska. The NARUC also sponsors several seminars and training programs that provide valuable training concerning transportation law. Commissioners and/or staff members are also required to attend seminars, conferences and planning work sessions with the I.C.C., C.A.B. and F.M.C. and field agents are required to attend various seminars on safety. The Alaska Transportation Commission is an assigned member of the I.C.C. joint board and Commissioners, hearings examiners and other staff members are required to sit on I.C.C. joint board hearings.

Transportation	7.0
Per Diem	5.2
	12.2

	CODE	CONTRACTUAL SERVICES CLASSIFICATION	PRIOR YEAR FY 80 ACTUAL	CURRENT YEAR FY 81 AUTHORIZED	BUDGET YEAR – 82 AGENCY CONTINUATION	AGENCY ADDITION	AGENCY REQUEST	GOVERNOR'S BUDGET
	1	2	3	4	5	6	7	8
1.	300	TOTAL CONTRACTUAL	168.1	188.9	204.5		204.5	176.2
2.	310	COMMUNICATIONS	26.0	30.0	32.5		32.5	✓
3.	320	PRINTING AND ADVERTISING	16.9	18.6	20.0		20.0	✓
4.	330	SPACE EXPENSE AND FEES	28.2	28.3	28.3		28.3	✓
5.	340	REPAIR AND MAINTENANCE	4.6	4.6	6.0		6.0	✓
6.	350	UTILITIES OTHER THAN SPACE						
7.	360	EQUIPMENT RENTAL–OTHER THAN EWCF AND WP	10.2	10.7	11.1		11.1	✓
8.	364	EQUIPMENT RENTAL–WORD PROCESSING	12.0	12.6	17.0		17.0	✓
9.	368	EQUIPMENT RENTAL–HIGHWAY WORKING CAPITAL FUND	22.4	28.2	34.1		34.1	✓
10.	370	JUDICIAL EXPENSE						
11.	380	PROFESSIONAL FEES AND SERVICES–EXCLUDING DATA PROC.	33.6	38.5	41.5		41.5	✓
12.	382	PROFESSIONAL FEES AND SERVICES–DATA PROCESSING			1.6		1.6	✓
13.	382a	DATA PROCESSING CHARGEBACK	10.6	13.4	7.8		7.8	✓
14.	390	OTHER FEES OR EXPENSE	3.6	4.0	4.6		4.6	✓
15.	950	INTER-AGENCY TRANSFERS (NON-ADD)	76.9	83.6	91.2		91.2	✓

16 EXPLANATION	CONT. $	ADDITION $	FOR B&M USE
310: Telephone and postage	32.5		
320: Printing and Advertising (forms, regulations, etc.)	20.0		
330: Rents and Utilities			
Anchorage Office-MacKay Building-including janitorial service and all other utilities except telephone 24.8			
Juneau Office including utilities except telephone 2.3			
Janitorial service for Juneau office ($100/month) 1.2			
	28.3		

AGENCY Dept. of Commerce & Ec Dev.

PROGRAM Consumer Protection

BRU Alaska Transportation Commission

COMPONENT Same

15 CONTRACTUAL SERVICES

REVISED

FY82

00587

01 11308/80

340:	Repairs and services on office equipment, including maintenance contracts		6.0
360:	Equipment Rental-other than HWCP and Word Processing		
	IBM Copier III w/20 bin collator - $900 per month	10.8	
	Postage Meter (Pitney Bowes) $78/3 months x 4	.3	
			11.1
364:	Equipment Rental-Word Processing		
	Wang Word Processing System - OIS 140, incl. 2 terminals, 1 printer, auto paper feeder, basic compiler	13.5	
	Mic Input System (IBM) $290/month	3.5	
			17.0
368:	Equipment Rental - HWCF		
	7 sedans (6 each Class 108D, 1 each Class 105D) $1350/month	16.2	
	Average 800 miles/month per vehicle at .26/mile	17.9	
			34.1
380:	Professional Fees and Services-except Data Processing		
	Services of full-time attorney for legal services through arrangement with Attorney General's Office	36.1	
	Court reporters required to make certified transcripts of Commission hearings when necessary	5.4	
			41.5
382:	Professional Fees and Services-Data Processing		
	Negotiated contract with programmer-estimate 40 hours at $40/hour		1.6

390: Other Fees and Services

Fire Insurance for Fairbanks Office	.6	
Travel Accident Insurance	.2	
Self-insurance & Overhead	1.0	
Transportation of things mainly between offices Anchorage, Juneau, Fairbanks	1.0	
Conference registration fees and membership dues in National organizations	1.8	
		4.6

Inter-Agency Transfers

320	Central Duplicating	10.0	382a	Data Processing	7.8
368	DOT-HWCF	34.1	390	Ins. & Bonding	1.8
380	Dept. of Law	36.1	319	DOT-Fbx Pabx	1.4

AGENCY Dept. of Commerce & Economic Dev PROGRAM Consumer Protection

BRU Alaska Transportation Commission

23 15 CONTINUED

COMPONENT Same

Page 3 of 3

REVISED DATE

FY82

00599

01 11540/80

System Code	System Name	% Budgeted (If not 100%)	FY81 Budgeted	Budget Year - FY82			
				Agency			Governor's
				Continuation	Addition	Request	
DTR	Alaska Transportation Comm.		13.4	7.8		7.8	
	TOTALS (Transfer to Form 15, Line 302A)		13.4	7.8		7.8	

NOTES:

The budgeted amount for FY 81 includes programming which has since been discontinued by Division of Data Processing.

AGENCY Dept. of Commerce & Ec Dev

PROGRAM Consumer Protection

BRU Alaska Transportation Comm

COMPONENT Same

15DPS DATA PROCESSING CHARGEBACK BUDGET SUMMARY

Page 1 of 1

Revised Date

FY 82

00590

System Code	System Name
DTR	Alaska Transportation Commission

User Agency Contact	Phone	Signature
Donald F. Searcy	276-1177	Donald F. Searcy
Division of Data Processing Contact	**Phone**	**Signature**
Carl Krefting	264-5701	

DP Budget Group	FY 80		FY 81		FY 82 Continuation			FY 82 Addition		
	Units	Cost	Units	Cost	Units	Unit Price	Cost	Units	Unit Price	Cost
1. Processing	2,228				2,800	1.10	3080.			
2. Output	18				24	27.00	648.			
3. Terminal Rental and Online Charges										
4. Storage	37				38	12.00	456.			
5. Data Entry	24,066				30,200	.12	3624.			
6. Other										
TOTALS							7808.			

NOTES:

RECEIVED
DEC 1 0 1980
DIVISION OF DATA PROCESSING

AGENCY Dept. of Commerce & Ec Dev PROGRAM Consumer Protection

15DP DATA PROCESSING CHARGEBACK SYSTEM BUDGET

BRU(S) Alaska Transportation Comm.

COMPONENT(S) Same

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Revised Date

FY 82

00591

01-1132(Rev. 8/80)

WORKSHEET FOR SYSTEM DTR

00592

	JULY	AUG	SEPT	OCT	NOV	DEC
TAPE (TAPE MONTHS)	3	3	4	3	3	3
DISK (MEGABYTES)						
TERMINALS (DEDICATED)						

	JAN	FEB	MAR	APR	MAY	JUNE
TAPE (TAPE MONTHS)	3	3	3	3	4	3
DISK (MEGABYTES)						
TERMINALS (DEDICATED)						

	TOTAL ESTIMATED FY82 REQUIREMENTS
TAPE	38
DISK	
TERMINALS	

1. Estimate the requirements for each item by month, and enter the totals of the estimated monthly usage in the appropriate total area.
2. Make the appropriate calculations as outlined in the memorandum for tape and disk to arrive at storage units.
3. Enter the estimated number of storage units and terminal units in the appropriate places on form 150P.
4. Return this form to the Data Center Manager when obtaining the Data Processing charge-back budget approvals.

ATTACHMENT A

	CODE	EXPENDITURE CLASSIFICATION	PRIOR YEAR FY 80 ACTUAL	CURRENT YEAR FY 81 AUTHORIZED	BUDGET YEAR – '82			
					AGENCY			GOVERNOR'S BUDGET
					CONTINUATION	ADDITION	REQUEST	
	1	2	3	4	5	6	7	8
1.	600	LAND, BUILDING, NON-STRUCTURAL IMPROVEMENTS	4.0	5.0	5.0		5.0	
2.	600	LAND, BUILDING, ETC. (EXCLUDING ASHA PAY)						
3.	628	ASHA PAYMENT	4.0	5.0	5.0		5.0	
4.	980	INTER–AGENCY TRANSFERS (NON–ADD)	4.0	5.0	5.0		5.0	
5.	700	ASSISTANCE GRANTS AND BENEFITS						
6.	720	LOCAL ASSISTANCE, STATE SOURCES						
7.	730	BENEFITS TO INDIVIDUALS						
8.	740	GRANTS AND AWARDS TO INDIVIDUALS						
9.	760	GRANTS, OTHER AGENCIES						
10.	970	INTER–AGENCY TRANSFERS (NON–ADD)						
11.	970	INTER–AGENCY TRANSFERS (NON–ADD)						
12.	800	MISCELLANEOUS						
13.	810	DEBT SERVICE						
14.								

15.	EXPLANATION:	CONTINUATION $	ADDITION $	FOR B&M USE
	628: ASHA payment for Fairbanks Office	5.0		

AGENCY Dept. of Commerce & Ec Dev

PROGRAM Consumer Protection

BRU Alaska Transportation Commission

COMPONENT same

18 LANDS, GRANTS AND MISCELLANEOUS

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REVISED DATE

FY 82

00534

01-1160(B/80)

	CODE	AGENCY/DIVISION TO RECEIVE THE I/A TRANSFER	PRIOR YEAR FY 80 ACTUAL	CURRENT YEAR FY 81 AUTHORIZED	BUDGET YEAR - FY 82			
					AGENCY			GOVERNOR'S BUDGET
					CONTINUATION	ADDITION	REQUEST	
	1	2	3	4	5	6	7	8
1.		TOTAL INTER-AGENCY TRANSFERS	80.6	88.4	96.2		96.2	96.2
2.	320	Dept. of Admin-Central Dup.	8.8	6.5	10.0		10.0	✓
3.	319	DOTPF-Fabx Pabx	1.2	.4	1.4		1.4	✓
4.	368	DOTPF-HWCF	22.4	29.2	34.1		34.1	✓
5.	380	Dept. of Law	33.2	33.5	36.1		36.1	✓
6.	382a	Div. of Data Processing	10.6	13.4	7.8		7.8	✓
7.	390	Insurance & Bonding	.4	.4	1.8		1.8	✓
8.	628	ASHA	4.0	5.0	5.0		5.0	✓
9.								
10.								
11.								
12.								
13.								
14.								

15.	EXPLANATION:	CONT. $	ADDITION $	FOR B&M USE
	DEPT. OF TRANSPORTATION			
	HWCF - rental of 7 automobiles	36.1		
	Fbx Pabx	1.4		
	DEPT. OF ADMINISTRATION			
	Central Duplication - printing forms, regulations, etc.	10.0		
	Data Processing	7.8		
	Insurance & Bonding; Fire, Travel Accident and Self Insurance	1.8		
	DEPT. OF LAW			
	One full-time attorney through Attorney General's Office	36.1		
	ASHA payment for Fairbanks Office	5.0		

AGENCY Dept. of Commerce & Economic Dev. PROGRAM Consumer Protection

BRU Alaska Transportation Commission

COMPONENT Same

20 INTER-AGENCY TRANSFERS

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REVISED DATE _____

FY 82

0595

01-1161(8/80)

1	FUND 100		RECEIPT CODE 219		COLLOCATION CODE 08-53-4-006			
2	RECEIPT TITLE Mrtr Frt Car Weight (Application Fees)							
3	TYPE OF REVENUE				FY 82			
4	UNRESTRICTED	X	FY80 0 ACTUAL	FY81 AUTHORIZED	FY81 REVISED	CONTINUATION	ADDITION	REQUEST	FY83 ESTIMATE
5	RESTRICTED–FEDERAL								
	PROGRAM RECEIPTS								
	INTERAGENCY RECEIPTS								
	1		2	3	4	5	6	7	8
6	FOR FY 82 BUDGET WORKBOOKS BUDGET ESTIMATE								
7	FOR FY82 REVENUE SOURCE BOOK CASH RECEIPTS		27.1	50.0	ESTIMATE 30.0			ESTIMATE 30.0	30.0
8	EXPLANATION OF THE ESTIMATE								
9	STATE MATCHING REQUIREMENTS								
10	STATE MAINTENANCE OF EFFORT REQUIREMENTS								
11	INDIRECT COST RATE				CLAIMED ☐		UNCLAIMED ☐		
12	ADDITIONAL DATA Application and clerical fees, I.C.C. registration fees; AS 42.10.150, AS 02.05.075								
13	NAME OF PERSON PREPARING ESTIMATE Keith H. Miller				PHONE 279-1451			DATE 10-15-80	

AGENCY Commerce & Ec Development

PROGRAM Consumer Protection

BRU Alaska Transportation Commission

COMPONENT Same

22 REVENUE DETAIL

FY82

00596

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REVISED DATE ____

01-115(B/80)

1	FUND 100		RECEIPT CODE 223		COLLOCATION CODE 08-53-4-006				
2	RECEIPT TITLE Aircraft Registration Fees								
3	TYPE OF REVENUE		FY80 0 ACTUAL	FY81 AUTHORIZED	FY81 REVISED	FY 82			FY83 ESTIMATE
4	UNRESTRICTED	X				CONTINUATION	ADDITION	REQUEST	
5	RESTRICTED-FEDERAL								
	PROGRAM RECEIPTS								
	INTERAGENCY RECEIPTS								
	1		2	3	4	5	6	7	8
6	FOR FY 82BUDGET WORKBOOKS BUDGET ESTIMATE								
7	FOR FY 82 REVENUE SOURCE BOOK CASH RECEIPTS		68.9	85.0	ESTIMATE 70.0			ESTIMATE 70.0	70.0
8	EXPLANATION OF THE ESTIMATE								
9	STATE MATCHING REQUIREMENTS								
10	STATE MAINTENANCE OF EFFORT REQUIREMENTS								
11	INDIRECT COST RATE					CLAIMED ☐		UNCLAIMED ☐	
12	ADDITIONAL DATA Aircraft Registration Fees; AS 02.05.090								
13	NAME OF PERSON PREPARING ESTIMATE Keith H. Miller				PHONE 279-1451			DATE 10-15-80	

AGENCY Commerce & Ec Development

PROGRAM Consumer Protection

BRU Alaska Transportation Commission

COMPONE... Same

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FY82

00597

22 REVENUE DETAIL

01 1153(0/80)

1	FUND 100		RECEIPT CODE 402			COLLOCATION CODE 08-53-4-006			
2	RECEIPT TITLE Sale Pub Doc								
3	TYPE OF REVENUE		FY80 0 ACTUAL	FY81 AUTHORIZED	FY81 REVISED	FY 82			FY83 ESTIMATE
4	UNRESTRICTED	X				CONTINUATION	ADDITION	REQUEST	
5	RESTRICTED–FEDERAL								
	PROGRAM RECEIPTS								
	INTERAGENCY RECEIPTS								
	1		2	3	4	5	6	7	8
6	FOR FY 82BUDGET WORKBOOKS BUDGET ESTIMATE								
7	FOR FY82 REVENUE SOURCE BOOK CASH RECEIPTS		10.8	15.0	ESTIMATE			ESTIMATE 15.0	15.0
8	EXPLANATION OF THE ESTIMATE								
9	STATE MATCHING REQUIREMENTS								
10	STATE MAINTENANCE OF EFFORT REQUIREMENTS								
11	INDIRECT COST RATE				CLAIMED ☐		UNCLAIMED ☐		
12	ADDITIONAL DATA Transcript costs, charges for copying documents, sale of carrier lists and regulations, subscriptions to ATC Journal (AS 42.07).								
13	NAME OF PERSON PREPARING ESTIMATE Keith H. Miller				PHONE 279-1451			DATE 10-15-80	

AGENCY Commerce & Ec Development

PROGRAM Consumer Protection

BRU Alaska Transportation Commission

COMPONENT Same

FY82

22 REVENUE DETAIL

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REVISED DATE ____

00598

01-1[illegible]

1	FUND 100		RECEIPT CODE 616			COLLOCATION CODE 08-53-4-006			
2	RECEIPT TITLE Jury & Work Comp								
3	TYPE OF REVENUE		FY80 0 ACTUAL	FY81 AUTHORIZED	FY81 REVISED	FY 82			FY83 ESTIMATE
4	UNRESTRICTED	X				CONTINUATION	ADDITION	REQUEST	
5	RESTRICTED–FEDERAL								
	PROGRAM RECEIPTS								
	INTERAGENCY RECEIPTS								
	1		2	3	4	5	6	7	8
6	FOR FY 82BUDGET WORKBOOKS BUDGET ESTIMATE								
7	FOR FY82 REVENUE SOURCE BOOK CASH RECEIPTS		.1	.2	ESTIMATE			ESTIMATE .2	.2
8	EXPLANATION OF THE ESTIMATE								
9	STATE MATCHING REQUIREMENTS								
10	STATE MAINTENANCE OF EFFORT REQUIREMENTS								
11	INDIRECT COST RATE				CLAIMED ☐		UNCLAIMED ☐		
12	ADDITIONAL DATA Jury Duty Recovery, Rule 9 Rules of Administration								
13	NAME OF PERSON PREPARING ESTIMATE Keith H. Miller				PHONE 279-1451			DATE 10-15-80	

AGENCY Commerce & Ec Development

PROGRAM Consumer Protection

BRU Alaska Transportation Commission

COMPONENT Same

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FY82

22 REVENUE DETAIL

00599

1	FUND 100		RECEIPT CODE 637			COLLOCATION CODE 08-53-4-006			
2	RECEIPT TITLE Misc. Rev (Civil Penalties)								
3	TYPE OF REVENUE		FY80 ACTUAL	FY81 AUTHORIZED	FY81 REVISED	FY82			FY83
4	UNRESTRICTED	X	0			CONTINUATION	ADDITION	REQUEST	ESTIMATE
5	RESTRICTED–FEDERAL								
	PROGRAM RECEIPTS								
	INTERAGENCY RECEIPTS								
	1		2	3	4	5	6	7	8
6	FOR FY82BUDGET WORKBOOKS BUDGET ESTIMATE								
7	FOR FY82 REVENUE SOURCE BOOK CASH RECEIPTS		11.0	20.0	ESTIMATE			ESTIMATE 25.0	25.0
8	EXPLANATION OF THE ESTIMATE								
9	STATE MATCHING REQUIREMENTS								
10	STATE MAINTENANCE OF EFFORT REQUIREMENTS								
11	INDIRECT COST RATE				CLAIMED ☐		UNCLAIMED ☐		
12	ADDITIONAL DATA Civil Penalties; AS 42.10.394, AS 02.05.231								
13	NAME OF PERSON PREPARING ESTIMATE Keith H. Miller				PHONE 279-1451			DATE 10-15-80	

AGENCY Commerce & Ec Development

PROGRAM Consumer Protection

BRU Alaska Transportation Commission

COMPONENT Same

22 REVENUE DETAIL

FY82

00600

Page ____ of ____

REVISED DATE ____

01-11530(80)

HB

145

PLEASE NOTE: THE FOLLOWING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT

COMMITTEE REPORT

HOUSE

FURTHER: FINANCE

2/12/81

(7)

Date: 2/17/81

Mr. Speaker:

The Committee on TRANSPORTATION has had HB 145

"An Act making a special appropriation for the Hydaburg road; and providing for an effective date."

under consideration and (a majority of the committee) (the committee) reports it back with the following recommendations:

[X] do pass [ ] do not pass

[ ] do pass with attached amendments(s)

[ ] replace with CS for _____ [ ] same title [ ] new title

and recommends _____

[X] AND attaches a "Letter of Intent" [ ] New Fiscal Note

[ ] reports it back without recommendation

[ ] referred to the _____ Committee

MEMBERS SIGNING
DO PASS

Bill Rogers Do Pass

Ray Metcalfe Do Pass

Fred Zharoff Do Pass

Do Pass

Buckalew Do Pass

Do Pass

MEMBERS HAVING
OTHER RECOMMENDATIONS:

Ken Fanning

CHAIRMAN

H 60 (Rev. 12/78)

The intent of HB145 is for the construction of a road connecting Hydaburg to the Prince of Wales road system and making a special appropriation to the Department of Transportation and Public Facilities for construction and for acquisition of right-of-way and roadway improvements in accordance with a Memorandum of Understanding dated January 27, 1981, between the Department of Transportation and Public Facilities and the Sealaska Corporation and the Haida Corporation.

The Department will adhere to the terms of the Memorandum of Understanding dated January 27, 1981, and providing that Sealaska Corporation and Haida Corporation adhere to the terms contained within this agreement, the Department will negotiate an equitable amount not to exceed $4,409,000 to purchase the right-of-way with road improvements from Sealaska Corporation and Haida Corporation of a sufficient width to eventually operate and maintain a public secondary highway.

No funds will be advanced to either Sealaska Corporation or Haida Corporation prior to the completion of the road in accordance with the aforementioned agreement dated January 27, 1981.

PLEASE NOTE: THE PRECEDING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT.

Project

February 5, 1981

The Honorable Terry Gardiner
Alaska State House of Representatives
Pouch "V" State Capitol Building
Juneau, Alaska 99811

Re: Funding of the Hydaburg Highway Project

Dear Mr. Gardiner:

For many years, one of the highest priorities of the City of Hydaburg has been to secure the completion of the 10 miles of road between the City of Hydaburg and the Hollis Highway ending at the head of the Natzuhini Bay, North of Hydaburg. This connection would link Hydaburg with the other communities on Prince of Wales Island such as Craig, Klawock and Thorne Bay. Improvements in terms of local commerce and freight with access to the Hollis State Marine Highway Ferry terminal, and the Klawock Airport, would immediately take place. The completion of the road is a prerequisite to any further economic development in the area related to timber, minerals, energy projects and community development.

In cooperation with the City of Hydaburg and the State of Alaska, DOT, Sealaska Corporation and Haida Corporation have devised a plan to develop this vital road link during the 1981 construction season. Due to the limited funding of the Forest Highway program, the State of Alaska would be unable, through its normal project development procedures, to accomplish the physical construction of this road link prior to 1985. The road link would traverse lands under the ownership of Sealaska and Haida Corporation and two sections under the jurisdiction of the U.S. Forest Service. All parties have agreed to easements or rights of way at no cost to the State of Alaska for this project.

A Memorandum of Understanding was entered into by Sealaska Corporation, Haida Corporation, with Commissioner Ward, Department of Transportation and Public Facilities, January 27, 1981, which essentially advanced the following understandings:

- Sealaska would construct the initial road, at its own expense, and would request reimbursement of construction costs from the State of Alaska, prior to transfer of the roadway.

- The initial road to be constructed by Sealaska and Haida Corporation will be developed, as a pioneer road, to a nominal fourteen (14) foot width with proper turnouts and twenty eight (28) foot wide bridges at standard state requirements.

- The initial road will be constructed, operated and maintained within the corridor and along the alignment now being cleared environmentally by the Federal Highway Administration.

- Once constructed, the initial road will be operated and maintained in a manner recognizing limited public access and the State will impose no highway use load limits, until such time as the road becomes a public highway facility.

- The State of Alaska will attempt to upgrade the road way through its normal funding and project development procedures to expedite the transfer of this road to the State with State or Forest Highway funds.

Both Sealaska Corporation and Haida Corporation are committed to move on this project this year. Construction costs are estimated as follows:

10.1 miles of road @ 180,000/mile	=	$1,818,000
4 major bridges	=	1,990,000
major culverts	=	200,000
Contingency @ 10%	=	401,000
Grand Total		$4,409,000

The concept of development by Sealaska/Haida Corporation and reimbursement by the State of Alaska, can be accomplished by the incorporation of this initial road development in timber harvest plans in areas nearby Hydaburg. In the normal course of events the road would not be economic to build and would have to await consideration through the regular process under the Forest Highway Program or State Highway system development.

Sealaska Corporation urges your consideration of an appropriation of $4.4 million dollars in order that the Hydaburg road connection could be accomplished this calendar year. It is our belief that the project will greatly benefit the public and encourage economic development in a manner that

might not otherwise occur until later this decade. For further information or for public hearings on this matter, please feel free to contact Robert W. Loescher, Director of Natural Resources, or Norm Staton, Director of Governmental Affairs, of the Sealaska staff, or myself on this matter.

This same letter has been transmitted to the other members of the Southeast Alaska Legislative Delegation.

Thanking you for this consideration.

Sincerely,

SEALASKA CORPORATION

Byron Mallott
Chairman of the Board

cc: Senator Ziegler
Senator Bill Ray
Senator Richard Eliason
Representative Jim Duncan
Representative Mike Miller
Representative Terry Gardiner
Representative Oral Freeman
Representative Ernie Haugen
Representative Ben Grussendorf
Representative Sam Cotten
Senator Dankworth - Co-Chairman, Senate Finance Committee
Senator Bennett - Co-Chairman, Senate Finance Committee
Commissioner Ward, State DOT
Mort Cook, Southeast Division DOT
Southeast Conference
Alaska Municipal League
Major, City of Hydaburg
Mayor, City of Craig
Mayor, City of Klawock
Robert Sanderson, Haida Corporation
Pat Gardiner, Shaan Seet Corporation
Don Finney, Louisiana Pacific, Ketchikan
Frank Roppel, Sealaska Timber Corporation, Ketchikan

M E M O R A N D U M

TO: Rep Cato

FROM: Rep Gardiner T.G.

DATE: February 13, 1981

RE: HB 145- Hydaburg Road Appropriation

HB 145 is the top priority of the Hydaburg community and has considerable impact on other communities and economies. The Ketchikan delegation would be interested in having a hearing when you could schedule it.

Those interested in testifying would be:

Bob Sanderson, Mayor of Hydaburg
Sealaska Corporation
Dept. of Transportation
District One Legislators

Thank you.

Attachments.

cc: Rep. Freeman
Sen. Ziegler
Mike Chittick, Sealaska, Juneau
Frank Roppel, Sealaska, Ketchikan
Bob Sanderson, Mayor of Hydaburg

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE:
LOCATION:
SUBJECT:

NAME	REPRESENTING	ADDRESS	PHONE	HERE TO TESTIFY	HERE TO OBSERVE
Dave Seaks	Rep. Orbe Freeman		4993		✓
Robert W. Loescher	Sealaska Corp				
Terry Gardner	Dist #1		3779		

PLEASE NOTE: THE FOLLOWING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT

SEALASKA CORPORATION
One Sealaska Plaza
Suite 400
Juneau, Alaska
99801
(907) 586-1512
Norman Staton
Director, Government Affairs

HYDABURG HIGHWAY PROJECT

LEGISLATIVE FINANCING REQUEST

Prepared by:
SEALASKA CORPORATION
and
HAIDA CORPORATION
January 13, 1981

HYDABURG HIGHWAY PROJECT

Purpose: To provide road access from the Hollis Highway to Hydaburg and the Alaska Ferry System terminal at Clark Bay (Hollis). Project completion will provide economic stimulus to Hydaburg by ending the isolation of Hydaburg from other Prince of Wales communities. The road will aid in developing timber related facilities, seafood processing and related commerce. It will provide safer travel alternatives during adverse weather that, at times, prohibits sea or air travel. Road transportation to and from Hydaburg will result in more social and cultural interchanges between the people of Hydaburg and other Prince of Wales communities.

Project Description: The proposed road link under consideration will include approximately 10.1 miles of roadway from the existing Hollis Highway at mile post 15.8 to the terminus at Saltery Point, Hydaburg dock facility. (Appendix A).

The proposed road will be constructed by Sealaska Corporation and Haida Corporation as a pioneer road to a nominal fourteen (14) foot width with proper turnouts and bridges that meet State standard requirements. (See Appendix B).

Road construction from milepost 15.8 to the Saltery Point dock facility will require bridges at Natzuhini Creek, No Name Creek, Hydaburg River and Saltery Creek crossings. There are three other streams in this segment that will require major culverts or bridges. State design, location and placement criteria will be adhered to at each major stream crossing. (Appendix C).

Environmental Consideration: The Federal Highway Administration, through a multi-disciplinary Social, Economic and Environmental Study team, has made an environmental assessment of the project area during the summer of 1980. This project has been coordinated through all affected federal, state and local agencies (Appendix D). No objections to this proposal has been indicated by any organization, municipality, community, state, federal or local governmental entities.

Construction Schedule: It is the desire of Sealaska Corporation and Haida Corporation to initiate road construction activities during the latter part of February, 1981, and to complete the project by November, 1981. Construction will be initiated at three headings, Natzuhini Creek, Hydaburg River and Saltery Point. Anticipated scheduling for major bridge and culvert crossings will occur during the later part of May, 1981.

Road Costs Estimates:

Road construction costs estimated by the Federal Highway Administration for a single lane road is approximately 8 million dollars, constructed to federal highway standards.

Road cost expected to be incurred for the construction of a pioneer 14' running surface road with turnouts and permanent drainage structures will be approximately 180 thousand dollars per mile for a total distance of 10.1 miles.
Total Costs: $1,818,000

Bridge & Major Culverts Cost Estimates:

Estimated costs for major stream crossings are constructed at State standards, based on federal highway standards;

Bridges: Accommodate double lane, with a 28' top width

Crossing	Length	Location	Costs
Natzuhini Creek	110'	(M.P. 16.)	$ 575,000
No Name Creek	100'	(M.P. 19.)	490,000
Hydaburg River	110'	(M.P. 22.)	575,000
Saltery Creek	80'	(M.P. 24.)	350,000
		Total Costs	$1,990,000

Major Culverts — Total Costs $ 200,000

Project Cost Summary:

10.1 Mi. @ 180,000/Mi.	=	$1,818,000
4 Major Bridges	=	1,990,000
Major culverts	=	200,000
Sub Total Costs		4,008,000
10% Contingency		401,000
Grand Total		$4,409,000

Bridge design criteria is included in Appendix C (b).

Project Justification: It has been the intent of the State of Alaska to complete the Prince of Wales Island State Highway System including completion of this proposal that links the town of Hydaburg to the Klawock, Hollis Highway.

A Memorandum of Understanding has been consummated between the Department of Transportation and Public Facilities, Sealaska Corporation and Haida Corporation, that describes the framework for the construction of this project, the need for the project and intent for reimbursement of the project costs. (Appendix E).

APPENDIX

Appendix A — Project Location Map.

Appendix B — Typical 14' road section with turnouts.

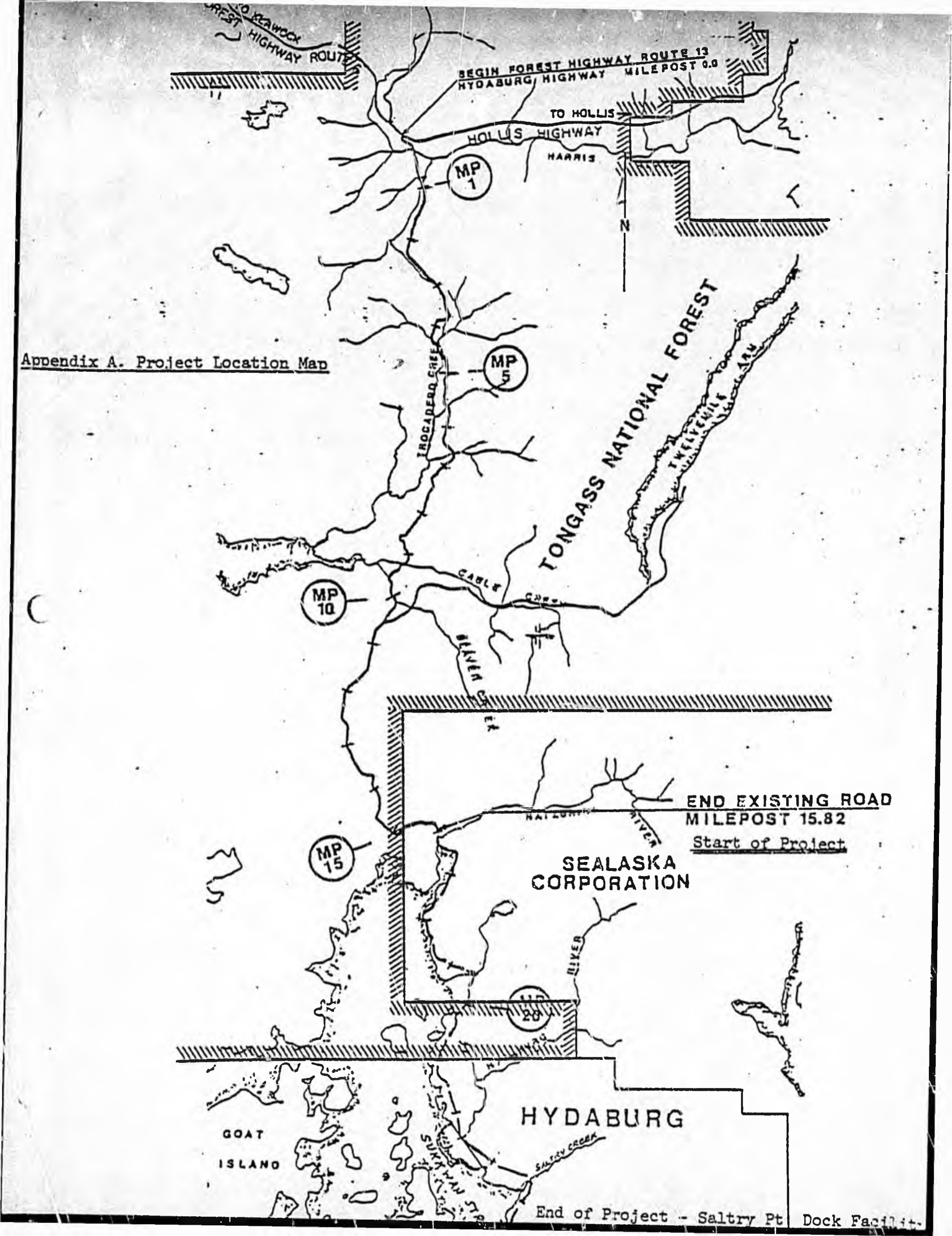
Appendix C — Bridge crossings & major stream crossings.

a) Station location
b) Station design criteria

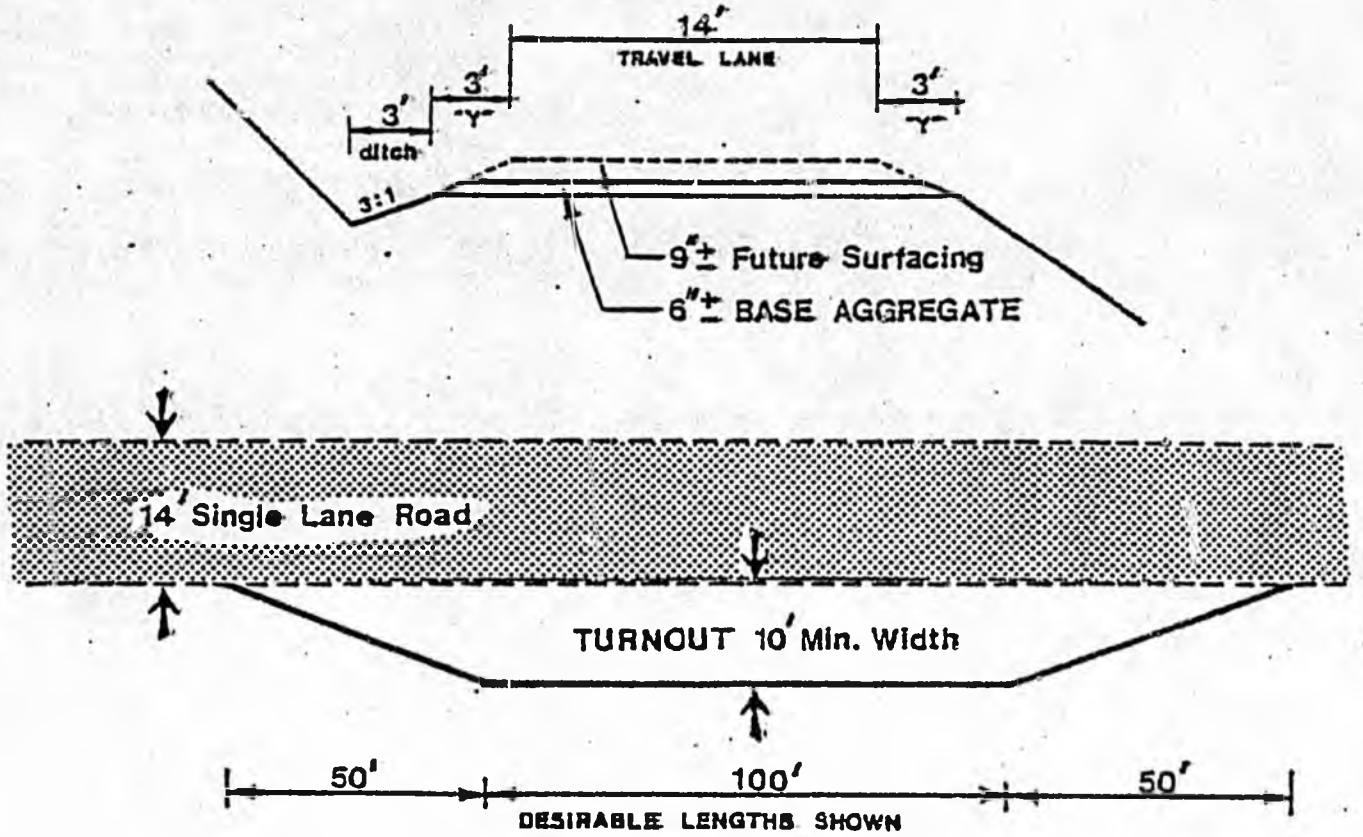
Appendix D — Coordinating agencies contacted.

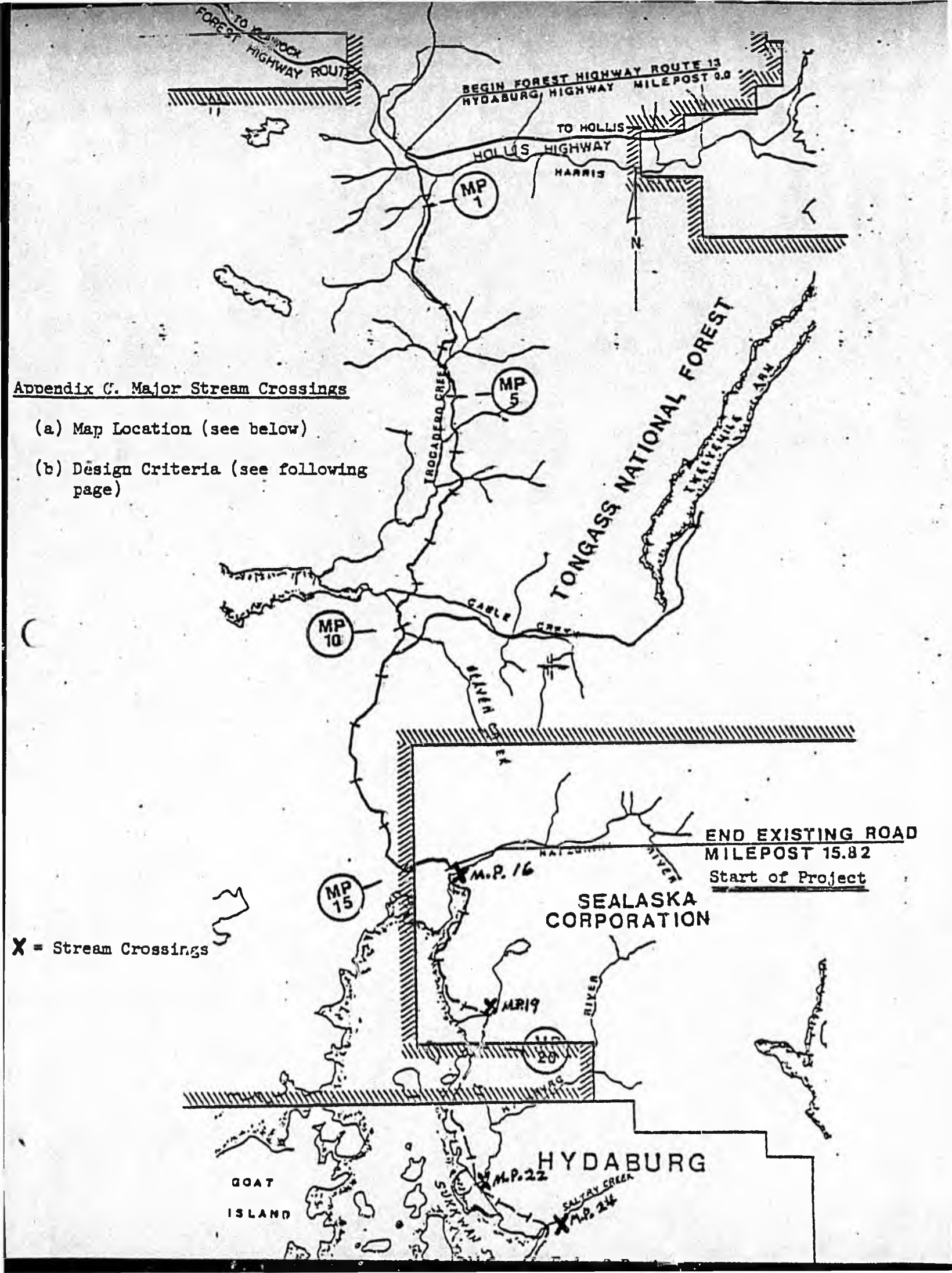
Appendix E — Memorandum of Understanding.

Appendix A. Project Location Map



Appendix B. - Typical 14' Road Section with Turnout





Appendix C. Major Stream Crossings

(a) Map Location (see below)

(b) Design Criteria (see following page)

X = Stream Crossings

APPENDIX C (b)

HYDABURG HIGHWAY PROJECT

Section 560 - BRIDGE STRUCTURE DESIGN, FABRICATION AND CONSTRUCTION

DESCRIPTION

560.01 - General

This work shall consist of all design, furnishing of all materials, fabrication, transportation, erection, and construction necessary to construct a permanent structure in conformity with the lines, grades, design and dimensions shown on the approved design drawings submitted by the contractor, or established by the engineer, and in accordance with this and other pertinent specifications.

This work shall include, but not be limited to, all preliminary and final structural design, including all necessary changes and revisions prior to final approval, manufacture and/or fabrication, storage, transportation, and erection of all structural members and incidental construction materials required to complete the drainage structure. Any adjustment in roadway quantities made necessary by roadway grade adjustment to accommodate the bridge proposal submitted in the original bid will be covered under the measurement of quantities for the items involved. Bidders must, however, identify in detail specific changes in roadway quantities that will be needed to accommodate their bridge design. Bidder's estimated quantities for these roadway items shall then be used to analyze the respective Contractor's bid for purposes of determining Low bidder under the Invitation for Bids. Measurement for payment of such roadway items required for construction of the final approved design shall not exceed Contractor's estimated quantities as submitted in the original accepted bid.

DESIGN REQUIREMENTS

560.02 - Consulting Service

The Contractor shall certify to the Contracting Officer that all design work has been, and/or will be carried out under the direction of a registered professional engineer experienced in bridge design, and that the design shall carry that engineer's seal.

560.03 - Design

The entire structure shall be designed in accordance with the AASHTO Standard Specification for Highway Bridges, Twelfth Edition, 1977 (including all subsequent interim specifications) except as modified herein.

Designs submitted under this item shall conform to the following criteria:

(a) Loading - The structure shall be designed to support one U80 off-highway truck as well as meeting the requirements for AASHTO HS20-44 loading. The structure shall also be designed such that the USFS L90 and U102 loadings do not cause stresses in excess of the maximum overload rating stress levels allowed in the AASHTO "Manual for Maintenance Inspection for Bridges", current edition. AASHTO deflection limitations shall not apply to the overloads. Deflection for U80 loads shall not exceed L/300.

The AASHTO distribution factors for one lane loading shall be used for the U80 and U102 loading. The structures shall be designed such that the one off-highway vehicle may be positioned anywhere across the deck width, but not closer than 3'-0" to the face of the rail.

The following impact factors shall be used:

(b) Roadway Grade - Deck grade shall be such as to allow the minimum waterway opening specified in (c) below.

(c) Waterway Opening - The structure shall provide a clear waterway opening. Except for the placement of scour protection if required, no structural or fill materials will be allowed within the waterway opening.

(d) Roadway Width - The minimum width between traffic railing shall be 28'0".

(e) Traffic Railing and Approach Guardrail - Bridge traffic railing shall conform to the AASHTO Specifications. Approach guardrail shall extend beyond the bridge ends a minimum of 50 feet beyond the last bridge rail post and shall be continuous with the bridge railing.

(f) Drainage - Deck design shall provide free drainage and prevent runoff water from causing erosion of approach fills. The bridges should be built without curbs or bullrails to facilitate free drainage, avoid debris accumulation and snow drifting. Any roadway culverts shall be greater than 18" in diameter.

(g) Foundations - A foundation investigation report will be provided. The drill logs will be shown on the drawings. Allowable bearing capacities shall be as specified in Section III, Recommendations, of the attached Foundation Report.

560.04 - Approval of Design

All proposals submitted under this item shall include conceptual design drawings and sketches in sufficient detail to fully describe the structure being proposed. Three copies of the following shall be submitted with the Bid:

1. Typical cross-sections of all major components.

2. Plan and elevations renderings.

3. Sketches showing gross dimensions of all major elements.

After the Notice to Proceed is issued, and prior to performance of any work under this item, the contractor shall submit five copies of the following for approval:

1. Detailed drawings of all components and their relationship to the structure.

2. Design calculations showing all stress and deflection calculations sufficiently detailed and referenced to allow the State Bridge Design Engineer to determine that the requirements of the AASHTO Bridge Specifications and these design specifications are being met.

3. Materials and construction specifications applicable to the design being submitted (supplemented as necessary by the Alaska 1972 Standard Specifications for Highway Construction and the 1975 Supplemental Specifications Revisions of and Additions to the 1972 Standard Specifications for Highway Construction, or the 1981 Alaska Standards if published prior to releasing construction contract, to conform to the design).

After the drawings, design, and specifications described have been approved, work may commence under this item subject to approval by the State Bridge Design Engineer of shop drawings, etc., under the provisions of Forest Service General Provisions (6300-42) and submission of final drawings (560.05).

560.05 - Final Drawings

The contractor shall furnish the Contracting Officer one set of reproducibles of the final approved drawings and a copy of the final approved design drawings prior to commencing any construction work under this item.

MATERIALS

560.06 - Materials

All materials required for the work shall meet the applicable specifications contained in the Alaska Standard Specifications for Highway Construction. If the materials are not covered under the above standard specifications, supplemental or additional specifications may be submitted for approval with the design in accordance with the requirements of paragraph 560.04.

All materials to be used must be permanent type construction materials; such as galvanized steel, weathering steel, concrete, aluminum, or pressure-treated wood.

Guardrail shall be galvanized steel only.

Pressure-treated wood, if used, shall be treated after fabrication with pentacholorophenol in petroleum oil (hydrocarbon solvent, type A) conforming to AWPA Standards P8 and P9, or creosote-petroleum oil solution conforming to AWPA Standard P3.

CONSTRUCTION REQUIREMENTS

560.07 - General

All fabrication, erection and construction shall be performed in accordance with the applicable Specifications approved under 560.04, as modified by approved supplemental or additional specifications, and subject to the modifications and amendments contained herein.

560.08 - Substructures Excavation

All excavation, backfill and embankment construction shall be performed in accordance with the requirements of Section 206, but shall be subsidiary to this item.

560.09 - Piling

Piling, if used, shall conform to the requirements of Section 551. The contractor shall furnish the State Bridge Design Engineer copies of all bridge pile driving records, following the State format, for the State's files.

560.10 - Abutments and Wingwalls

(a) Concrete abutment walls, when used, may be precast or cast-in-place and shall be a minimum of 10 inches thick; except where piling is used, and in such cases the abutments shall be thick enough to allow a minimum of 4 inches of concrete cover outside of all piling. Wingwalls, if used, shall be a minimum of 8 inches thick. If cast-in-place footings are used, the abutment wall-footing interface of the abutments shall be recessed into the footing to form a keyway when the footing is in place. Weld ties, when used, shall be embedded on the earth side of the abutment and wingwall panel joints at sufficient intervals to transmit dead load plus surcharge when welded (if pre-cast abutments are provided).

(b) Any structural steel in ground contact shall be suitably protected from corrosion.

(c) All backwalls and wingwalls shall extend down to bedrock contact, unless otherwise approved in the final design.

560.11 - Superstructure

(a) Concrete girders, if used, shall be prestressed concrete girders with integral roadbed. The top 2 inches (minimum) of the girder shall be sand and gravel (hardrock) concrete with 7 percent (± 2%) air entrainment. Lightweight aggregate concrete shall not

be used. The roadbed shall have a rough broom finish perpendicular to traffic. Maximum dead load camber shall not exceed L/400 where "L" is the clear span length in inches; except that no members shall deflect below a horizontal (or parallel to gradeline) plan when subjected to liveload. Construction in coastal environments limits prestressed concrete designs to zero tension stress under service loads.

All girders shall bear on elastomeric bearing pads per subsection 717.13.

(b) All concrete girders, if used, shall have heavy duty weld ties placed at the longitudinal joints between adjacent girders, spaced at 4'-0" minimum but not more than 5'-0" on center (except that there shall be a weld-tie over each diaphragm). Additional lateral ties (such as bolts) may be used in addition to the weld-ties. Weld-ties shall be field welded by a certified welder after girders have been leveled. All weld-ties shall be fabricated or mild steel and shall be designed to transfer a 28,000 lb. wheel load. A continuous grouted keyway shall be provided between adjacent girders to provide transverse shear distribution. End diaphragms shall be precast or cast-in-place concrete.

(c) Steel Girders. All exposed structural steel shall be weathering-type steel, ASTM A588, or A690, or A709, Grade 50W. All fasteners, bolts, welding electrodes, etc. shall have weathering properties similar to the base metal being used. Where steel is subject to salt carried by wind or water it shall have a protective coating.

(d) Deck

1. If prestress bridge sections are used, the top flange shall form the deck after joint grouting.

2. Bridge decks of alternate material such as reinforced concrete slabs are acceptable as deck material.

3. If a timber deck is used, the deck shall consist of glued laminated panels, designed in accordance with USDA Forest Service Research paper FPL 210, Procedure for Design of Glued-Laminated Orthotropic Bridge Decks, or other recognized design procedures. An approved waterproof mastic sealer shall be used to seal all panel-to-panel interfaces. Wet condition allowable stresses shall be used.

4. All decks shall be provided with a replaceable running surface, such as, but not limited to, timber running planks with bolted inserts into the deck. All bolt heads shall be countersunk. Any use of penetrating fasteners (nails, lag bolts, etc.) shall include pre-boring holes and filling the pre-bored holes with liquid preservative immediately prior to driving fasteners.

(e) Nosing Angle - There shall be a galvanized full-width impact

protection steel nosing angle embedded and anchored at each end of each concrete girder.

(f) Drip Groove

1. Concrete girders shall have a continuous drip groove on the lower face of the top flange of all exterior tee girders.

2. Steel bridge decks shall have an edge dam to provide a drip edge one-half inch below the deck bottom. Adjacent girders shall be weld-connected at the diaphragms. Connections shall be designed to allow for full live-load shear distribution between adjacent girders.

All steel girders shall have an end diaphragm. Diaphragm or steel cross-bridging shall be placed at interior locations in accordance with the AASHTO design standards.

560.12 Grout

Any grout mix used shall meet or exceed the following minimum specifications:

Grout shall consist of equal parts of sand and Portland cement. Sand shall meet the requirements for find aggregates shown in Section 703, except that gradation may be varied to provide sand with a fineness modulus of 1.5 to 2.0 with not more than five percent retained on the No. 16 Sieve. Water-cement ratio shall not exceed five gallons per sack of cement.

Additives per sack of Portland cement shall consist of 3 oz. Pozzolith or equal, and 1 oz. Darex or equal air-entraining agent.

Note that proportions are based on 1 sack Portland cement and not one sack of pre-mix grout mix. All surface shall be thoroughly cleaned and soaked with water then rewetted just prior to placing grout. After placing the grout, the surface is to be wetted and covered with polyethylene sheeting or cured by other acceptable means for at least 24 hours.

METHOD OF MEASUREMENT

560.13 - Bridge Structure Design, Fabricated and Constructed

Individual work or construction items shall not be directly measured for payment; except for those items specifically included in the Schedule of Items. The quantity to be paid for shall be the completed and accepted structure, including all necessary incidential roadway work, and structural excavation, and all backfill borrow haul between the actual beginning and ending stations of the deck.

BASIS OF PAYMENT

560.14

The completed and accepted structure shall be paid for at the contract lump sum price for the pay items listed below, which price and payment shall be full compensation for designing, detailing, fabricating, transporting, erecting, and constructing the structure in accordance with the approved design drawings and the specifications, and for furnishing all materials, labor, equipment, tools, and incidentials necessary to complete the items, including piling, structural excavation, roadway excavation, borrow haul, riprap, bridge railing, approach guardrail, and all other items as necessary.

Payment will be made under:

Pay Item		Pay Unit
560(01)	Bridge structure designed, furnished and constructed in place.	Lump Sum

Appendix D.

THE SEE STUDY TEAM MEMBERS FOR THIS PROPOSAL ARE INDICATED BELOW:

U.S. Forest Service (USFS)

Mr. Walter Brooks, Forest Engineer
Tongass National Forest
USDA Forest Service, Federal Building
Ketchikan AK 99901
Tel. (907) 225-3101 or 6141 FTS 8-399-0150

Mr. James Watson, Forest Supervisor
Tongass National Forest
P.O. Box 2278
Ketchikan, Alaska 99901
(907) 225-6141 FTS 8-399-0150

Alaska State Department of Transportation and Public Facilities (DOT/PF)

Mr. Morton J. Cook, Transportation Planning Manager
Southeastern Region
Department of Transportation and Public Facilities
P.O. Box 3-1000
Juneau AK 99802
Tel. (907) 789-0841 FTS 8-399-0150

Federal Highway Administration (FHWA)

Mr. Ralph A. Frame, Acting Chief, Environmental Planning Branch
SEE Chairman
Federal Highway Administration
Office of Federal Highway Projects
610 East Fifth Street
Vancouver, Washington 98661
Tel. (206) 696-7751 FTS 422-7751 or 7752

Mr. Walt Fulks, Asst. Area Engineer, Alaska Division
Contact for Forest Highways
Federal Highway Administration
Juneau, Alaska 99802
Tel. (907) 586-7428 FTS 8-399-0150

2. COOPERATING AGENCIES

(NOTE. THIS LIST IS INITIALLY PREPARED AT THE BEGINNING OF PROJECT DEVELOPMENT AND IS ADDED TO AS NEW INFORMATION SOURCES BECOME KNOWN THROUGHOUT THE STUDY PERIOD. INITIALLY THE LIST SHOULD INCLUDE THE AGENCY NAME AND NATURE OF INVOLVEMENT EXPECTED. IF KNOWN IT SHOULD ALSO INCLUDE ADDRESSES, PHONE NUMBERS, DEPARTMENTS/SECTIONS, INDIVIDUALS NAMES AND TITLES THAT WILL ASSIST IN MAKING CONTACTS.)

TRI-AGENCIES

Department of Transportation
Federal Highway Administration
James Hall, Director
Office of Federal Highway Projects
Region 10
610 East Fifth Street
Vancouver, Washington 98661
Tel. 696-7710 FTS 8-422-7710

SEE Team Chairman
Ralph A. Frame, Acting Chief Environmental Planning Branch
Office of Federal Highway Projects, Region 10
610 East Fifth Street
Vancouver, Washington 98661
Tel. 696-7751 FTS 8-422-7751

Mr. Walt Fulks, Assistant Area Engineer
Federal Highway Administration
Alaska Division
Juneau, Alaska 99802
Tel. (907) 586-7428 FTS 8-399-0150

U. S. Forest Service

Mr. F. W. (Bill) Boxandall, Assistant Regional Engineer
for Transportation Systems.
U.S. Forest Service
Federal Office Building
P.O. Box 1628
Juneau, Alaska 99802
Tel. (907) 586-7266 FTS 8-399-0150

Mr. James Watson, Forest Supervisor
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Ketchikan, Alaska 99901
(907) 225-6141 FTS 8-399-0150

Mr. Walter Brooks, Forest Engineer
Tongass National Forest
USDA Forest Service, Federal Building
Ketchikan, Alaska 99901
Tel. (907) 225-3101 or 6141 FTS 8-399-0150

Mr. James Lincoln, Resource Manager
Craig Work Center
Tongass National Forest
Craig, Alaska 99921
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Mr. Lorin Sanderson, President
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Mr. Sylvester Peele, Chairman Resources Committee
Haida Corporation
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Mr. John Morris, Mayor of Hydaburg
City of Hydaburg
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A 95 REVIEW

Mr. Jerry L. Madden
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Appendix E

MEMORANDUM OF UNDERSTANDING

THIS MEMORANDUM OF UNDERSTANDING executed this 27 day of Jan. 1981, by and between the State of Alaska, Department of Transportation and Public Facilities, hereinafter referred to as the State, and the Sealaska Corporation and the Haida Corporation; proclaims as follows:

To furnish a necessary transportation link and in order that proper and full utilization of natural resources may be realized, it is desirous that the approximately seven remaining miles of road be constructed linking the town of Hydaburg to the Klawock, Hollis Highway.

Sealaska Corporation and the Haida Corporation are desirous of having this road link constructed at the earliest possible date.

Due to the limited funding of the Forest Highway program, the State would be unable, through its normal project development procedures, to accomplish the physical construction of this road link prior to 1985.

The proposed road link will traverse portions of lands under the ownership control of Sealaska, the jurisdiction of the United States Forest Service and the ownership of Haida Corporation respectively.

It is now therefore understood between the parties herein as follows:

1. Sealaska, will construct, at its own expense, the approximate seven miles of road linking the town of Hydaburg to the Klawock, Hollis Highway. THE TERMINUS OF THE ROAD WOULD BE AT THE SALTRY POINT, HYDABURG DOCK FACILITY.

   (a) The proposed road link will be constructed by Sealaska Corporation and Haida Corporation, as a pioneer road, to a nominal fourteen (14) foot width with proper turnouts and bridges at standard State requirements.

   (b) The proposed road link will be constructed operated and maintained within the corridor and along the alignment now being cleared environmentally by the Federal Highway Administration.

   (c) The proposed road link will be constructed, operated and maintained in a manner recognizing limited public access.

2. It is the intent of Sealaska to request reimbursement of construction costs from the State prior to any transfer of the roadway. PET MHE

3. Sealaska Corporation will request, from the United States Forest Service, a permit for right of way for the portion of road within Forest lands.

4. Sealaska Corporation and Haida Corporation will transfer all Rights of Way to the State at no cost to the State, at such time as the State assumes jurisdictional control of the road as a public highway facility.

5. Rights of Way transferred to the State will be of a sufficient width to operate and maintain a facility to be ultimately constructed to two lane secondary highway standards.

6. The State will impose no highway use load limits, on the proposed road, until such time as the road becomes a public highway facility to upgrade the roadway PET MHE

7. The State will attempt through its normal funding and project development procedures to expedite the transfer of this road to the State with State or Forest Highway funds. PREFERENCE WOULD BE TO CONSTRUCT A TWO-LANE ROAD FROM THE OUTSET OF DEVELOPMENT.

It is further understood that time is of the essence in the execution of this instrument.

ACCEPTED:

By _____
Commissioner
Department of Transportation
and Public Facilities

By _____
President
Sealaska Corporation

By _____
President
Haida Corporation

PLEASE NOTE: THE PRECEDING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT.



FEB 2 2 1982

Shaan Seet Inc. "Pass to the future"
P.O. Box 90 ~ Craig, Alaska 99921
907-826-3383

February 16, 1982

The Honorable Jay Hammond
Governor
State of Alaska
Pouch A
Juneau, Alaska 99811

Dear Governor Hammond:

This letter is to inform you of Shaan-Seet, Inc. support for the completion of the Hydaburg Road project for which the Department of Transportation and Public Facilities has included $5,000,000.00 in the Southeast Region Highways budget for the next fiscal year.

As you know, this project has been in the planning stage for several years. The road would link the three (3) principal communities (Craig, Klawock and Hydaburg) on Prince of Wales Island together and also link Hydaburg with the State ferry terminal located at Hollis, Alaska. The road would improve transportation for Hydaburg residents and provide greater opportunities for Hydaburg residents to participate in the Prince of Wales Island job market. Access to the State ferry system would provide an alternative transportation mode to Ketchikan. Currently, Hydaburg residents must either fly from the island or take private fishing vessels to get off the island.

The road will also stimulate business and trade between the communities on the island. The improved transportation will greatly aid in moving Prince of Wales Island products to market. As an ANCSA village corporation located in Craig, the road will enable Shaan-Seet, Inc. and the other village corporations located on Prince of Wales Island to compete more effectively in their timber and seafood markets through better transportation. Your support for the funding for completion of the Hydaburg Road project is needed.

Thank you for your kind consideration of this matter.

Respectfully,

Aaron Isaacs

Aaron Isaacs
8501 Jennifer Dr.
Juneau, AK 99801
Chairman of the Board
Shaan-Seet, Inc.

AI/ra

cc: Honorable Joe Hayes
Honorable Jalmar Kerttula
Honorable Ben Grussendorf
Honorable Sam Cotten
Honorable Bette M. Cato
Honorable Don Gilman
Honorable Ed Dankworth
Honorable Bill Ray
Percy Frisby
Leonard Kato

HB

177

LETTER OF INTENT

HB 177

The sum of $8,000,000 is appropriated from the general fund to the Department of Transportation and Public Facilities for resurfacing of the highway from the Arctic Ocean to the Yukon River, beginning at mile 360 (adjacent to the Deadhorse Airport) to approximately mile 238 (Antigun River Bridge crossing). The scope of the project shall include the restoration of the highway to the original 28' design width, culvert replacements, and a 6" lift of gravel.

Funding Information
General Fund $8,000,000
Other Funds -0-
$8,000,000

Introduced: 2/18/81
Referred: Transportation and Finance

BY SMITH, ROGERS, BROWN, BARNES, BETTISWORTH, FANNING AND RANDOLPH

IN THE HOUSE

HOUSE BILL NO. 177

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWELFTH LEGISLATURE - FIRST SESSION

A BILL

For an Act entitled: "An Act making a special appropriation to the Department of Transportation and Public Facilities for the resurfacing of the highway from the Yukon River to the Arctic Ocean; and providing for an effective date.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

* Section 1. The sum of $8,000,000 is appropriated from the general fund to the Department of Transportation and Public Facilities for resurfacing [necessary to bring] the highway from the Yukon River to the Arctic Ocean [up] [to secondary road standards.]

The most severely damaged of

* Sec. 2. The appropriation made by this Act is for a capital project and is subject to AS 37.25.020.

* Sec. 3. This Act takes effect immediately in accordance with AS 01.10.-070(c).

PLEASE NOTE: THE FOLLOWING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT

NORTH SLOPE HAUL ROAD - STATUS OF ROAD CONDITIONS, 1980

Prepared for:
ARCO OIL AND GAS COMPANY

By:
TETRA TECH, INC.
September, 1980

TETRA TECH

HISTORY OF THE HAUL ROAD

The North Slope Haul Road was built from the existing state highway system near Livengood to Deadhorse in 1973 and 1974. The Haul Road was constructed by the Alyeska Pipeline Service Company under an agreement with the State of Alaska, whereby Alyeska built the road as a subcontractor to the State, but retained control and responsibility of maintenance until the State accepted control of completed portions of the road. In 1975, the State of Alaska completed the Haul Road bridge across the Yukon River. Because this bridge also serves to carry the Trans Alaska Pipeline across the river, the State was reimbursed by Alyeska for a portion of the construction costs.

The State accepted control of the 55 mile stretch of roadway from near Livengood to the south bank of the Yukon River in 1974, and was reimbursed by Alyeska for maintaining the road until completion of the pipeline in 1977. The State accepted the remaining 360 mile stretch of roadway from the north side of the Yukon River to Deadhorse on October 15, 1978. As part of the agreement between the State of Alaska and the Alyeska Service Company by which the State took control of the Haul Road (amended June 17, 1977), the following items were agreed upon:

1. That Alyeska was not required to place a six inch layer of surface course material required

to bring the roadway to secondary road standards. However, Alyeska was to screen and stockpile 480,000 cubic yards of surface course type material to be used by the State for highway maintenance and/or improvement, and by Alyeska for Haul Road and pipeline maintenance.

2. That Alyeska was not required to replace the substandard bridge at Marion Creek or replace the culverts at Douglas Creek with a proper bridge, but Alyeska would reimburse the state for actual construction costs of those bridges up to a total of $476,000.

The State of Alaska has since maintained the Haul Road employing a combination of private contractors, used primarily in the middle and northern sections of the road, and State Department of Transportation and Public Facilities personnel and equipment. Access to the Haul Road north of the Yukon River has been limited to official, commercial and industrial traffic since its construction.

APPROACH

Three tasks were identified in the program plan for the Haul Road condition study. These include initial data and information gathering, the field investigation program and report presentation.

The data gathering effort included interviews with persons associated with construction, maintenance and present use of the Haul Road. Mr. James Stover, Materials Support Supervisor, and Mr. Tom Edmunds, Transportation Coordinator, of ARCO Oil and Gas Company were interviewed to determine areas of particular concern to the oil industry and specific problems with the road.

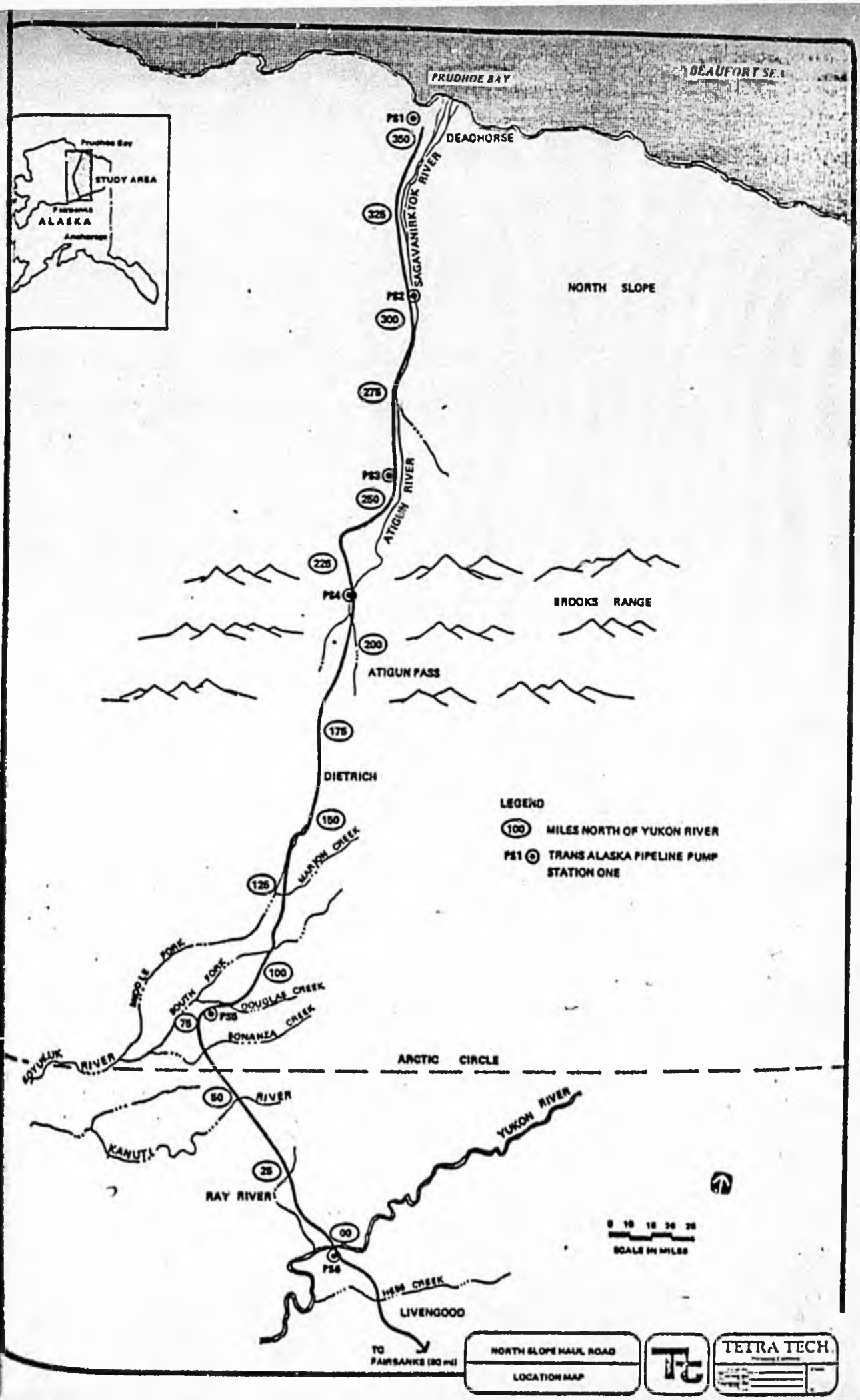
Alyeska personnel interviewed include Mr. Ron Merritt, Pipeline Superintendent, Mr. James Pulis, Manager of Pipeline Projects, Mr. Eldon Johnson, and Mr. James Harley. Information obtained was background material on the history, maintenance and original design standards, and as-built drawings of the entire Haul Road. Additionally, Alyeska officials made available an informal study of Haul Road conditions conducted by Alyeska personnel. Mr. Steve Matthews, Superintendent of Maintenance of the Haul Road for the State Department of Transportation and Public Facilities, provided information on maintenance practices and future plans for upgrading the road. Various members of the trucking industry supplied general information on the condition of the road at various times of the year;

descriptions of vehicle and tire damage; and reports of delays due to road closures. Persons associated with the trucking industry who were interviewed are Mr. Ben Hoisington, Operations Manager for Totem Ocean Trailer Express, Inc.; Mr. Ralph Durante, Dispatcher for Sourdough Express, Inc.; Mr. Bob Brown, Driver for Gold Streak Freight Lines, Inc.,; and Mr. Leroy Rogers, Dispatcher for Weaver Brothers, Inc. Information gathered in May of 1980 from the trucking industry by Alyeska for their Haul Road report was also examined.

The field investigation was carried out by Mr. Jim Swing, Senior Civil Engineer, and Mr. Dan Behnke, Staff Enginee. of Tetra Tech, Inc. Both drove the southern section of the road from Livengood to Dietrich, approximately 215 miles. Mr. Behnke then flew to Deadhorse and inspected the northern section of the road from Prudhoe Bay to Alyeska Pump Station Four, approximately 160 miles. Measurements of roadway and bridge widths, roadway embankment heights and material sizes, as well as visual examinations of unsafe conditions, were made. Substandard roadway and bridge conditions were noted and photographed for report presentation.

The report is a written and photographic documentation of the Haul Road conditions observed during the September, 1980 investigation, supplemented with descriptions and photographs of seasonal conditions and problems on the

road during other times of the year. The report is organized into specific types of roadway and bridge problems, with each written section accompanied by photographs showing examples of the problems discussed. Wherever possible, locations of bridges and photographic subjects are referenced by mileage from the Yukon River Bridge, and notable locations along the Haul Road are shown on the location map on the following page.


PRUDHOE BAY
BEAUFORT SEA
PS1
350
DEADHORSE
SAGAVANIRKTOK RIVER
325
STUDY AREA
ALASKA
NORTH SLOPE
PS2
300
275
ATIGUN RIVER
PS3
250
225
PS4
BROOKS RANGE
200
ATIGUN PASS
175
DIETRICH
150
LEGEND
100 MILES NORTH OF YUKON RIVER
PS1 TRANS ALASKA PIPELINE PUMP STATION ONE
MARION CREEK
125
MIDDLE FORK
SOUTH FORK
100
DOUGLAS CREEK
75
PS5
BONANZA CREEK
KOYUKUK RIVER
ARCTIC CIRCLE
50
RIVER
KANUTI
YUKON RIVER
25
RAY RIVER
00
PS6
HESS CREEK
LIVENGOOD
TO FAIRBANKS (80 mi)
SCALE IN MILES
NORTH SLOPE HAUL ROAD
LOCATION MAP
TETRA TECH

4. Substandard Roadway

a. Northern Section:

The northern section of the Haul Road, from pump Station Four north to Deadhorse, is built, for the most part, on tundra which overlays ice-rich permafrost. The road was originally designed for a minimum fill depth of five feet, to prevent thaw degradation of the permafrost, but it was found during the September, 1980, investigation, that the actual average depth of fill is approximately four feet above the tundra. Four feet of gravel covering the tundra is a commonly accepted minimum depth of fill for roadways or construction pads required to prevent permafrost thaw, but it does not include a factor of safety to account for settlement or sinking of material into the tundra, removal of surface material by grading, or possible thin spots in the fill. If the permafrost below the roadway is allowed to thaw, severe frost heaves will develop, the fill will settle, and eventually the roadway will sink into the tundra. In order to prevent thaw degradation of the permafrost, which will create the necessity of continued repair of frost heaves, the fill should be brought up to design grade, or at the very least an additional six inch lift of surface material applied, as discussed in the following section.

b. Inadequate Surface Course:

The design surface course of the Haul Road was generally intended to be a mixture of various sized materials ranging from fine sands up to three quarter of an inch rock. It was designed to provide a smooth driving surface that will hold together under heavy use, stay firm in wet weather, be easily maintained, and contain a minimum of very fine materials which might create a problem with dust in dry weather. Prior to turning the Haul Road over to the control of the State, and as part of the agreement between Alyeska and the State, Alyeska was released from spreading a six inch layer of surface course material, as required by secondary road standards.

The Haul Road presently suffers from a variety of problems due to the lack of a proper surface course and the problems will become worse with time unless remedial action is taken.

The southern section of the road, south of Dietrich, was in good driving condition at the time of the September examination. This is attributed to good maintenance by the State and an unusually long period of dry weather. During other times of the year, particularly in the spring break-up period and after prolonged rain, sections of the road develop extensive potholes and washboard due to the lack of proper surface materials. Other sections, which have an excellent driving surface when dry, become slippery and

soft when wet, because of the high clay content in the surface material. These conditions are both unsafe and expensive to maintain, since the roadway requires constant work to keep it in proper driving condition.

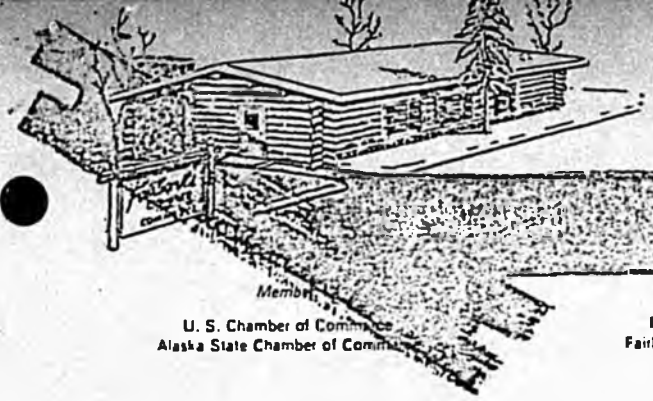
The northern section of the Haul Road is generally regarded as being the worst section of the road during all times of the year and all driving conditions. The original surface material ranged from very fine sands and clays to rocks two inches in diameter and larger. The material is adequate for the road embankment; however, the combination of heavy traffic and the almost constant wind of the North Slope have caused the finer materials to be blown off the roadway. This has left the large rocks on the surface of the road, which is extremely damaging to vehicles. Since the large materials are not suitable as roadway surface, normal maintenance procedures grade the rocks onto the shoulder of the road. This has two harmful effects on the permafrost along the roadway. The first is that this procedure will gradually decrease the thickness of the road fill, causing an increase in the amount of permafrost melt below the roadway. Secondly, some of this material is graded off the shoulder slope of the road into a low berm on the tundra alongside the roadway during normal shoulder maintenance. This causes the area of tundra affected by the roadway to increase, destroying more of the tundra and allowing the permafrost alongside the road

to melt. If not corrected, the continued widening of the roadway could also eventually threaten the natural gas fuel line, which runs alongside the Haul Road from Prudhoe Bay to Pump Station Four. The gas line is buried about 12 feet from the roadway over much of the northern section, and while it is not presently in danger, the roadway is now two or three feet closer to the pipeline in a few places than it was originally.

A proper surface course, consisting of a six inch lift of suitably grated material, would substantially decrease the problems of washboarding and potholes, thereby decreasing the amount of maintenance required to keep the road in good driving condition. The surface course would also solve the problems associated with the large material on the roadway in the northern section of the road, including damage to vehicles, grading of large material onto the tundra, and roadway widening.

Photographs No. 23 through No. 30 illustrate problems associated with the substandard surface course.

PLEASE NOTE: THE PRECEDING PAGES HERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT.



Greater Fairbanks
CHAMBER OF COMMERCE
In Association With:
Fairbanks Visitor & Convention Bureau
Fairbanks Industrial Development Corporation
U. S. Chamber of Commerce
Alaska State Chamber of Commerce
(907) 452-1105 550 First Avenue
FAIRBANKS
ALASKA 99701

A RESOLUTION SUPPORTING HB 177

WHEREAS, the Dalton Highway, also known as the haul road, is a transportation link to the North Slope oil and gas fields; and

WHEREAS, it provides access to the Alyeska pipeline for service and emergency response, and

WHEREAS, it provides an impetus for mineral exploration along its route; and

WHEREAS, the commercial use of this highway is of a major economic benefit to Fairbanks and Alaska; and

WHEREAS, the alternatives to the commercial use of this highway would bypass Fairbanks and to a large extent Alaska as a state; and

WHEREAS, the state is obligated to keep this highway open for Alyeska even if it does not receive major commercial traffic; and

WHEREAS, users of this highway have called attention to its deplorable condition; and

WHEREAS, at least two independent engineering reports confirm this condition; and

WHEREAS, a stated goal and objective of Alaska DOT/PF is to "provide a transportation infrastructure for industry and commerce with real growth potential;" and

WHEREAS, the primary users of the Dalton Highway are petroleum industry related and have undoubtedly demonstrated their economic value to the entire state; and

WHEREAS, in the immediate future, this highway must accomodate gasline construction water flood activities, gas conditioning plant construction, plus traffic to haul approximately 18 additional drilling rigs to the North Slope each of which could generate approximately 1000 trips,

NOW THEREFORE BE IT RESOLVED that the New Greater Fairbanks Chamber of Commerce supports the basic provisions of HB 177. According to the State of Alaska Department of Transportation the projected cost to accomplish the provisions of this bill are approximately 27 million dollars. We strongly urge that this action be scheduled and completed prior to the scheduled start-up of the projected gas line construction.

Signed this 3 day of February, 1981.

Attest

Ron Davis
President

Signed

Ralph Seekins
Chairman of the Board

ALASKA INTERNATIONAL
CONSTRUCTORS, INC.

P.O. Box 1410
Fairbanks, Alaska 99701
(907) 452-5111
Telex 09035435

March 5, 1981 AIC/FAI-2337

Rep. Bette Cato, Transportation Chair
and Members of the Transportation Committee
Pouch V
Juneau, AK 99811

Subject: H.B. 117
Special Appropriation to the Department of Transportation to Resurface the Highway from the Yukon River to the Arctic Ocean

Dear Representative Cato and Transportation Committee Members:

In response to several conversations concerning Alaska International Construction's activity and association with the North Slope Haul Road, we offer the following for your perusal.

In October of 1978 Alaska International Construction, Inc., through competitive bidding, began maintenance of the what was then deemed the North Slope Haul Road beginning at a point adjacent to Pump Station No. 4 and going north to the Haul Road's terminus at Crazy Horse Camp up on the North Slope. Prior to AIC's maintenance work under that particular contract issued by the Department of Transportation, they had been involved in Haul Road maintenance directly for Alyeska Pipeline Service Company on a contractual basis beginning sometime in 1976. Alyeska's "standard of maintenance" would probably be more properly termed "continuing reconstruction and maintenance" of the Haul Road. Comparatively, the DOT maintenance project was a more typical grading and snow removal contract experienced by contractors in other parts of the State on secondary road systems.

Historically, Alyeska had re-prepared the road surface each year using a mixing technique accomplished by ripping the road surface 18 to 20 inches with a D-8 ripper, regrading, watering and recompacting thereby bringing as many fines as possible to the road surface and re-establishing a smooth surface that could be traveled at speeds of 60 to 70 mph. Unfortunately that technique has a diminishing character in that only a given amount of fines existed in the roadbed and now, at least from

An Alaska International Industries Company

Pump Station No. 4 North, the roadbed and surfaces are lacking in fines, thereby causing a rough, cobbled surface to be driven upon. As the maintenance contractor for that north portion, AIC began receiving criticism from truck drivers and subsequently the Department of Transportation maintenance group because of the rough condition of the road in several places between Pump Station No. 4 and the terminus at Crazy Horse. In an effort to determine the cause of the bad reports we enlisted an independent engineer to survey the road during the Winter of 1979-80. He reported that snow removal was adequate but that in several places road surface conditions were very rough causing typical traffic to reduce speed from 60 mph to 35 to 40 mph. Additionally, south of Franklin Bluffs Camp and north of the "ice cut" little snow had fallen and no help was afforded from a snowpack which normally would be created by that time of the year. In the Summer of 1980 after a three month period of maintenance by State maintenance group employees, AIC again contracted with an independent engineer, Mr. Anson L. Renshaw, to spend approximately three weeks on the farthest most 100 miles of the Haul Road and report back on a foot-by-foot basis as to the condition of the road. Additionally we researched the design of the road by Michael Baker and Associates, a contractor to Alyeska Pipeline Service Company, and reconciled why crushed material which had been manufactured during the construction of the Pipeline had never been placed on the roadbed to prepare a final wear surface for the road. Our findings indicated that in many instances on the north end the road had never been brought up to design levels, in some places as much as lacking two feet, and subsequently the crushed D-1 material was not placed in a final lift to prepare a smooth surface as per the design. No criticism is intended for the reasons indicated that both the State and Federal governments (primarily the State though) requested that gravel used in construction of the road be minimized because of the apparent lack of maintenance material that would be left for years subsequent to completion of the road. While the reasoning sounds good initially it has caused a substantial deterioration of the Haul Road, at least on the north end.

Mr. Renshaw's report (a copy of which has been provided to Representative Sally Smith) indicates that there are a number of problems with the Haul Rd. as it exists today at the north end, and even to the untrained eye, one is made aware that remedial construction is necessary immediately in order to defer any further deterioration. No insulation was used in the preparation of the road and therefore a thaw bulb is being created underneath

the road (not unexpected). Subsequently the crown on the road is being lost to this sag, and being accentuated due to the fact that the road crown has been bladed off in an attempt to get rid of exposed cobbles and cause a smooth road surface for Haul Road traffic. The result of this thawing process is the sagging of many of the culverts some of which now are approaching a level of usefulness equivalent to zero. The Road is quite wide in many areas now, again primarily from an attempt to maintain a smooth road surface by continuing to eat into the roadbed and push away the cobbles exposing more fines which subsequently are blown away due to continuing prevailing winds from either the west or the east which deposit the fines several hundred yards to the right or left of the Road on the tundra.

A number of reconstruction objectives are needed immediately on the north end of the Haul Road, and in our opinion, are justified in that each year that road use goes by without these reconstruction expenditures, inflation and further degradation of the Road produce almost a geometric spiral in repair costs at a future date. On a broad brush approach our recommendations would be that the road surface be brought up to grade with the addition of common material from designated State material sites and then be finished with D-1. Additionally, because of the prevailing wind problems that exist north of the Range, it is vitally necessary that some surface system that would contain the fine material necessary to maintain a good road surface be included in the project concurrent with road reconstruction. If this surface preparation is not applied then in several years the State will be faced with the same problem they are now, primarily one of grading the surface of the road often in an attempt to find additional fines to make a smooth surface so that traffic can pass at the rate it expects to (55 to 60 mph).

Culvert reconstruction will also have to be a necessary element of the road reconstruction process and a re-design in several areas to protect against thaw bulb creation and subsequent sagging must be incorporated. Bridge reconstruction apparently is necessary in areas south of Pump Station No. 4. However, Alaska International Construction, Inc. does not have the intimate knowledge of that road system such as it has on the North section about which we have been speaking.

Representative Smith's proposed Resolution of utilizing $8 million dollars to upgrade the Haul Road is at least a start in solving a serious problem that concerns the umbilical to the transportation system that serves the industry that provides the very sustenance of economic life to the state.

Very truly yours,

ALASKA INTERNATIONAL CONSTRUCTION, INC.

William D. Fowler
President

TELEGRAM

ALASCOM, INC.
PHONE: 585-6442
JUNEAU, AK 99802

#

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'81 MAR 5 PM 1 34

PMS REPRESENTATIVE SARAH SMITH

451

JUNEAU AK

FROM JOHN ORCHARD, OPERATIONS MANAGER FOR FOUR STAR TERMINALS INCORPORATED, ANCHORAGE.

AS A COMMON CARRIER DOING AN EXCESS OF FOUR MILLION DOLLARS WORTH OF LINE HAUL WORK IN 1980, 85 PERCENT OF WHICH WENT TO PRUDHOE BAY, WE WHOLEHEARTEDLY SUPPORT YOUR HOUSE BILL NBR 177 TO PROVIDE RESURFACING MONIES FOR THE HAUL ROAD. WE DO NOT FEEL THAT EIGHT MILLION DOLLARS WILL COVER THE COST, HOWEVER, THIS IS A GOOD START.

JOHN ORCHARD

FOUR STAR TERMINALS INC.

TELEGRAM

ALASCOM, INC.
PHONE: 586-6442
JUNEAU, AK 99802

02041 ANCHORAGE ALASKA 37 03-04 1100A AST

PMS REPRESENTATIVE SALLY SMITH

313

JUNEAU AK

WE AT KODIAK OIL FIELD HAULERS TOTALLY SUPPORT YOUR EFFORTS ON HB177 AND WOULD RECOMMEND YOU CONSIDER SUBSTANTIALLY UPING THE APPROPRIATION IN LIGHT OF THE DETERIORATING CONDITION OF THE ROAD. CORDIALLY YOURS,

SMOKEY NORTON, KODIAK OIL FIELD HAULERS INC

PO BOX 10549 ANCHORAGE AK 99511

TELEGRAM

ALASCOM, INC.
PHONE: 586-6442
JUNEAU, AK 99802

#

02044 ANCHORAGE ALASKA 45 03-04 1204P AST

PMS HONORABLE REP SARAH SMITH

JUNEAU 345

RE HB 177

YOUR EFFORTS TO GET THIS BILL PASSED WILL BE AN ECONOMIC BENEFIT TO ALL OF ALASKA HOWEVER I FEEL THAT WE SHOULD RESURFACE ALL OF THE HAUL ROAD AND THAT THE MORE REALISTIC FUGURE OF 20 MILLION DOLLARS IS NEEDED. SINCERELY,

SYDNEY R CAMPBELL

PRESIDENT DRILLING MUD HAULERS INC

~~[illegible]~~ -

383
Sally Smith -
Liability -

T.J. Thrasher - Mg. director Trucking Assoc -
400 + Trucks - dedicated funds ?? & or. G.F.

Permit - cost? 330,000 of Alaskan carriers.
duration of permit } oversize - per 30 days - $25

John Bates D. Com Plan. mg DOT -

4.3 mm finish haul road camps -
4.9 - replacing culverts / bridges
6 mm - Govs cip budget - spot repair -

material available ??
depth of material ??

Qualify for Fed funding -

dust control - budget Amendment
June I - supplemental -

March 6, 1981

Transportation Committee

North Slope Haul Rd.

Rep. Sally Smith, Prime Sponsor, HB 177

Special Appropriation for North Slope Haul road

first 1/3, approximately to Dietrich would be open to the public

2/3 is in worse condition

anticipate the public to sue the state

road is 383 miles long

Ms. T J Trasher, Manage, Truckers Association
450 trucking + allied in State;

136 miles northernmost section needs main repairs;
10,000 vehicles - mostly commercial transportation used the road

need to have the road brought up to secondary road standard

383
136
247

John Bates, DOTPF

6 million for spot repair —
also repair guard rails

"fines" not completely dried out;
use of the road prior to
completely finished —
dust control
sewer pick up
litter pick up
} $1 million

Speed limit 45 miles/hr.

Rep. Bob Bettisworth

secondary road standards —
6-inch topping of the road
gravel

John Adams, Executive Director,
Environmental group from
Fairbanks
against opening the haul road
to unrestricted use.

public safety & environmental
concern satisfied — a compromise
position;

Jeannie Klein – Associated General Contractors

Jim Swing – Tetra-Tech

prepared survey for ARCO

high speed of truckers

dust

certain bridges have .6% grade

no public input obtained in their study;

only talked with ARCO + Alyeska people

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DEPUTY COMMISSIONER — PLANNING AND RESEARCH

(907) 465-3900

POUCH Z
JUNEAU, ALASKA 99811

March 4, 1981

Honorable Sally Smith
Alaska State Representative
Pouch V
Juneau, Alaska 99811

Dear Representative Smith:

Approximately two weeks ago the subject request was made by one of your staff to our office of Planning and Programming in Fairbanks.

While in the process of obtaining this information, a fiscal note request was made concerning the same subject of upgrading and resurfacing the Haul Road to bring it up to secondary standards.

Rather than duplicate the effort, and in an attempt to avoid generating conflicting cost data or project descriptions, it was decided to wait until this more in-depth information was available.

The Governor's budget request contains $6 million to perform spot resurfacing of the north end of the Haul Road which at this time is considered to be the area needing surface repair the most. The $26,605,000 is an estimate to resurface the entire roadway which was not considered to be needed at this time but was planned to be programmed as needed.

Please find enclosed a copy of the previously referenced fiscal note. I hope this will give you the information you desired in relationship to the original request. If not, please contact me and I will endeavor to provide you with the necessary information.

Sincerely,

John Bates
Deputy Commissioner

A-T6LH

HAUL ROAD RESURFACING

Assuming the entire road would be reconditioning to level, crown and spread the remaining original surface course to a width that will accommodate a 6" crushed aggregate base and still result in the existing 28' width.

Therefore, the following estimate represents a resurfacing of the facility with customary accoutrement. The estimate is made based on current prices with an allowance for the "North Slope" factor, as no recent bid activity in this area is available for an estimate basis. It would be well to note that each inch of surfacing course represents $3,500,000, and that 6" is the normal application and not necessarily the required application.

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

REQUEST
Bill/Resolution No. H. B. 177
Title Special Appro. to DOT/PF for Resurfacing Highway, Yukon River to Arctic Ocean
Requested by Rep. Smith, et al Date 2/20/81

FISCAL DETAIL
Agency Affected DOT/PF
Program Category Affected Highway Design & Construction
U, Program, or Subprogram(s) Affected
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY81	FY82	FY83	FY84	FY85	FY86
PERSONAL SERVICES		205.0				
TRAVEL						
CONTRACTUAL		26,400.0				
COMMODITIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS, ETC.						
TOTAL		26,605.0				

FUNDING (Thousands of Dollars)

NERAL FUND		26,605.0				
DERAL FUNDS						
HER(Specify Fund Source)						

POSITIONS

LL TIME						
RT. TIME						
MPORARY						

I. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

e attached assumptions and qualifications.

DATE 2/26/81
PREPARED BY Dave Truax
AGENCY Division of Planning & Programming
PHONE 479-4284

iginal: Legislative Finance
Budget and Management
Prime Sponsor (First Legislator Named)
-001 (Rev. 12/80)

ROAD AND HIGHWAY NEEDS IN INTERIOR ALASKA

BY THE TRANSPORTATION COMMITTEE



For THE GREATER FAIRBANKS CHAMBER OF COMMERCE

JANUARY 1981

The Greater Fairbanks Chamber of Commerce has prioritized these needs. First, and foremost on this list is the North Slope Highway. The North Slope Highway, beginning at Fairbanks and terminating at Prudhoe Bay, is without exception, the most important highway to our state's economic well-being at the present time and for the foreseeable future.

This highway was constructed to secondary standards for the citizens of Alaska at the request of the Alaskan government. Part of this agreement include the obligation of the state to provide maintenance on this road without charge to Alyeska. Federal funds were also utilized in the construction of this road, thus legally making it a public highway.

This highway is the only overland link with the North Slope in Alaska and consequently, it is a major hauling route. Maintenance costs are high but, unless the road is paved they can be expected to go higher. Currently, over 100 trucks use the road daily. According to a study completed by the United States Comptroller General's Office, using data furnished by highway officials, one loaded truck weighing 85,000 pounds requires the same maintenance effort as 9,600 automobiles. Assuming half the trucks using this road are loaded, a maintenance effort to serve 500,000 autos is required.

The North Slope Highway can be divided into four separate sections for improvement purposes.

Fairbanks to Snowshoe Pass

This secton of roadway has been reconstructed and paved. No need has been identifed for this section.

Snowshoe Pass to TAP's Road Intersection

This section of roadway has just been reconstructed to achieve adequate alignment and grade. This section was constructed from Birch Creek Schist, a material that readily breaks down under heavy traffic. Presently, there is no base or traveling course on this road as the DOT/PF realized that puting such a course on would be fruitless as it would soon be lost under heavy

traffic. This is a serious matter, since the road as constructed, will not hold up under the current use it is receiving for even a few years. This section can best be protected by paving; however, it will take at least three inches of pavement to withstand the anticipated traffic.

Presently, DOT/PF has scheduled paving for this section after completion of the gas pipeline. It is feared that such a delay will result in this newly constructed section being lost during the gas line contruction. The DOT/PF experienced a similar situation during the Alyeska effort when the newly constructed Elliot Highway to Snowshoe Pass was lost and had to be reconstructed and paved at a cost comparable to the original construction cost.

If the road way were paved prior to the gas line effort, the road would be similar to other paved roads within the state, provide an operational savings to truckers, protect the current investment in a new highway and increase safety on that road.

TAPs Road Intersection to the Yukon River Bridge

This section was built by the oil company prior to the Alyeska effort. It was built to secondary standards and is currently open to public use. For safety convenience and lower maintenance cost, this section is recommended for paving. This paving should extend a mile or so beyond the Yukon River Bridge. Presently, bridge maintenance is extra high as trucks drop mud and dirt into the contraction joints. Paving beyond the bridge for a mile or so would help alleviate this problem.

Yukon River Bridge to Prudhoe Bay

This section was turned over to the state in good condition. Since that time, it has deteriorated to the point that truckers get only eight to ten trips per set of tires. This is due to the loss of traveling course through heavy traffic, wind and improper maintenance practices. It now needs a new traveling course.

CONSEQUENCES OF NO IMPROVEMENT

Maintenance cost will go even higher than the $27,000 per mile per year now necessary although not being spent. Rough and dusty roads will unnecessarily endanger users of this road whether public or commercial. Deterioration of this road will accelerate, damage to equipment will increase as well. Commercial use of the highway will decrease as oil field operators will find alternative routes such as increase sealifts or using the McKenzie River through Canada, either way, by-passing Alaska and Fairbanks. The state will still be required to maintain this road because of the agreement with Alyeska.

ESTIMATED COST

Pave from Wickersham Dome to Livengood (TAPS Road)	$10,300,000
Pave from Livengood to the other side of the Yukon River Bridge	11,400,000
Shape and place crush gravel surface on remainder of road to Prudhoe Bay	22,000,000
Total	$43,700,000

Cost of Paving in 1986

Present worth of Capital Investment*	$39,300,000
Present worth of estimated maintenance cost for unpaved road through 1986	5,800,000
Total	$45,100,000

Cost of Paving in 1981

Present worth of capital investment	$21,700,000
Present worth of estimated maintenance cost for paved road through 1986	1,600,000
Total	$23,300,000

Savings to taxpayer $45,100,000 - $23,300,000 = $21,800,000

*The reason for the higher paving cost under the 1986 paving scenario is the necessity for reconstruction of major portions of this road destroyed during the gas pipeline effort.

AN INSPECTION OF THE NORTHERLY ONE-THIRD OF THE NORTH SLOPE HAUL ROAD M.S. 119-4 TO DEADHORSE AIRPORT

Performed for

Frank Moolin & Associates, Inc.
(An Alaska International Industries Company)

by

Anson L. Renshaw, Jr., P.E.
Consulting Engineer
1850 Wickersham Dr.
Anchorage, Alaska 99507

September 1980



I. INTRODUCTION

This report was commissioned as an independent inspection of the condition of the northerly one-third of the North Slope Haul Road between 119-4 and the Deadhorse Airport.

Alaska International Construction Company had been awarded a maintenance contract by the State of Alaska with an effective assumption date of October 1, 1980. Frank Moolin & Associates had been requested to document the existing condition of this road segment prior to the assumption date. However, due to its sister company status within the Alaska International Industries group of companies, it was deemed appropriate to engage an independent consulting engineer to perform the inspection and to document the conditions. Consequently, Anson L. Renshaw, Jr., P.E., was engaged for this work with Frank Moolin & Associates providing the general objectives for the work and support services during the field inspection and for report preparation. All observations made and the conclusions reached are therefor solely those of the consultant.

The field inspection work was performed during the period of September 8 through September 14, 1980. During this time weather was excellent. Freeze-up had not yet occured and all areas were free of snow cover.

The Report is organized in three major divisions:

Part I contains a summary of observations with general maintenance recommendations relative to the day by day use of the road.

Part II is the field log of the inspection indexed to road mileage, special problems encountered and to photographic documentation.

Part III is a detailed classification of the special problems requiring maintenance attention, reconstruction or monitoring.

Additionally, two Appendices are included. The first consists of the photographs with approproate explanatory statements and mileage locations. The second consists of a series of U.S. Geological Survey topographic guadrangle maps, scale 1:63, 360, on which have been added whole mileage points in conformance with the other data.

PART I

SUMMARY AND GENERAL RECOMMENDATIONS

The field inspection (see Part II) was conducted during the period of September 8th through 14th, 1980, and proceeded south to north. The selection of this direction of progress was based primarily upon three considerations: the established Haul Road mileage, though generally not posted, increased in that direction; for photography purposes lighting would be from behind; and snow-fall could occur at any time, particularily at higher elevations along the southerly portions of the road segment. Weather conditions remained excellent during the course of the inspection with mild temperatures (above freezing) and no snow-fall. Drainage was unhampered by freezing. By the time the vicinity of Deadhorse was reached the dense fog cover which had plagued the airport for days had dissipated and nearly all of the work therefor completed in bright sunlight.

During the course of the inspection the State had at least three graders at work on various sections of the road readying the driving surface for winter and performing general maintenance blading. This afforded an opportunity to see the conduct of their work and the problems they were encountering.

Although it had been intended that particular attention be devoted to the roadway surface conditions, it was obvious that numerous other problems relating to drainage and embankment stability should also be addressed. Since the condition of the culverts were in large measure symptomatic of these other problems, existing and probable, the decision was made from the outset to carefully inspect each culvert. Consequently, due to the numerous culverts encountered, and the frequency of occurance in certain areas, the information as to other subjects in the Log (Part II) appears overwhelmed by culvert detail.

Posted traffic speed for the Haul Road is 45 miles per hour. Along much of the southerly half of the road segment truck speeds are in large part dictated by grades (these have been relatively termed "flat", "low", "moderately low", "Moderately steep", "steep" and "very steep" in the Field Log); the maximum being about 12%. Otherwise vehicle speed is a function of the road surface, its maintenance, the character and gradation of gravel utilized in its construction, surface width, local hazards, and localized subsidence depressions. Also, to a minor extent, speed is affected by signs and markers, but these generally are present to warn of major hills, intersecting traffic operations or temporary hazards, and usually are not related to surface conditions.

It was observed that even along stretches of virtually flat grade, and only hours or a few days after maintence grading, the speed at which truck traffic was moving (and which the writer experienced as a safe and reasonable speed for a light vehicle) was between 30 and 40 mph rather than the posted 45. The reasons for this are several and which are not wholly specific in the Field Log. As general considerations affecting vehicle speed are the following factors:

Factors Limiting the Speek of Road Utilization

1. Composition of road surfacing gravels. By visual inspection the size gradation of gravels forming the compacted road surface (as opposed to loose surface gravels) were seen to generally vary as follows:

251.1 mi. to 252.4 mi.	- 2 inch minus
252.4 mi. to 254.5 mi.	- gradually increases from 2-inch minus to 4-inch minus, and with random cobbles increasing to 8-inch.
254.5 mi. to 257.5 mi.	- increases from 4-inch minus to 5-inch minus.
257.6 mi. to 268.6 mi.	- 5 to 6-inch minus with random cobbles to 8 and 10 inch.
268.6 mi. to 273.1 mi.	- gradual increase to about 8-inch minus, then gradually decreasing to 4-inch minus.
273.1 mi. to 277.6 mi.	- 4-inch minus with cobbles to 6-inch.
277.6 mi. to 279.65 mi.	- 4-inch minus increasing to 5-inch minus with 8-inch cobbles
279,65 mi. to 297.6 mi.	- primarily 6-inch minus, but also zones of 5-inch minus.
297.6 mi.	- fairly clean-cut transition to 2-inch minus.
297.6 mi. to 299.0 mi.	- 2-inch minus with random 4-inch cobbles.
299.0 mi. to 300.4 mi.	- gradually increases from 2-inch minus to 3-inch minus at 299.9 and then decreases to 1-inch minus.
300.4 mi. to 302.8 mi.	- gradually increases from 1-inch minus to 4-inch minus with an accompanying increase in cobble size.
302.8 mi. to 303.2 mi.	- increases from 4-inch minus to 6-inch minus.
303.2 mi. to 305.3 mi.	- 6-inch minus
305.3 mi. to 322.8 mi.	- gradually decreases from 6-inch minus to 5-inch minus at 310.55 with larger cobbles; to 4-inch minus at 315.0 and then to 2-inch minus.
324.3 mi. to 336.2 mi.	- 3-inch minus
336.2 mi. to 344.9 mi.	- 2 and 3-inch minus
344.9 mi. to 358.4 mi.	- 2-inch minus

These size ranges are of importance in several respects. It was noted that generally a grader will not readily dislodge an imbedded cobble greater than about 4-inches in size. Rather, the blade has a tendency to ride over such a rock leaving a small ridge angled transverse to the road alignment. Both the ridge and the rock therefor contribute to surface roughness. There is of course, an exception. Several areas were noted where, although 5-inch minus and larger materials were utilized, the larger rocks were platy (small in one dimension) and, though showing in the surface, did not cause roughness due to flatness parallel to the road surface.

The opposite extreme is found between 297.6 mi. and about 303 mi. Here the material source was a decomposed pebble conglomerate of relatively consistant size range and particular roundness. By soil classification, it would appear to be between a poorly sorted fine gravel and a poorly sorted gravelly coarse sand. The material does not readily pack and is very susceptible to wash boarding on uphill driving lanes and particularly where trucks change gears along a slope.

With the exception of the situation addressed in the preceeding paragraph, all other gravels appear to have been obtained from deposits of alluvial derived gravels, and which are reasonably well sorted. Certain road segments, particularily along the rivers are of excellent gradation and maximum size range for road surfaces. These segments are 251.1 mi. to about 255 mi., 273 mi. to 278 mi. and 315 mi. to 358.4 mi. The roughness of these segments are due primarily to other reasons.

2. Grades, Crown and Potholes Overall, the largest single maintenance problem, limiting traffic speed, has resulted from loss of crown. This appears to be due to settlement of the road embankment; likely resulting from minor subsidence of the prism differentially into the underlying soil. This distortion is reflected consistently in many of the culverts which show grade distortions concave upward and the end inverts of which are often inset below natural surface elevations. This fact is demonstrated by two sequences of photographs B-8 and B-9 at 267.6 mi. and I-19 at 355.45 mi. (See Appendix A).

   In driving the road it is readily noted that (exclusive of imbedded cobbles and washboarding) the smoother road surfaces are on grades exceeding about 2 percent. These grades readily permit the drainage of precipitation without contributing to the formation of potholes. On stretches of road with relatively flat alignment grades it is the tranverse slope, or "crown" which controls drainage. Usually a crown will be set at 2% either side of centerline and which, by experience, is the minimal optimum for accomplishing drainage without adversely affecting traffic utilization. Where the crown grade is low or non-existant the water is retained at or near the surface and quickly contributes to the formation of potholes under the traffic useage. Once established such a pothole (or adjacent series) become almost impossible to repair particularily when precipitation and heavy traffic are continuing.

This potholing due to the loss of crown is a persistant and wide-spread problem, although intermittant, regardless of topography (except for grades exceeding 2%) and irrespective of the size range or classification of the materials from which the road is constructed. Even in hilly areas potholing is seen at the valley bottoms where alignment grades approach zero.

In observing the State maintenance efforts it was noted that routine blading failed to remove most of the potholes (no criticism intended). Rather, loose gravel would be deposited in the holes and the road would appear smooth. However, after a few passes by heavily loaded trucks at normal driving speeds the same holes would again be readily evident. Where extra effort was made on a spot basis to cure the problem only a short term solution would result; rather than reshaping for crown the graders in removing the holes would aggravate the lack of crown and in certain locations have even caused transverse depressions - this solution to the problem can only last until the next rainfall, or at best the next thaw after a snowfall.

A number of the photographs depict this loss of crown problem and the results of blading to correct potholing. These are scattered throughout the entire group of photos just as the probelm is intermittantly scattered along the entire road length.

3. Subsidence due to ice-melt. A third major problem limiting traffic utilization speeds by affecting the regularity of the road surface is that of isolated or repeated dips apparently caused by the melting of ice-wedges. Largely this problem is confined to hilly areas, although it is also noted where the roadway crosses broad alluvial fans lacking in difinitive drainage channels. Sketch #2 in Part III of the report attempts to diagram the assumed conditions contributing to this problem. Basically it is believed that polygonal ice-wedge boundaries may be present without specific surface expression, and which, due to a combination of heat transfer through deficient embankment depths and retarded surface drainage, are deteriorating. The result of this degradation is a more or less linear depression crossing the road, in whole or in part, at various angles and with various degrees of localized subsidence severity.

This problem is particularly acute along side hills where the uphill portion of the embankment prism may be less than about 5-feet, and where drainage is retarded. Another common location is at or near the crest of hills where design sign distance appears to have resulted in deficient embankment thickness. Dips at these summits have developed irrespective of adequate drainage.

This particular problem is likely a continuing and possibly accelerating condition, and which if not addresses soon may, in certain areas, result in very major and very difficult structural failures of the roadbed. It is seen as being related to several ice-melt subsidence problems of a specific nature addressed individually in Part III.

Other General Considerations

a) Loss of binder in surface gravels. While this is indeed a problem, it is not, in the writer's opinion, one of major importance. Where it is considered most apparent by others, in the area between 297.6 mi. and about 303 mi., it is doubtful that adequate binder ever existed due to the inherent characteristics of that embankment material. The remedies recommended for the solution to other problems would likely also solve this problem.

b) Superelevation. No problems were noted in this regard. Even though the subsidence causing loss of crown has undoubtedly affected design superelevations, the slopes are in fact largely self-maintaining by the truck traffic. The tendency for the truckers to occupy the inside lane when rounding a curve results in surface materials being constantly shifted toward the outside of the curve thereby maintaining the cross-slope.

c) Reduced road width. Generally along the southerly half of the road segment the shoulder to shoulder width is 34 to 36 feet. Throughout the northerly half it seems to vary between 40 and 45 feet with 42 a good average. Three causes of road width narrowing were noted each of which are due to localized problems. These are:

1) slumping and sloughing at culverts - these are addressed individually in Part III.

2) wash-out of shoulders and foreslopes due to lateral grader berms along the shoulders. Such berms are to be avoided as they concentrate runoff and invariably result in washes at the bottom of hills where water accumulates and then tops the berm. The finer grained soils are particularly susceptible to such washouts.

3) Apparent subsidence of uphill foreslopes and shoulders due to the localized melt degredation of ice-rich soils. This has been addressed in part previously ("subsidence due to ice-melt") and is addressed at specific locations of particular concern in Part III. Though localized, it is a very serious problem and one which may unfortunately be accelerating.

A further consideration with respect to roadway widths is that of soft shoulders. Particular caution in this regard must be exercised where the finer grained gravels have been utilized for embankment construction and where foreslopes are at or near the angle of repose (297.6 mi. to 303 mi.).

d) Culverts. Culvert problems are addressed individually in Part III. However, overall, and with few exceptions, a thorough cleaning job is overdue. At many culverts flow is obstructed by gravel accumulations at one or both ends. A number of them have appreciable gravel and cobbles scattered along the inverts sufficient to limit flow capacity. Several are entirely plugged and have

resulted in impoundments. One was seen with a plastic bucket lodged inside and another has a 2 x 2 survey stake driven entirely through it which could result in obstruction. It is imperative that a comprehensive cleaning program be undertaken at the earliest possible date. Because of the sensitive ice-rich soils in many areas, impoundments resulting from culvert obstructions could have disasterous consequences.

e) Pulling of Foreslopes. This maintenance requirement is partially impractical for this segment of the Haul Road. Where relatively coarse gravels have been used for construction (plus 4-inch) a large proportion of the oversize has gradually been worked out of the surface and now litters the foreslopes and embankment toes. In other areas it is obvious that a very coarse gravel was separately placed along the embankment edges for the purposes of widening the roadway as well as for erosion protection. The requirement, if enforced, would have a tendency to place cobbles on the driving surface and could constitute a hazard to safe vehicle operations. The practice should therefor be confined to select areas where relatively small sized gravels predominate.

Only one area was seen where the state was pulling the foreslope and this apparently was abandoned after several miles due to cobbles introduced onto the road bed.

f) Debris. Though not necessarily related to vehicle speed, a quantity of debris is accumulating along the roadway. Most consist of ruined truck tires (or portions thereof) but other materials are also present. These range from whole sections of pickup frames to sheet plastic, timber, buckets, hard hats, beer and juice cans, assorted nuts and bolts, pipe, metal brackets, etc., and at least one gray plastic laundry hamper.to

g) Glaciering. No areas were seen where glaciering should normally be a problem to the driving surface. However, if several obstructed culverts are not cleaned drainage could occur across the road during a thaw, and with consequent glaciering.

General Recommendations

a) The two major causes of lowered vehicle speed utilization (loss of crown and excessive gravel size) in addition to the relative minor and variable problem of loss of binder, may be combined essentially as a single problem for all areas of less than about 2% alignment grade and/or greater than 4-inch minus surfacing material:

1) pull the upper four feet of all foreslopes onto the road surface

2) scarify the upper 6-inches of the roadway surface.

3) rake-out all plus 3-inch size cobbles

4) reset the transverse crown grade of 2%

5) mechanically recompace the new surface.

The screened oversize may then be utilized for erosion protection rip-rap or continuously crushed to minus 3-inch and recombined with the regarded surface materials; preferably the latter as rounded rocks make inferior rip-rap.

b) For the segment from mile 297.6 through about mile 303, including alignment grades of less than 2%, serious consideration should be given to the use of oil as a binding agent. Such an oil should be applied in proper proportion to facilitate compaction while not causing such a smooth surface as to constitute a winter-time hazard on the steeper grades.

c) For those segments susceptable to or demonstrating the development of dips due to ice apparent ice-wedge melting, immediate consideration should be given to increasing the minimum thickness of embankment to 6-feet. Particularly this should be done at the crest of hills and along side hill alignments. Concurrently, steps must be taken to relieve drainage obstructions in these apparent ice-rich soils areas and avoid any non-natural impoundments.

d) For longer term considerations a detailed engineering evaluation of the apparent ice-rich soils should be undertaken to adequately develop a knowledge of the mechanics of degradation appearing and how to cope with it in the future. The writer has a very serious concern that an irreversible process may now be underway at an accelerating rate which seriously endangers the structural integrity of major road segments and the adjacent existing natural gas pipeline.

e) As explained previously, it is imperative that an immediate and comprehensive culvert cleaning program be accomplished prior to freeze-up. Additionally, and in conjunction all thaw pipes should be checked and winterized. At least one end cap was noted to be missing.

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. H.B. 177
Title Special Appro. to DOT/PF for resurfacing Highway, Yukon River to Arctic Ocean
Requested by Rep. Smith, et al Date 2/20/81

II. FISCAL DETAIL
Agency Affected DOT/PF
Program Category Affected Highway Design & Construction
BRU, Program, or Subprogram(s) Affected
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

		FY 81	FY 82	FY 83	FY 84	FY 85	FY 86
100	PERSONAL SERVICES						
200	TRAVEL						
300	CONTRACTUAL						
400	COMMODITIES						
500	EQUIPMENT						
600	LAND & STRUCTURES						
700	GRANTS, CLAIMS, ETC.						
	TOTAL						

FUNDING (Thousands of Dollars)

GENERAL FUND		8,000,000				
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

IV. DATE 2/26/81 PREPARED BY Dave Trux
AGENCY Planning & Programming, DOT/PF, Interior Region
PHONE 479-4281

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)

33-001 (Rev. 12/80
esl

TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST

Bill/Resolution No. H.B. 177

Title Special Appro. to DOT/PF for resurfacing Highway, Yukon River to Arctic Ocean

Requested by Rep. Smith, et al Date 2/20/81

II. FISCAL DETAIL

Agency Affected DOT/PF

Program Category Affected Highway Design & Construction

BRU, Program, or Subprogram(s) Affected

(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 81	FY 82	FY 83	FY 84	FY 85	FY 86
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL						

FUNDING (Thousands of Dollars)

GENERAL FUND		8,000,000				
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

IV. DATE 2/26/81 PREPARED BY Dave Trust

AGENCY Planning & Programming, DOT/PF, Interior Region

PHONE 479-4281

Original: Legislative Finance

cc: Budget and Management

Prime Sponsor (First Legislator Named)

33-001 (Rev. 12/80

erf

LETTER OF INTENT

HB 177 am

DALTON HIGHWAY

FY '82 REPAIR WORK

It is the intent of the House of Representatives that appropriations for the Dalton Highway for FY 82 be used in conjunction with each other. House Bill 177 am appropriates the sum of $8,000,000 for FY 82. It is the House's understanding that last year the legislature approved $2.6 million in General Obligation Bonds for culvert repair along the Dalton Highway (highway from the Yukon River bridge to the Arctic Ocean, AS 19.40). Further, that this money is available for FY 82, and the Governor in his FY 82 budget has requested $6 million for repairs to the Dalton Highway.

The House of Representatives intends that the $8 million appropriation to DOT/PF be used for road repairs along the existing highway. This repair work is to include a six-inch lift and crown of crushed base. The worst areas shall be completed first.

If the $6 million dollar Governor's request is appropriated, the House of Representatives intends it should be spent to complete road repairs from Antigun north along the existing highway. This work shall include a six-inch lift and crown of crushed base. The worst areas shall be completed first.

The House of Representatives recognizes the need for certain culvert repairs and understands that a $2.6 million General Obligation bond established by Ch 118 SLA 80 to the Department of Transportation and Public Facilities for the Dalton Highway culvert repairs has not yet been spent. It is the intent of the House that the appropriation be used in FY 82 to repair the following culverts:

Milke Creek
Arthur Creek
Stout Creek
Spoiled Creek
Char Creek
Climb Creek
Terry Creek
Oksrukyik Creek
Polygon Creek
Sylvia Creek
Nina Creek
Sten Creek

If the $2.6 million does not meet the cost for all of the above culvert repairs, any additional monies needed shall be drawn from the Governor's requested $6 million Dalton Highway appropriation if that appropriation is adopted.

_____
Chairman, Transportation Committee

COMMITTEE REPORT

HOUSE

2/18/81

FURTHER: FINANCE

(7)

Date: March 26, 1981

Mr. Speaker:

The Committee on TRANSPORTATION has had HB 177
"An Act making a special appropriation to the Department of Transportation and Public Facilities for the resurfacing of the highway from the Yukon River to the Arctic Ocean; and providing for an effective date."

under consideration and (a majority of the committee) (~~the committee~~) reports it back with the following recommendations:

[X] do pass [ ] do not pass

[ ] do pass with attached amendments(s)

[ ] replace with CS for _____ [ ] same title [ ] new title

and recommends _____

[X] AND attaches a "Letter of Intent" [ ] New Fiscal Note

[ ] reports it back without recommendation

[X] referred to the Finance Committee

MEMBERS SIGNING
DO PASS

Pete Kott
Joe Hayes
Ken Fanning
Dan Marrs

MEMBERS HAVING
OTHER RECOMMENDATIONS:

Fred Zharoff No R.C
Ivan Ivan
Pearce No R.C

Pete Kott
CHAIRMAN

H 60 (Rev. 12/78)

Funding Information
General Fund $8,000,000
Other Funds -0-
$8,000,000

Introduced: 2/18/81
Referred: Transportation and Finance

BY SMITH, ROGERS, BROWN, BARNES, BETTISWORTH, FANNING AND RANDOLPH

IN THE HOUSE

HOUSE BILL NO. 177

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWELFTH LEGISLATURE - FIRST SESSION

A BILL

For an Act entitled: "An Act making a special appropriation to the Department of Transportation and Public Facilities for the resurfacing of the highway from the Yukon River to the Arctic Ocean; and providing for an effective date.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

* Section 1. The sum of $8,000,000 is appropriated from the general fund to the Department of Transportation and Public Facilities for resurfacing ~~necessary to bring~~ the highway from the Yukon River to the Arctic Ocean ~~up to secondary road standards.~~

* Sec. 2. The appropriation made by this Act is for a capital project and is subject to AS 37.25.020.

* Sec. 3. This Act takes effect immediately in accordance with AS 01.10.-070(c).

300

LETTER OF INTENT

HB 177

The sum of $8,000,000 is appropriated from the general fund to the Department of Transportation and Public Facilities for resurfacing of the highway from the Arctic Ocean to the Yukon River, beginning at mile 360 (adjacent to the Deadhorse Airport) to approximately mile 238 (Antigun River Bridge crossing). The scope of the project shall include the restoration of the highway to the original 28' design width, culvert replacements, and a 6" lift of gravel.

culverts from Adams
& listing in journal

ALASKA STATE LEGISLATURE HOUSE OF REPRESENTATIVES

REPRESENTATIVE SALLY SMITH • 321 CHURCH STREET • FAIRBANKS, ALASKA 99701 • IN JUNEAU: POUCH V • JUNEAU, ALASKA 99811

February 15, 1981

FEB 17 1981

Mr. & Mrs. Byron W. Haley
1002 Pioneer Road
Fairbanks, Alaska 99701

Dear Mr. & Mrs. Haley:

Thank you for your message supporting House Bill 45 and expressing your views on a proposed disposal of 588 acres in the Goodpaster River area. The land selection and classification is still open for public hearings and input.

As a member of the Resources Committee, I am always interested in views concerning the lands disposal issue. Because this is such an emotional issue, it is impossible to meet everyone's needs. Still, we are looking at current legislation in hopes of making some improvements.

A copy of your letter regarding HB 45 has been sent to Representative Bette Cato, Transportation Chair. If you have additional comments you wish to submit regarding this legislation, I urge you to direct them to Rep. Cato or Senator Bill Ray, Senate Transportation Chair.

I will keep your comments on file to be considered when the issue comes to the floor of the House.

Sincerely,

Sally Smith
Alaska State Representative

cc: Rep. Cato
Sen. Ray

Mr. & Mrs. Byron W. Haley
1092 Pioneer Road
Fairbanks, Alaska 99701

February 8, 1981

Rep. Sally Smith
Pouch V, State Capitol
Juneau, Alaska 99811

Dear Sally:

We read in the Daily News-Miner of February 6, 1981 that the Senators from Fairbanks have filed a new haul road bill S.B. 135. We support the opening of the haul road but favor the House Bill H.B.45 filed by Rep. Ken Fanning earlier in the House.
Most of the land along the haul road is Federal land and the legislature should not be making any regulation on this land the B.L.M. is now making regulation for Off-Road Vehicles in this area. The Legislature should not close this area to the use of fire-arms or Off-Road Vehicles. We have been apposed to the closure of the haul road area to hunting and fishing and the use of firearms ever since the road was built. We believe the Boards of Fish and Game should handle the opening and closing of this area for hunting and fishing and not the legislature. This also should be the same for any state land that may be in this area or any other part of the state should the same things come up. The Board of Game already has this area closed to hunting with a firearms. The closing of any land in the State of Alaska to hunting and fishing should be done by the Boards of Fish and Game for them to properly manage the fish and game of the State of Alaska

Sincerely

Mr. & Mrs. Byron W. Haley

Mr. & Mrs. Byron W. Haley
1002 Pioneer Road
Fairbanks, Alaska 99701

February 8, 1981

Rep. Sally Smith
Pouch V, State Capitol
Juneau, Alaska 99811

Dear Sally:

This letter is in regard to the remote land disposal by the Northcentral Land District which is being prepared now and will be offered to the public in 1983.
At a meeting Wed. Feb. 4, 1981 at 7 pm in the Fairbanks Land Office we were informed of a proposed disposal of 588 acres by subdivision on the Goodpaster River. (near Big Delta) We are very much against this proposed disposal. By making a subdivision on this river will spoil one of the prettiest rivers in Alaska.
This river should be study to see what effect any more cabins would have on it and what effects they would have on the Fish and Game in this area before it is opened to any more cabin sites.
We have a patented cabin site of five acres, U.S. Survey No. 4215 Fairbanks Recording Office Book 136 Page 280, in the middle of this proposed subdivision. Are cabin is forty miles from the mouth of the Goodpaster River and was patented in 1965 and can only be reached by boat in the summer and snowmachine in the winter. We built are cabin so as it would be in a remote area and would not have a lot of other cabins around us. We would like to see this river closed to any more cabin sites as there are enough cabins on the river now. This may be selfish but we would like to keep this river as it is now and not add any more cabins which could destroy the river.
If this can not be done and the Land Division has to open up some cabin sites then they should be opened up all along the river and not just in one place as a subdivision and they should be no lager then five acres and should be at least one half mile apart on both sides of the river in a checker board fashion and limit it to only a few to start with.
There should also be a public hearing on this disposal with all property owners notified by letter where and when the meeting would take place. There may have to be two meeting one in Big Delta and one in Fairbanks so that all property owners would be able to attend one of the meeting.
The meeting of Feb. 4, 1981 was not very well advertised in that the Goodpaster River proposed subdivision was not even mention in the advertisement in the Daily News-Miner of Feb. 3, 1981 and we only found out about it when I was checking on a mother matter at the Fairbanks Land Office the day of the meeting. Any remote river or lake in the State of Alaska that has patented property on it the owners should be notified by a letter of any land action that will take place in or around there area so they could comment on the land action that will take place.

Sincerely
Mr. & Mrs. Byron W. Haley

Copies of this letter have been sent to the following:

Commissioner Robert E. LeResche
Dept. of Natural Resources
Pouch M
Juneau, Alaska 99811

Mo Mathews Director
Division of Research and Development
323 East 4th.
Anchorage, Alaska 99501

Theodore G. Smith Director
Division of Forest, Land and Water Management
323 East 4th.
Anchorage, Alaska 99501

William H. Copeland Manager
Northcentral Land District
4420 Airport Way
Fairbanks, Alaska 99701

Chris Quinn
Northcentral Land District
4420 Airport Way
Fairbanks, Alaska 99701

Rep. Pappy Moss
Pouch V
Juneau, Alaska 99811

and all Fairbanks Senators and Representatives

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE: 3/10/81
LOCATION: CAPITOL, HS TRANSP
SUBJECT: HB 177

NAME	REPRESENTING	ADDRESS	PHONE	HERE TO TESTIFY	HERE TO OBSERVE
(Thrasher)	Alaska Trucking Assoc	3443 Minnesota	276-1149	X	
Bob Baker	DOT/PF (planning + programming)			X	
John Adams	Fairbanks Environmental Center		452-5021	X	
Jean Kline	Assoc. Gen. Contractors	134 Franklin Juneau	586-1740	(if time permits)	
JIM SWING	TETRA TECH, INC	2550 DENALI ST. ANCH.	279-6651	X	
Rep Sally Smith					
Rep Bettisworth					

WHILE IN SESSION:
POUCH V
JUNEAU, ALASKA 99811
(907) 465-4925

REPRESENTATIVE
BRIAN ROGERS
Alaska State Legislature

HOME:
BOX K - COLLEGE
FAIRBANKS, ALASKA 99708
(907) 456-2037

MAR 10 1981

9 March 1981

Tom Owen
3747 Erickson
P.O. Box 770
Fairbanks, Alaska 99701

Dear ~~Mr. Owen,~~ TOM

Thank you for your telegrams regarding SB 34, the appropriation for the Fairbanks International Airport and HB 47, for re-surfacing the haul road from the Yukon River to the Arctic Ocean.

SB 34 was heard last week in the Senate Transportation Committee. It was held over to be heard again this week. There is no opposition to the bill, the time has been taken up primarily to allow everyone who wants to speak in favor of the bill to have a chance to testify. I anticipate this bill moving out of committee shortly.

HB 177 is still in the House Transportation Committee where it probably will be replaced by a Committee substitute sometime this week. There is no serious opposition to this bill, only some concern that the money invested produces good road work and that provisions are made to clarify the state's responsibility and liability for maintenance.

In any case, I will see that copies of your messages are given to the appropriate committees for backup remarks on the bills.

I appreciate your time and your suggestions. Thanks again.

Sincerely,

Rep. Brian Rogers

CC: Senate Transportation Committee
House Transportation Committee

BR/vb

MSG 81-00006993 PRTY 1 03/05/81 12:58:21 ORIG: LF00 IN= 0006 OUT= 0048
FROM: ANNIE IN FAIRBANKS TO: JUNEAU INFO
TARGET: LJH2 SUBJ: POM - PLEASE DELIVER RIGHT AWAY PAGE 0001

TO: SENATE TRANSPORTATION COMM. SENS. RAY, GILMAN, DANKWORTH, KERTTUAL, SACKETT AND REPS. BETTISWORTH, BROWN, FANNING, RANDOLPH, ROGERS, AND SMITH AND SENS. BENNETT, FAHRENKAMP, AND PARR

FROM: TOM OWEN, 3747 ERICKSON, FAIRBANKS 99701 PHONE 479-2461 OR 452-8101
P. O. BOX 770, FAIRBANKS

I FULLY SUPPORT PROVISIONS OF SB34 AND URGE APPROPRIATIONS BE APPROVED IMMEDIATELY SO CONSTRUCTION CAN START THIS SEASON. THESE FACILITIES ARE NEEDED ASAP. I LIVE CLOSE TO THE AIRPORT AND NOISE IS NOT A PROBLEM.

(THIS MESSAGE NEEDS TO BE DELIVERED TO SENATE TRANSPORTATION COMM. WHO IS HAVING A MEETING 3/5/81 IN BUTROVICH ROOM 1:30)

MSG 81-00007024 PRTY 1 03/05/81 15:26:35 ORIG: LF00 IN= 0008 OUT= 0061
FROM: MAXINE TO: JUNO INFO
TARGET: LJH2 SUBJ: POM PAGE 0001

TO: HOUSE TRANS. CMTE
SEN. BENNETT; PARR, FAHRENKAMP
REP. BETTISWORTH, BROWN, FANNING, RANDOLPH, ROGERS, SMITH

FR: TOM OWEN, 3747 ERICKSON, FAIRBANKS 99701 PH. 479-2461

RE: HB 177
I STRONGLY SUPPORT HB 177. THIS PROJECT SHOULD HAVE BEEN DONE SEVERAL YEARS AGO. FUNDING SHOULD COME FROM STATEWIDE FUNDS, NOT JUST FAIRBANKS AREA. IT COULD BE ACCOMPLISHED OVER TWO SEASONS BUT STARTED THIS YEAR. THIS ROAD GENERATES A LOT OF REVENUE AND RESURFACING SHOULD BE COMPLETED PRIOR TO GASLINE CONSTRUCTION.

FBX/LIO/MW

Resurfacing
HB 177 want to create ...

Come up
Thursday STB

HB

209

Funding Information
General Fund $1,070,000
Other Funds -0-
$1,070,000
(960,000)

Introduced: 2/23/81
Referred: Transportation and Finance

IN THE HOUSE BY CHUCKWUK

HOUSE BILL NO. 209

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWELFTH LEGISLATURE - FIRST SESSION

A BILL

For an Act entitled: "An Act making a special appropriation to the Department of Transportation and Public Facilities for dock facilities at Aleknagik; and providing for an effective date."

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

* Section 1. The sum of $1,070,000 is appropriated from the general fund to the Department of Transportation and Public Facilities for dock facilities at Aleknagik ~~to be allocated~~ as follows:

North shore barge landing and haul-out ramp for fishing boats $ ~~810,000~~ 580,000

South shore launching ramp ~~260,000~~ 188,000

* Sec. 2. The appropriation made by this Act is for capital projects and is subject to AS ~~37.25~~.020. $193,000 payment in full

* Sec. 3. This Act takes effect immediately in accordance with AS 01.10.-070(c).

Remember at 3 & 3 & 4

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE: 3-3-81
LOCATION: Juno
SUBJECT: HB 209

NAME	REPRESENTING	ADDRESS	PHONE	HERE TO TESTIFY	HERE TO OBSERVE
Gail Nordberg	Rep. Ken Fanning	P.O. Box 197 Auke Bay Ak	789-7371		✓

COMMITTEE REPORT

HOUSE

2/23/81 FURTHER: FINANCE

(7)

Date: _____

Mr. Speaker:

The Committee on TRANSPORTATION has had HB 209

"An Act making a special appropriation to the Department of Transportation and Public Facilities for dock facilities at Aleknagik; and providing for an effective date."

under consideration and (a majority of the committee) (the committee) reports it back with the following recommendations:

[X] do pass [ ] do not pass

[ ] do pass with attached amendments(s)

[X] replace with CS for HB 209 [ ] same title [X] new title

and recommends _____

[ ] AND attaches a "Letter of Intent" [ ] New Fiscal Note

[ ] reports it back without recommendation

[ ] referred to the _____ Committee

MEMBERS SIGNING
DO PASS

Peter Goll
Fred E. Zharoff
Bob Reed
Cliff Groh
Ray Metcalfe
Al Adams

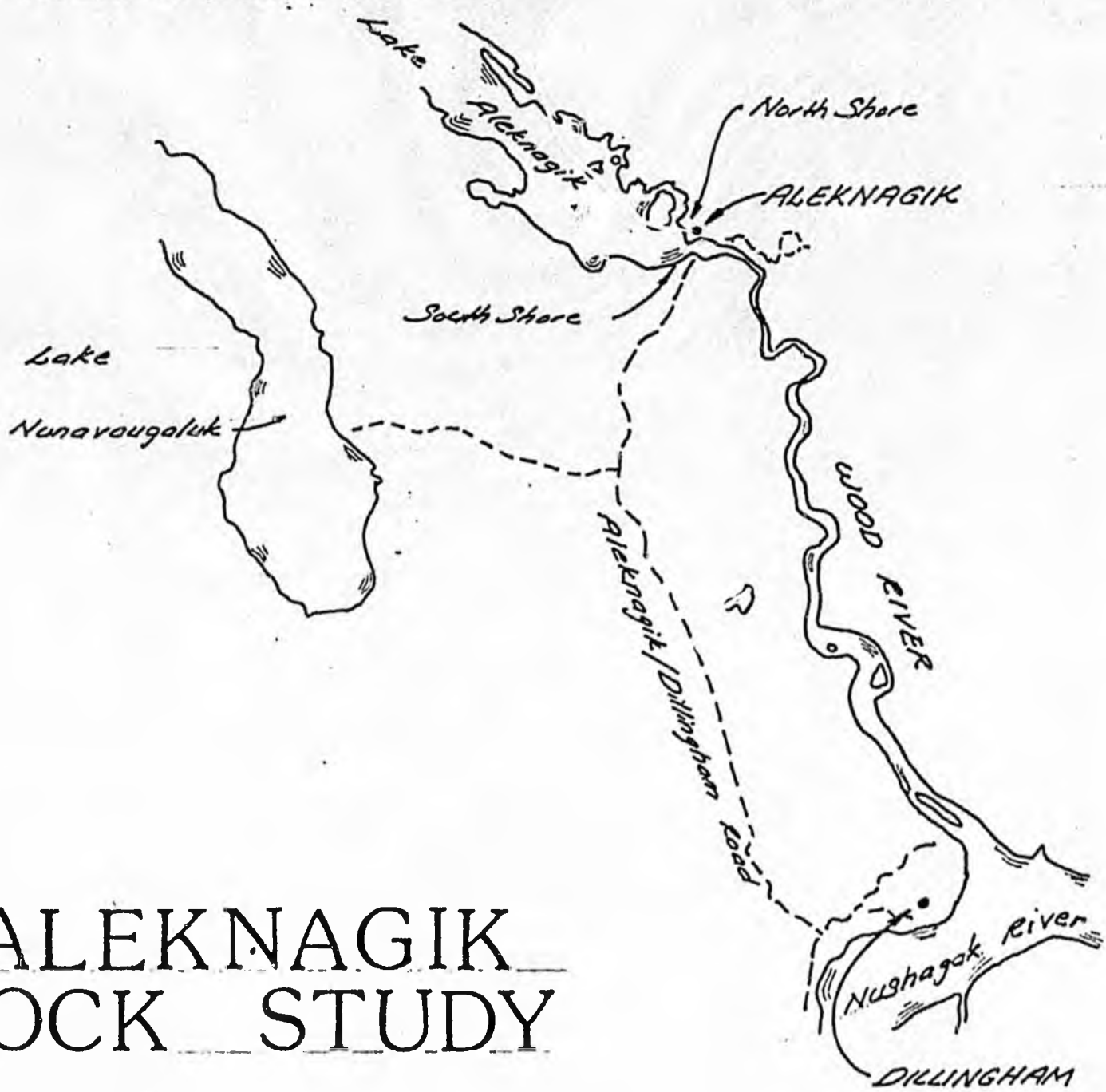
MEMBERS HAVING
OTHER RECOMMENDATIONS:

KEN FANNING - NO RECOMMENDATION

_____
CHAIRMAN

H 60 (Rev. 12/78)

Engineering
(907) 586-1164
P.O. Box 208, Douglas, Alaska



ALEKNAGIK DOCK STUDY

STATE of ALASKA, DOTPF
Div. of Harbor Design & Const.

January 1981

ALEKNAGIK DOCK STUDY

PREPARED FOR:

STATE OF ALASKA

JAY HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

ROBERT W. WARD, COMMISSIONER

DIVISION OF HARBOR DESIGN AND CONSTRUCTION

DON STATER, DIRECTOR

JANUARY 1981

BY:

LIUM ENGINEERING

TABLE OF CONTENTS

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Conclusions and Recommendations 21

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ALEKNAGIK DOCK STUDY

INTRODUCTION

A professional services contract between Lium Engineering and the State of Alaska, DOTPF, Division of Harbor Design and Construction became effective on October 9, 1980. The purpose of the contract (DOTPF project K31401) was to study the feasibility of developing docks at Aleknagik, Alaska.

The study was proposed in the spring of 1980 by Representative Nels A. Anderson, Jr. and was funded by the 1980 legislature under FCCSHB 60, section 227 (page 30). Section 227 as amended by Governor Jay Hammond reads: "The sum of $25,000 is appropriated from the General Fund to DOTPF, Division of Harbor Design and Construction for a feasibility study of a dock facility at Aleknagik."

The study, reported herein, defines the needs for docks at Aleknagik and describes feasible alternatives to satisfy these needs.

Mr. Pat Kohler, Aleknagik Administrator, explained the village's needs for docks during an inspection of the proposed sites by Lium Engineering on November 7, 1980.

ALEKNAGIK

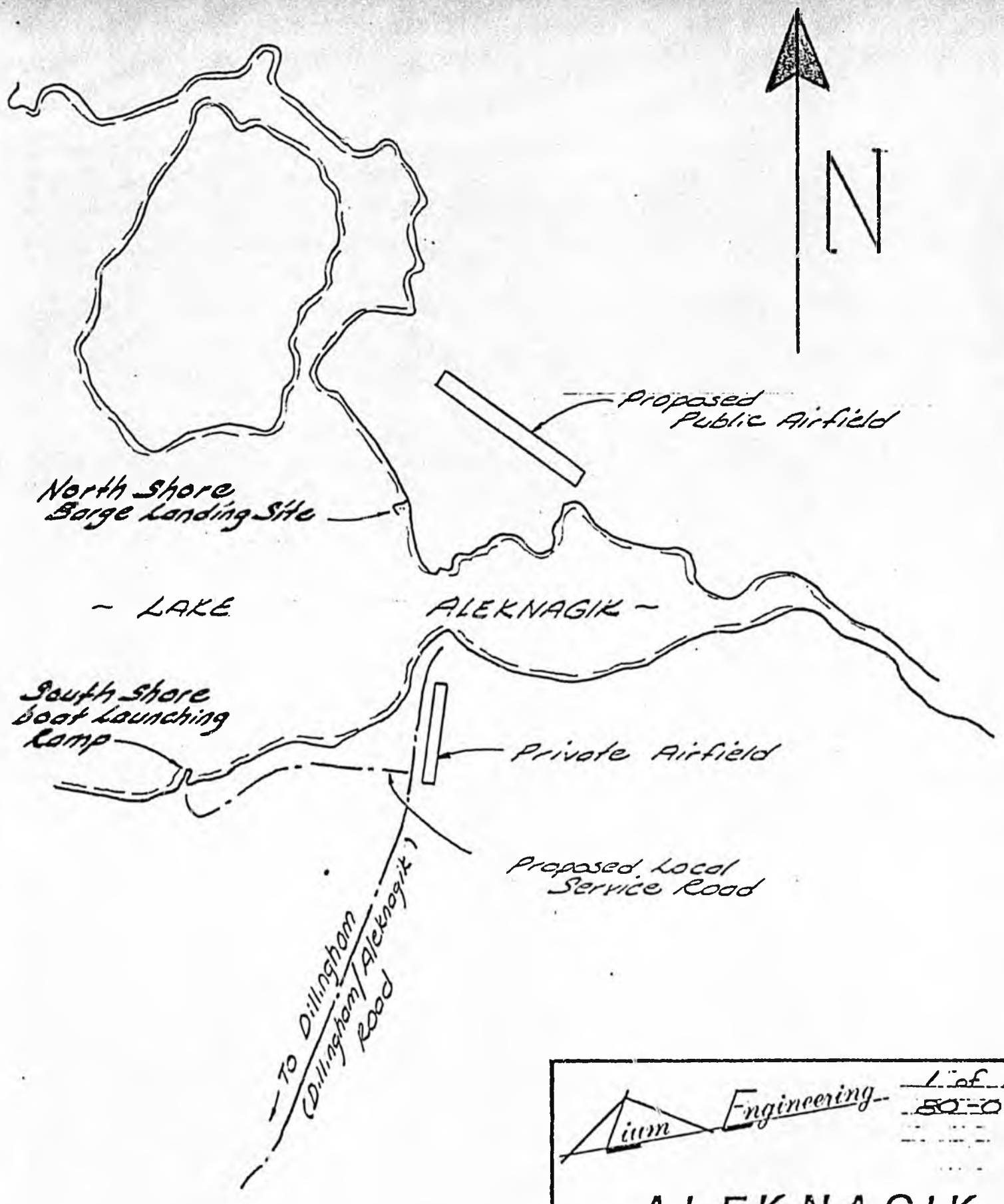
Aleknagik is located in the Bristol Bay region of Southwestern Alaska. The outlet of Lake Aleknagik into Wood River splits the village into two settlements called North Shore and South Shore.

South Shore, at the end of a 20 mile gravel road from Dillingham, contains the school, post office, several residences and a private airport. Approximately 30 persons live at South Shore. A boat launching ramp is needed here to accommodate the pleasure boats of Dillingham residents.

Approximately 100 persons reside at North Shore. In addition to the residents, North Shore contains the village offices and a street system developed by DOTPF Local Service Roads Section in 1977. A public airport for light planes is now being developed here. A barge landing, haul-out ramp for fishing boats, and temporary protection for skiffs are the needs at North Shore.

Skiffs with outboards provide access from North Shore to South Shore except when the lake is frozen over. The natural sandy gravel beaches on both shores provide satisfactory beaching for the skiffs during calm weather. Protected beaches for temporary mooring during windy weather are needed.

Two local barge services transport fuel and dry goods up the Wood River from Dillingham to Aleknagik.



Engineering

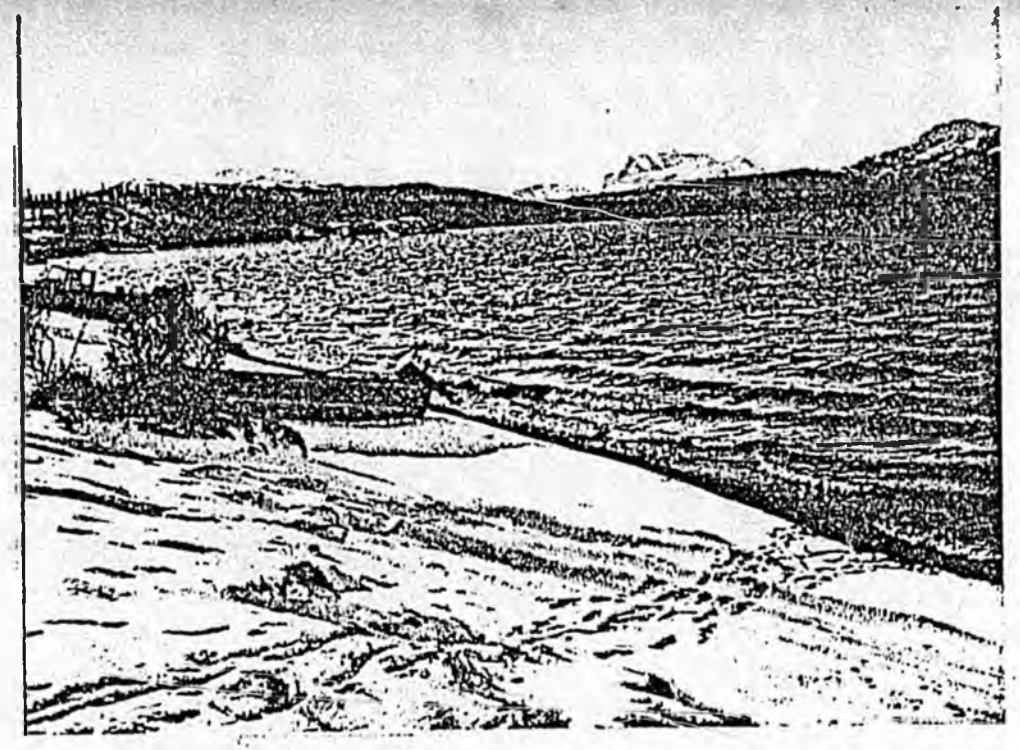
1 of 1

50-079

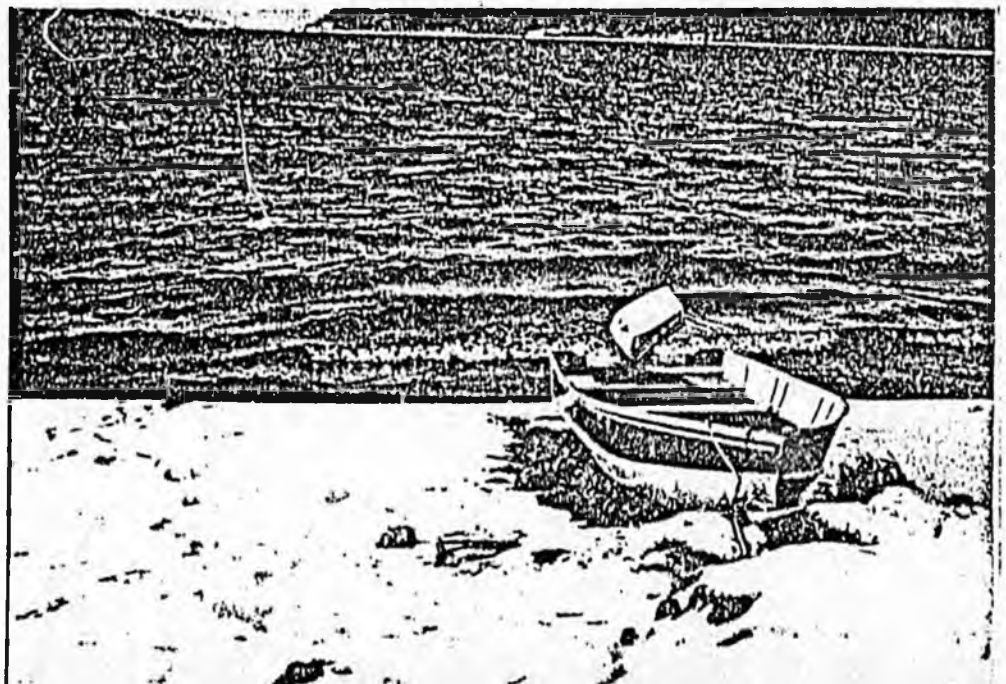
ALEKNAGIK DOCK STUDY

SITE MAP

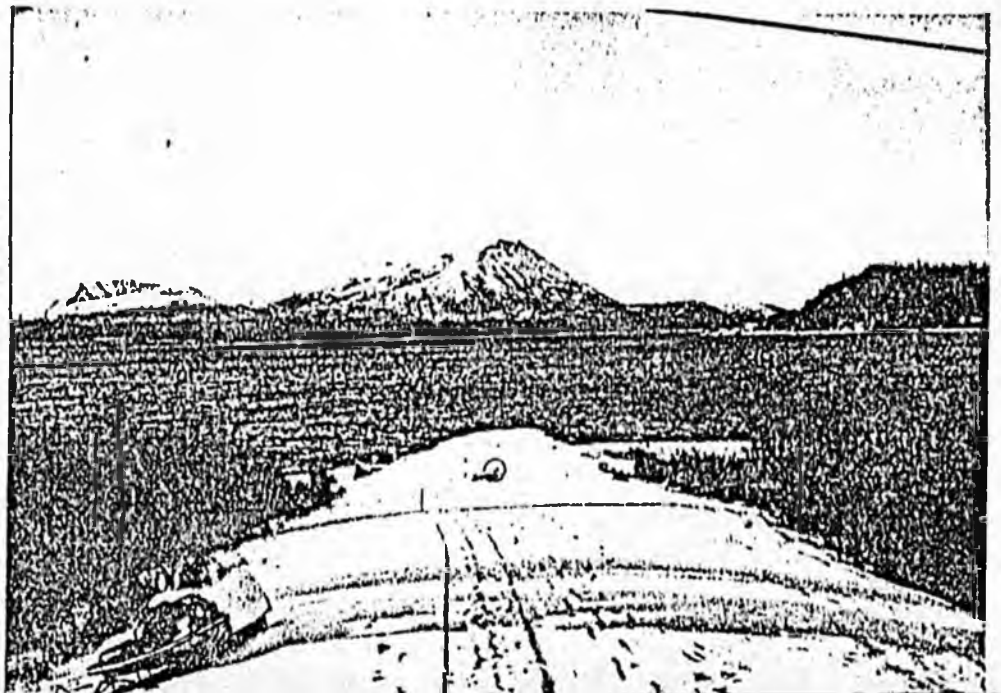
LAKE ALEXANAGIK OUTLET INTO WOOD RIVER
(From North Shore)



TYPICAL SKIFF
(at North Shore)



FISH STREET AT NORTH SHORE



NORTH SHORE ALTERNATIVES

The needs at North Shore are a barge landing, haul-out ramp for fishing boats, and protected beach for skiffs.

The proposed site at the end of Fish Street is sheltered from south, southeast, and east winds, is adjacent to public property available for boat or freight storage, and is conveniently located for ready access through the newly developed street system to the entire community. Currently there is no barge landing adjacent to the street system. Goods, therefore must be transported by hand.

Sketches of Alternative B show a feasible dock and ramp for North Shore. The dock is a steel pile, steel beam structure supporting precast concrete deck panels. It is sized for a barge 32 ft. wide and 80 ft. long with draft not greater than 4 feet. Because barges do not operate during the extremely low water of winter months, a bottom elevatior three feet below lowest water level will be satisfactory at face of dock.

Adjacent to the dock is a sixteen foot wide boat launching ramp with surface of precast concrete planks. Details for this ramp are typical of the latest ramps developed by Alaska's Division of Harbor Design and Construction. The sides of the launching ramp embankment slope 5 units horizontal to 1 unit vertical. During design development the actual fill slope that will accom-

modate wave action will be determined. Conversely, steep slopes with slope protection or a bulkhead retained fill may replace the slopes shown.

Alternative B will present the least obstruction to any parallel-with-shore currents that may be present, but are not evident, along this shore. The alternative has one serious fault, however: it does not provide any protection from north, northwest, or west winds for skiff beaching. The estimate for Alternative B indicates a total cost of $810,000.

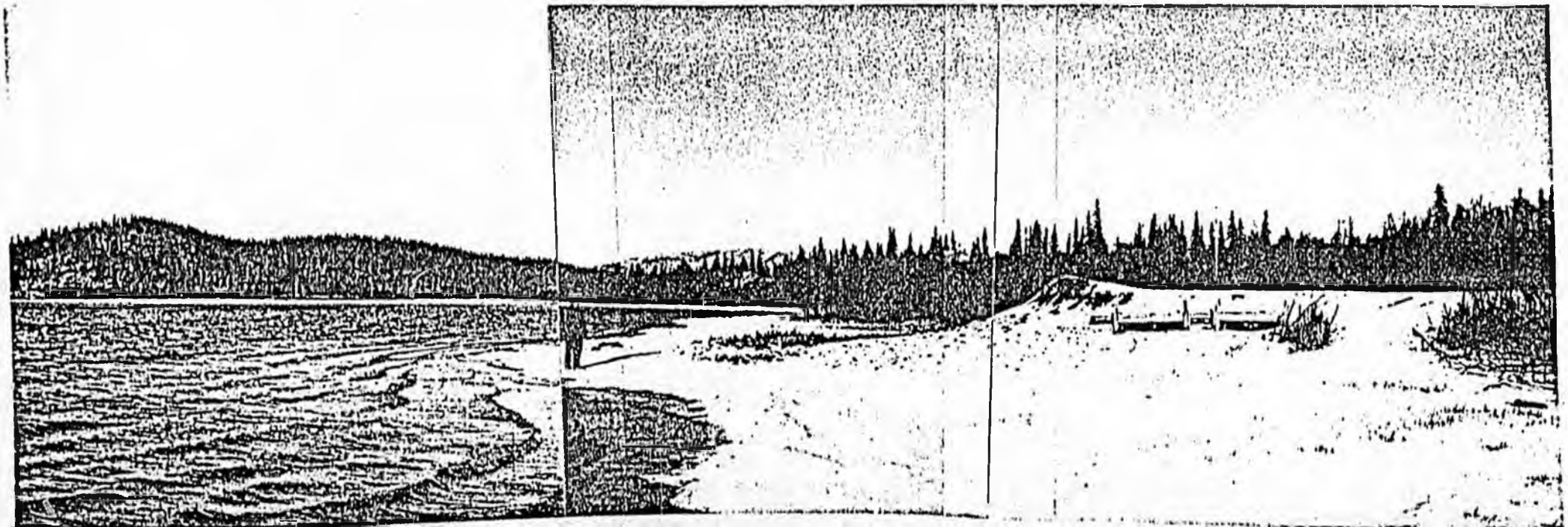
Alternative A substitutes a steel sheetpile bulkhead and gravel fill topped with precast concrete planks for the steel frame dock. Otherwise it is very similar to Alternative B. The sheetpile bulkhead extends south far enough to provide excellent protection for the 5 to 1 side slope of gravel fill and any skiffs that are beached on this slope. The only expected detrimental effect of obstructing the (possible) along-shore current by selecting Alternative A would be a slow accumulation of soil at the entrance to the skiff beaching area. Because the entrance now conceived will go dry during extreme low water it will be easy to maintain with a small backhoe, front end loader or dozer. Alternative A costs $60,000 less than Alternative B. At this early stage of project development the estimated difference of cost cannot be considered significant.

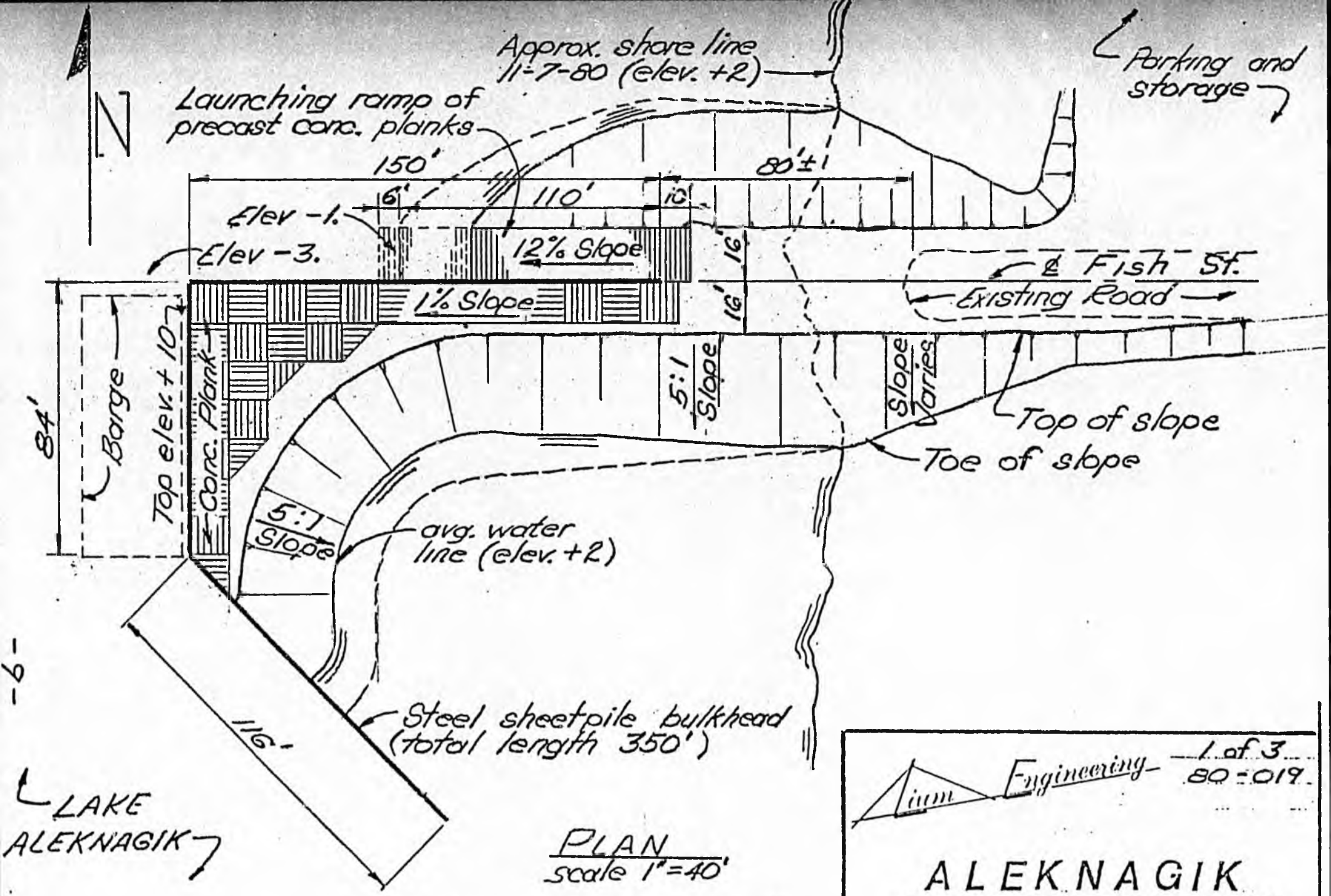
Alternative A is superior to B because of the skiff protection provided and should, with the similar estimated costs, be selected unless there are environmentally valid objections to placing the bulkhead contained fill into the lake.

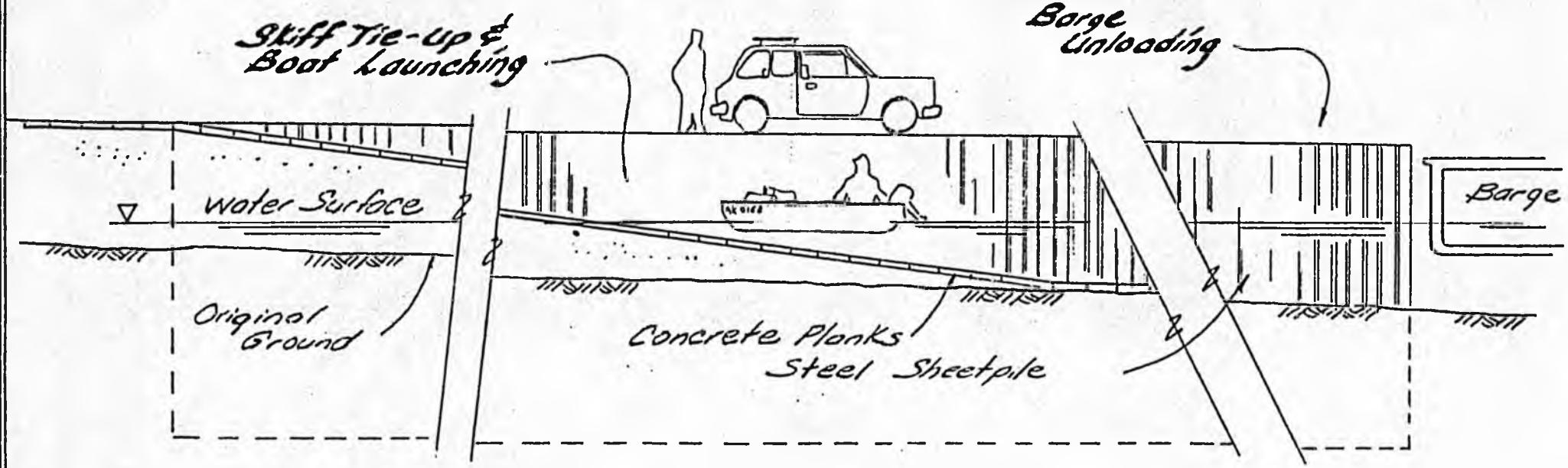
BORROW PT. at NORTH SHORE
(1/4 mile from dock site)



NORTH SHORE DOCK SITE AT END OF FISH STREET




N
Approx. shore line 11-7-80 (elev. +2)
Parking and storage
Launching ramp of precast conc. planks
150'
80'±
6'
110'
10'
Elev -1.
Elev -3.
12% Slope
16'
16'
℄ Fish St.
Existing Road
1% Slope
5:1 Slope
Slope Varies
Top of slope
Toe of slope
84'
Barge
Top elev. +10
Conc. Plank
5:1 Slope
avg. water line (elev. +2)
116'
Steel sheetpile bulkhead (total length 350')
LAKE ALEKNAGIK
PLAN
scale 1"=40'
NOTE: Elevations are based on low lake water surface elev. 0.0
Tlingit Engineering
1 of 3
80-019
ALEKNAGIK DOCK STUDY
NORTH SHORE
ALTERNATIVE A



RAMP ELEVATION

1" = 10'

-10-

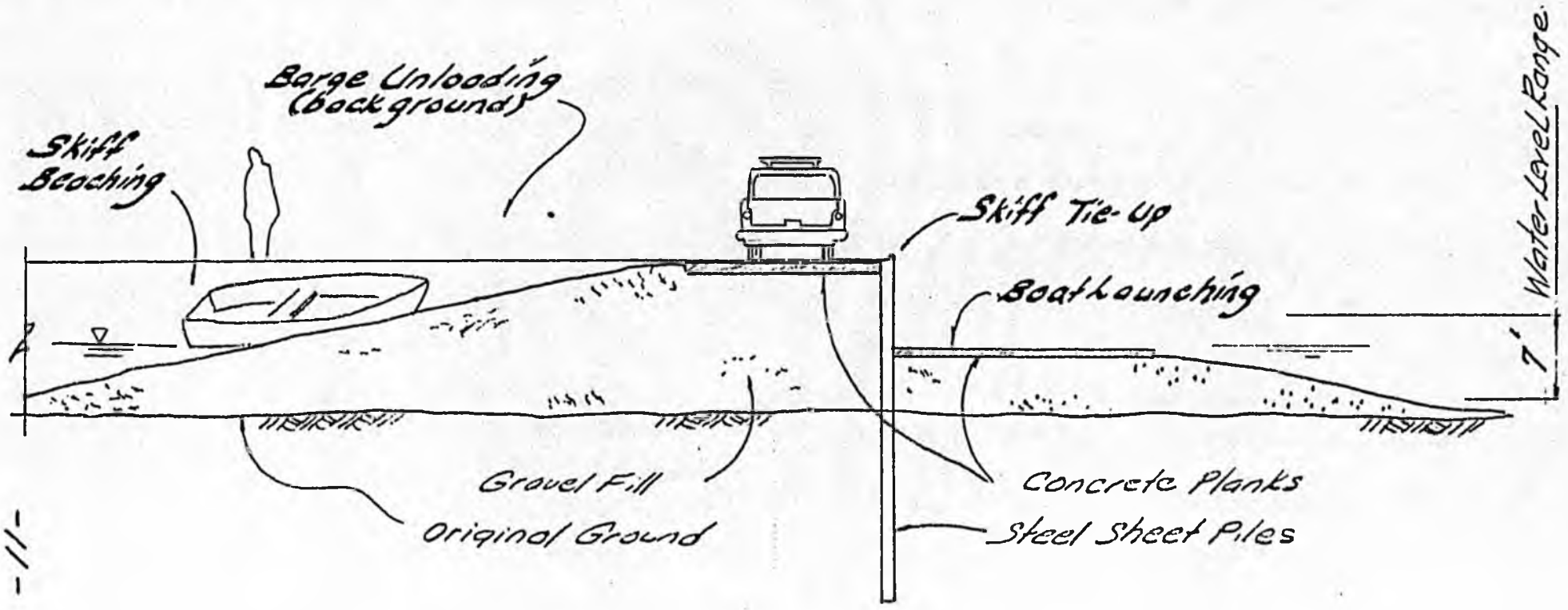
Engineering

2 of 3.

80-019

ALEKNAGIK DOCK STUDY

NORTH SHORE
ALTERNATIVE A



TRANSVERSE SECTION

1"=10'

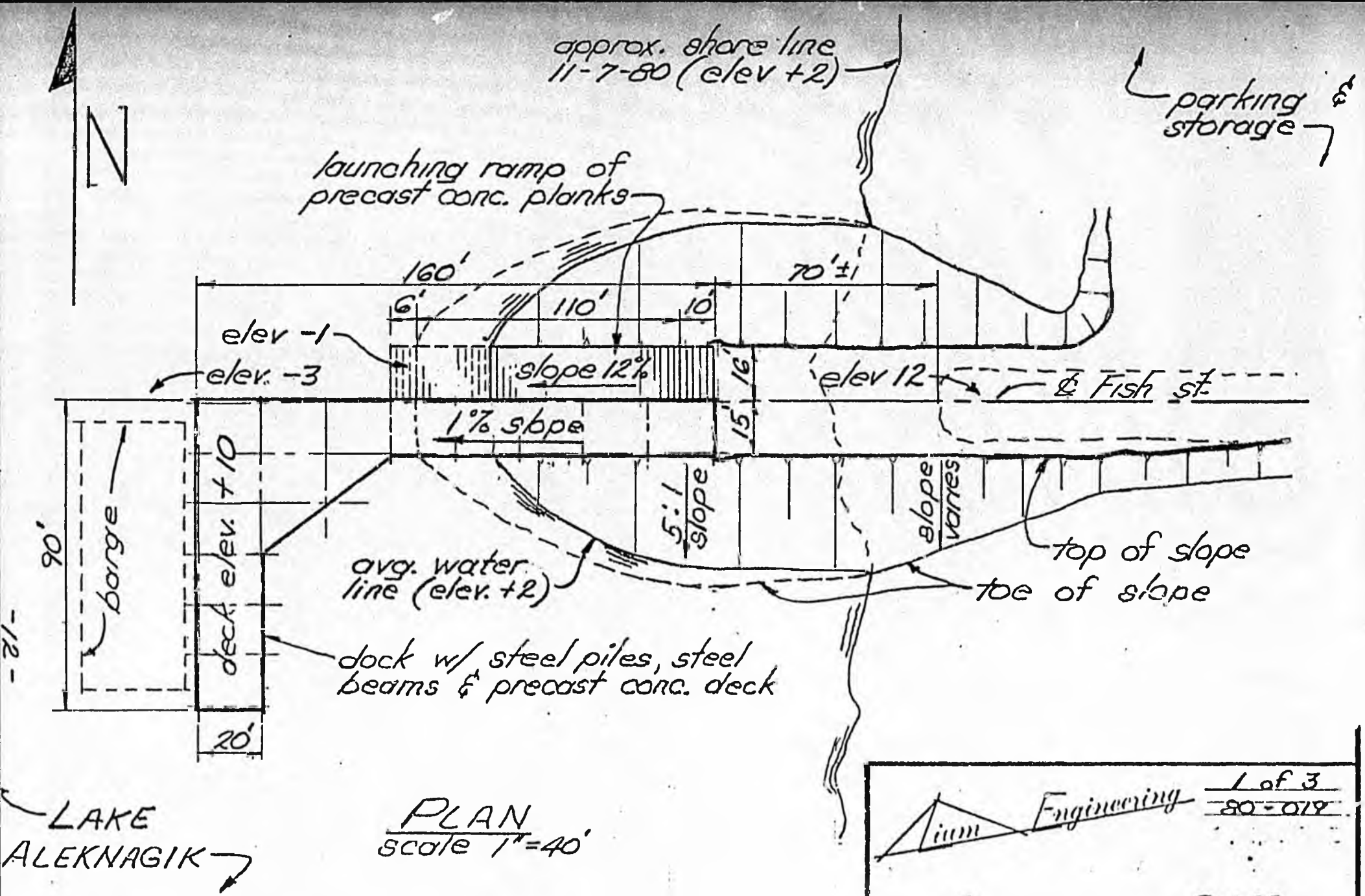
Tiium Engineering

3 of 3

80-019

ALEKNAGIK DOCK STUDY

NORTH SHORE
ALTERNATIVE A



PLAN
scale 1"=40'

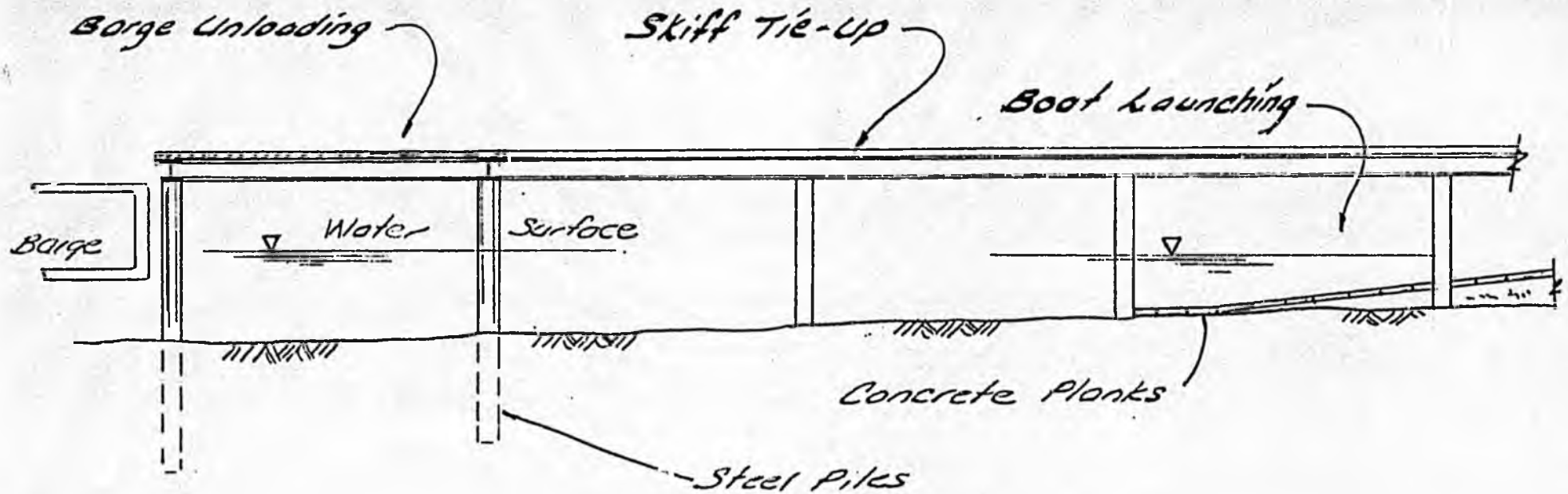
NOTE: Elevations are based on low lake water surface elev. 0.0

Engineering

1 of 3
80-019

ALEKNAGIK DOCK STUDY

NORTH SHORE
ALTERNATIVE B



ELEVATION

1"=10'

-13-

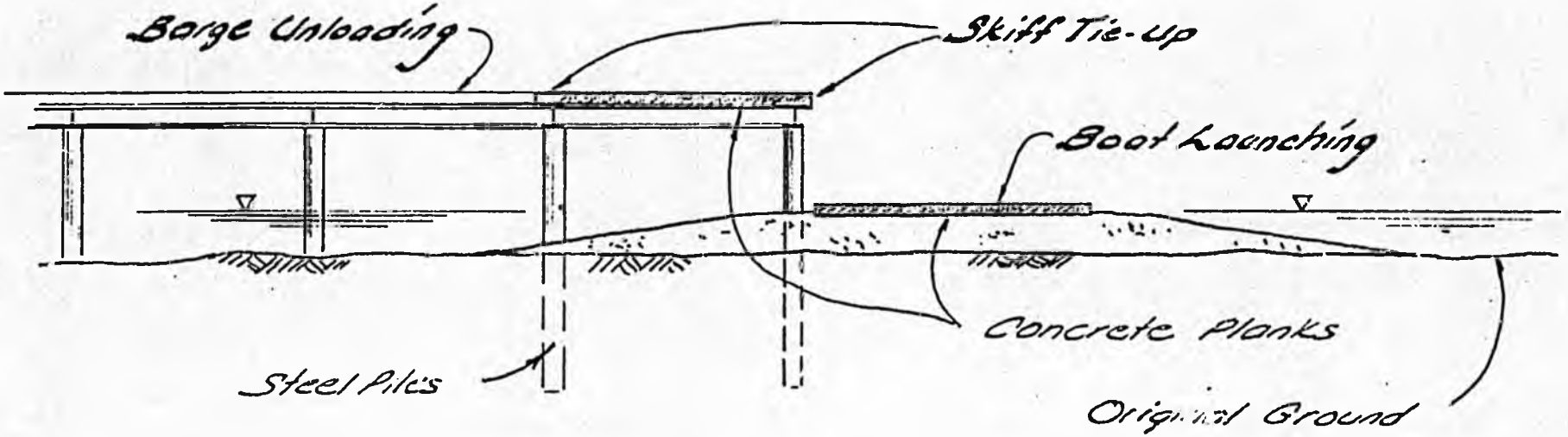
Engineering — 2 of 3

80-019

ALEKNAGIK DOCK STUDY

NORTH SHORE

ALTERNATIVE B



TRANSVERSE SECTION
1"=10'

- 14 -

Engineering

3 of 3
80-018

ALEKNAGIK DOCK STUDY

NORTH SHORE
ALTERNATIVE B

SOUTH SHORE ALTERNATIVES

The needs at South Shore are a launching ramp for recreational boats and protected beach for skiffs.

Currently, Dillingham residents lauch their boats at the beach adjacent to the end of the Aleknagik/Dillingham Road. This beach property belongs tc Mr. Sherburne Smith. The beach does not provide satisfactory boat launching for several reasons: the beach slope is too shallow; access from road to beach is rough; beach surface of sandy gravel provides unstable traction; the private property could be blocked off at any time.

Several alternatives were considered for a launching ramp at South Shore. They included a ramp extending perpendicular to shore into lake and a hammerhead at end of causeway with ramp either paralleling the shore or angling out into lake. The only alternative proposed is a further development, or outgrowth, of these alternatives. It illustrates satisfactorily the most feasible direction for further development. It is simply a 16 foot (surfaced width) ramp that angles into lake so as to provide a beach with protection from north and west winds. A turnaround area on shore and parking space for 20 pickups with trailers are included.

The steep slope covered with riprap on lakeward side of ramp presumes development of a rock source prior to construction.

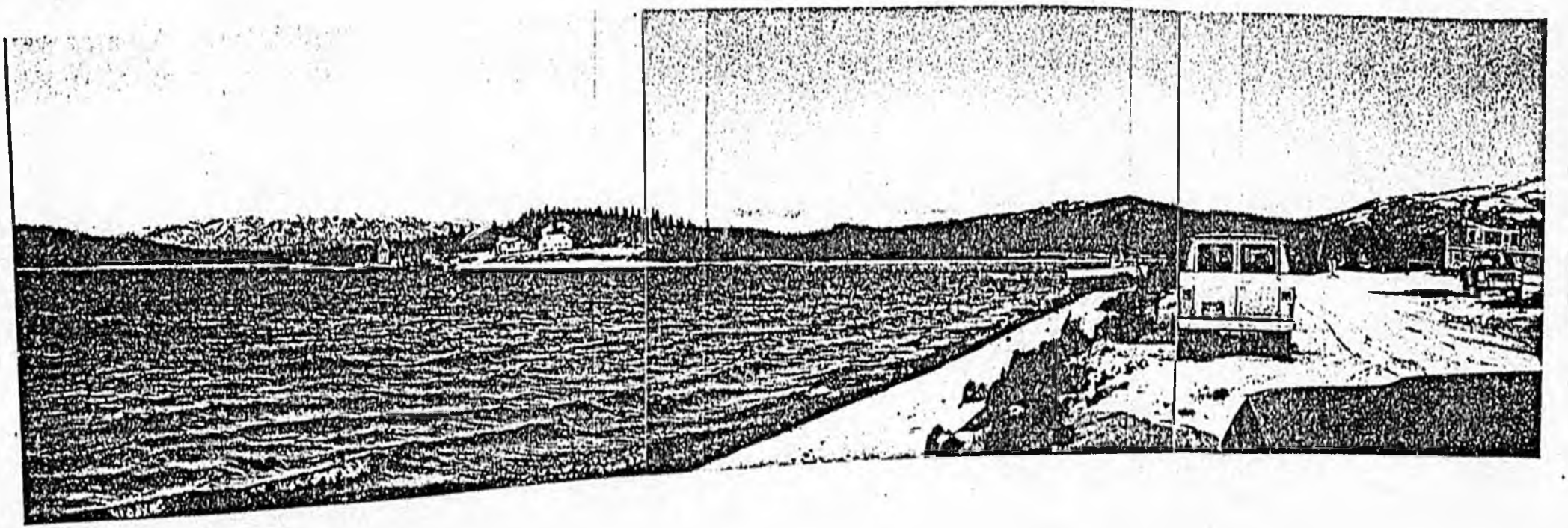
(Dillingham Construction Company tentatively plans to open a rock pit between Dillingham and Aleknagik during the summer of 1981) If, for some reason, rock is not available, concrete mattress or sacked concrete slope protection will substitute for the riprap.

Because ice builds up on the South Shore almost every spring a moorage float included with the ramp is not practical. The float would have to be dragged to the parking area each fall and re-anchored each spring. The gently sloping gravel fill on shoreward side of ramp combined with stable water level will satisfactorily substitute for a float at this site and provide the short term mooring necessary immediately after launching a boat.

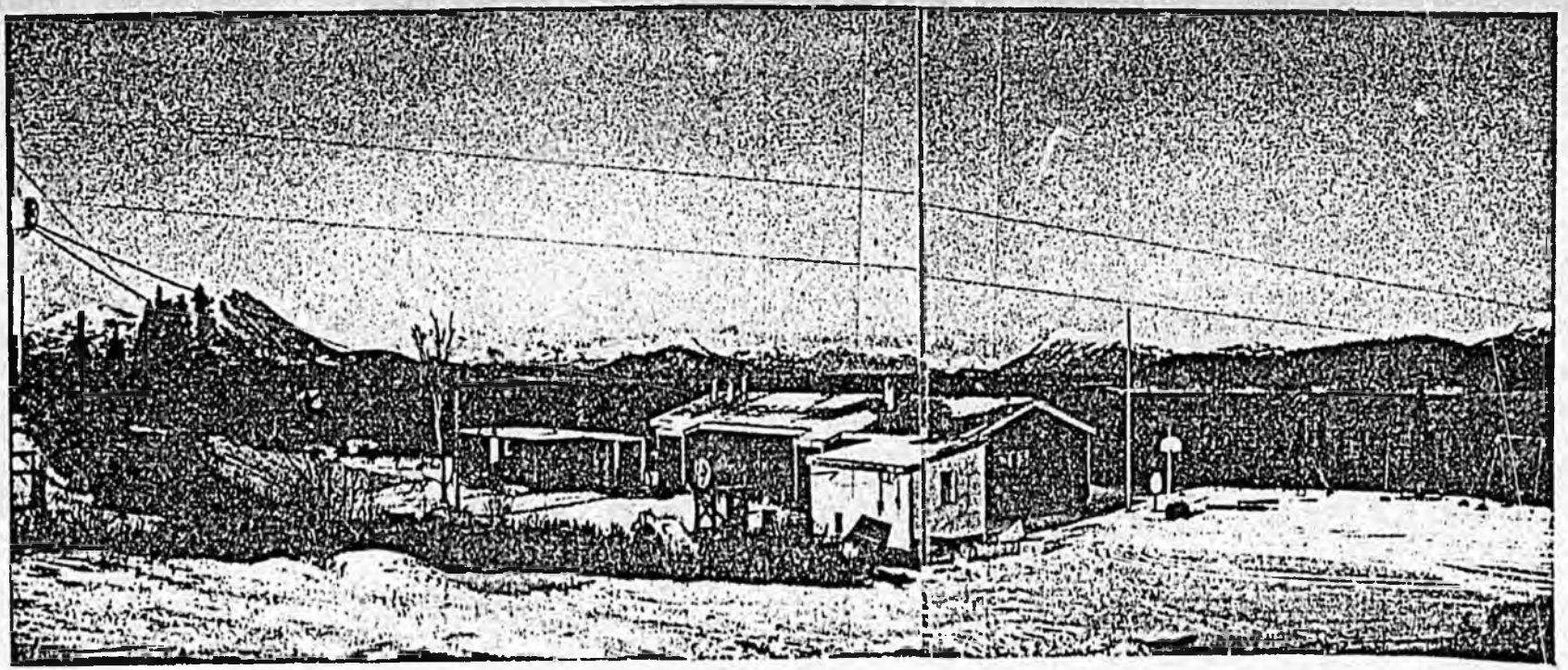
A proposed local service road (DOTPF project G10131) leads from the existing Aleknagik/Dillingham Road to the boat launching site that is on public property. The construction contract for the local service road will be advertised this (1980-1981) winter. Development of the launching ramp is contingent upon construction of the road.

The estimate for South Shore lauching ramp indicates a total cost of $260,000.

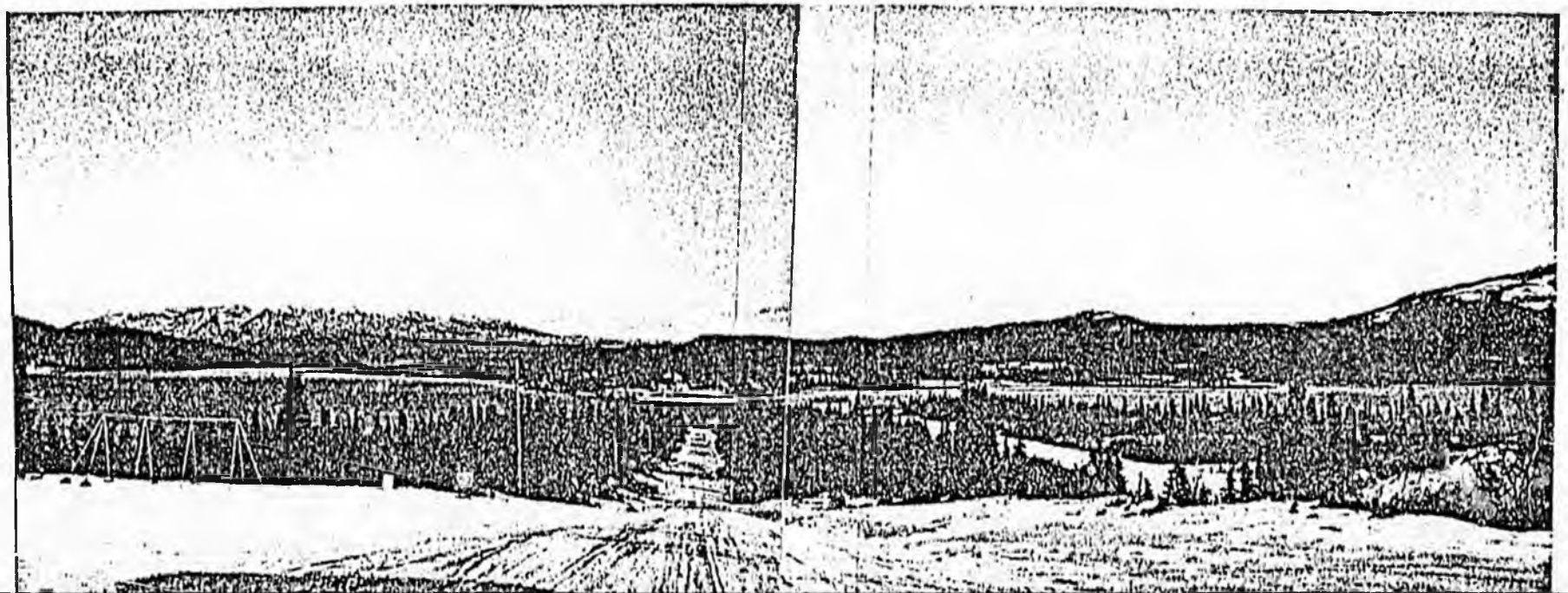
PRESENT BOAT LAUNCHING BEACH - NORTH SHORE IN BACKGROUND

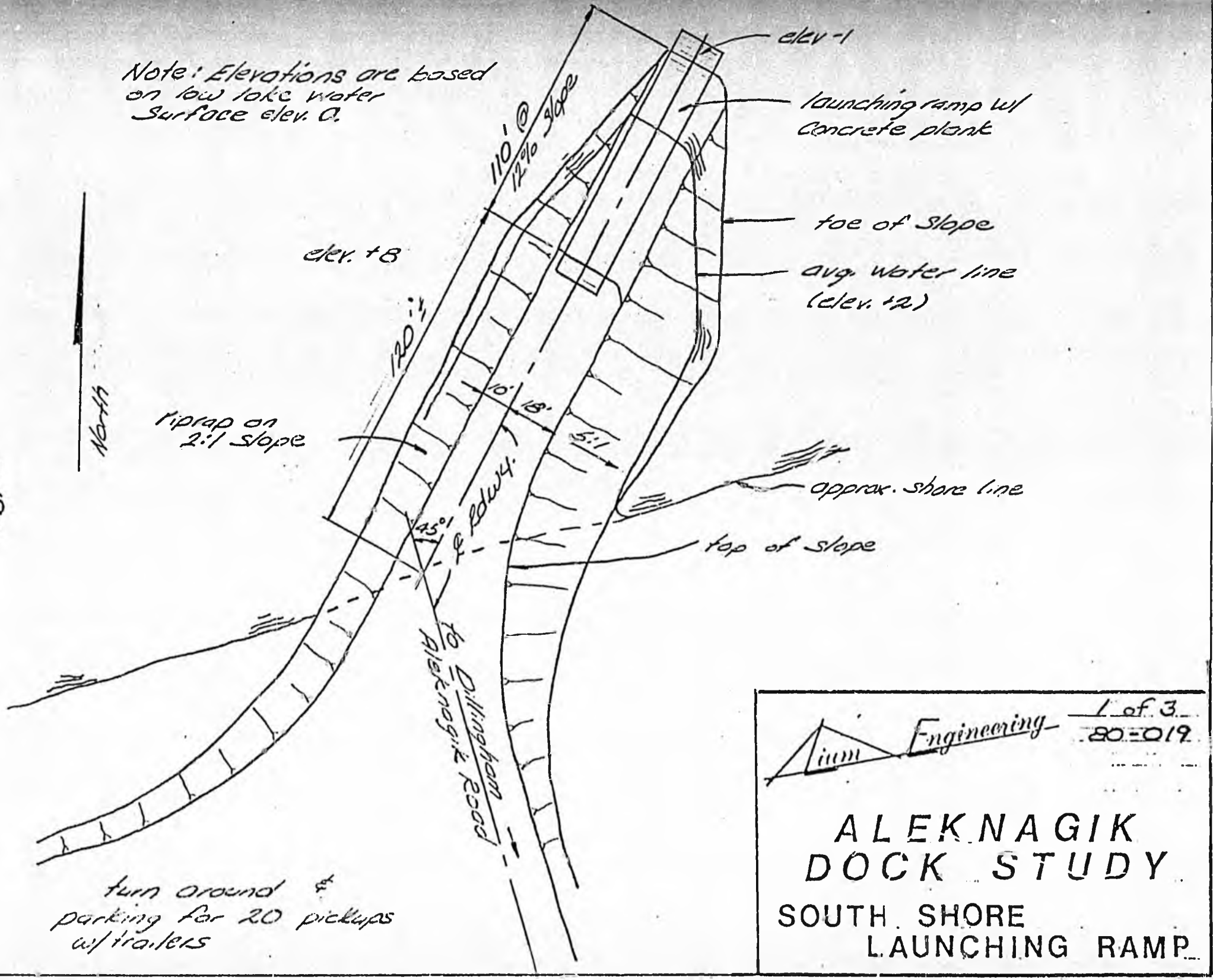


SCHOOL AT SOUTH SHORE



END OF ROAD - NORTH SHORE IN BACKGROUND - AIRPORT AT RIGHT



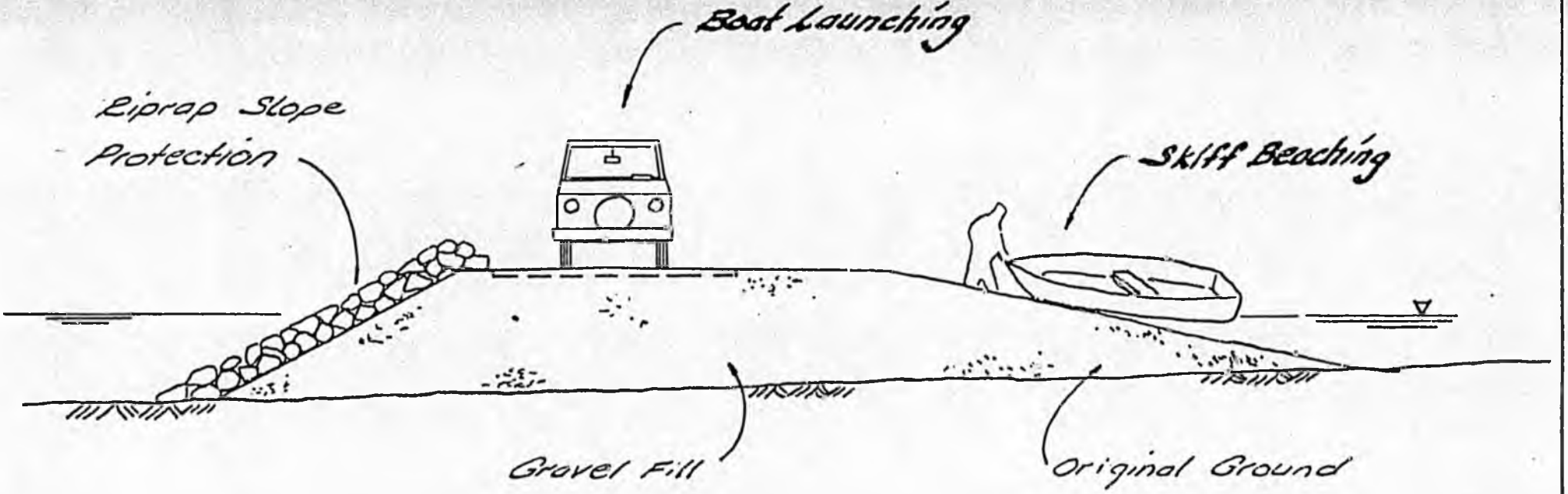


-61-

Engineering 1 of 3
80-019

ALEKNAGIK DOCK STUDY

SOUTH SHORE LAUNCHING RAMP



TRANSVERSE SECTION
1"=10'

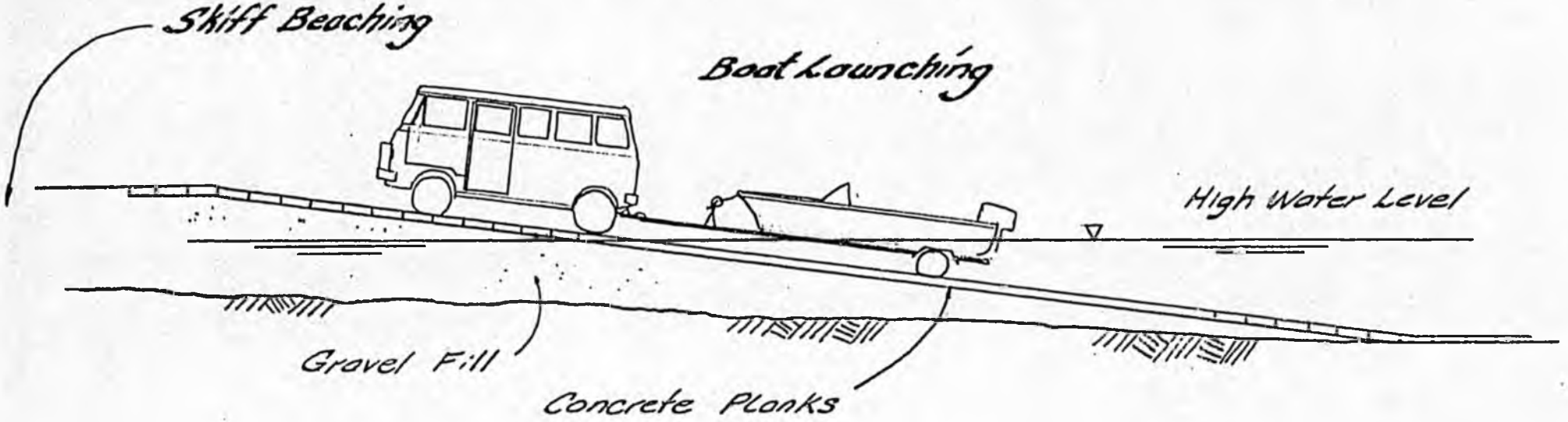
-20-

Alaska Engineering

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80-019

ALEKNAGIK DOCK STUDY

SOUTH SHORE LAUNCHING RAMP



ELEVATION

1" = 10'

Tiim Engineering

3 of 3

80-018

ALEKNAGIK DOCK STUDY

SOUTH SHORE LAUNCHING RAMP

CONCLUSIONS AND RECOMMENDATIONS

Mathematical benefits and benefit/cost ratios for this project have not been computed. Construction of both North Shore dock and South Shore ramp are feasible. Construction will cost $750,000 for the North Shore sheetpile dock and $260,000 for the South Shore ramp.

Benefits of the North Shore dock are:

1. direct transportation of supplies to North Shore residents from currently operating barge systems, over the proposed dock, to newly constructed street system;
2. dry land storage of fishing boats over proposed launching ramp to adjacent storage area, and
3. protected beach for temporary mooring of skiffs.

Benefits of the South Shore ramp are:

1. convenient access for Dillingham residents to Lake Aleknagik and other areas of the Wood - Tikchik State Park by use of the existing Aleknagik/Dillingham Road, the proposed boat launching ramp, and
2. protected beach for temporary mooring of Aleknagik residents' skiffs.

Because of these benefits and the relatively low costs, both the North Shore dock and South Shore ramp should be fully developed as soon as possible.

APPENDIX

NORTH SHORE ALTERNATIVE A

ESTIMATED COSTS

Sheetpiles 10,500 sq. ft.	$210,000
Embankment 5,000 cu. yd.	75,000
Concrete Planks 5500 sq. ft.	130,000
Subtotal	$415,000
Misc. (15% ± for items not yet defined)	65,000
One-half year's inflation	50,000
July 81 Contract Amount	$530,000
DOT/PF project development charges (40% ±)	220,000
TOTAL PROJECT COSTS	$750,000

NORTH SHORE ALTERNATIVE B

ESTIMATED COSTS

Embankment	2600 cu. yd.	$ 39,000
Steel Piles	1000 lin. ft.	70,000
Structural Steel	80,000 lbs.	160,000
Concrete Deck	4800 sq. ft.	144,000
Concrete Planks	2000 sq. ft.	40,000
	Subtotal	$453,000
Misc. (15% for items not yet defined)		67,000
One-half year's inflation		60,000
	July 1980 Contract Amount	$580,000
DOT/PF Project Developmen Costs (40% +)		230,000
	TOTAL PROJECT COST	$810,000

SOUTH SHORE

ESTIMATED COSTS

Concrete Planks	2000 sq. ft.	$ 40,000
Embankment	3000 cu. yd.	45,000
Slope Protection	500 sq. yd.	25,000
Parking Area	2000 sq. yd.	30,000
	Subtotal	$140,000
Misc. (20% for items not yet defined)		28,000
One-half year's inflation		20,000
	July 1981 Contract Amount	$188,000
DOT/PF project development charges (40% ±)		72,000
	TOTAL PROJECT COSTS	$260,000

HB

2604

COMMITTEE REPORT

HOUSE

3/5/81

(7)

FURTHER: FINANCE

Date: April 1, 1981

Mr. Speaker:

The Committee on TRANSPORTATION has had HB 264

"An Act making a special appropriation to the Department of Community and Regional Affairs for design and construction of a dock in Iliamna; and providing for an effective date."

under consideration and reports it back as follows:

[ ] do pass [ ] do not pass

[ ] do pass with attached amendments(s)

[X] replace with CS for HB 264 [ ] same title [X] new title

and recommends Do Pass

[ ] AND attaches a "Letter of Intent" [ ] New Fiscal Note

[ ] reports it back without recommendation

[ ] referred to the _____ Committee

MEMBERS SIGNING
DO PASS

Bert Wilt
Chris Stone
Fred E. Zharoff
Ray Metcalfe
Peter Reta

MEMBERS HAVING
OTHER RECOMMENDATIONS:

Con Tanner No Recommendation

Peter Reta
CHAIRMAN

H 60 (Rev. 3/81)

Amendments by Chuckwuk:

Funding Information
General Fund $175,000
Other Funds -0-
~~$175,000~~ amend to $50,000

Introduced: 3/5/81
Referred: Transportation and Finance

IN THE HOUSE BY CHUCKWUK

HOUSE BILL NO. 264

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWELFTH LEGISLATURE - FIRST SESSION

A BILL

For an Act entitled: "An Act making a special appropriation to the Department of Community and Regional Affairs for design and construction of a dock in Iliamna; and providing for an effective date."

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

* Section 1. The sum of ~~$175,000~~ 50,000 is appropriated from the general fund to the Department of Community and Regional Affairs for payment as a grant to the village of Iliamna for [~~design and~~] Re construction of a dock.

* Sec. 2. The appropriation made by this Act shall be disbursed in accordance with AS 37.05.315.

* Sec. 3. This Act takes effect immediately in accordance with AS 01.10.-070(c).

Inc
decking nails, spikes, gas
$10,000 freight

SUMMARY OF HOUSE BILL 264

At the Summer peak there are anywhere from 75 to 150 boats using the docking facilities on their way to or from the fishing grounds.

The barge service from Naknek loads and off loads on regular basis and the local traffic consist of 40 to 60 boats.

The 1980 storm was unusual in its severity, and the dock was destroyed.

The dock had been built as a village project, with donated equipment.

Inflation has increased the cost of a replacment dock, but with salvaging 25% of the existing dock and using logs obtained from the area, costs are at a bare minimun. The decking, nails and spikes must be brought in from Anchorage,

Materials	25,000
Equipment Costs	5,000
Labor & Assorted Fees	10,000
Freight (C-130)	10,000
Total	50,000

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. HB NO. 264
Title A special appropriation to DC&RA for design & construction of dock in Iliamna.
Requested by House Transportation Committee Date March 31, 1981

II. FISCAL DETAIL
Agency Affected Department of Community and Regional Affairs
Program Category Affected Development
BRU, Program, or Subprogram(s) Affected Local Government Assistance
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 81	FY 82	FY 83	FY 84	FY 85	FY 86
100 PERSONAL SERVICES		-0-				
200 TRAVEL		-0-				
300 CONTRACTUAL		-0-				
400 COMMODITIES		-0-				
500 EQUIPMENT		-0-				
600 LAND & STRUCTURES		-0-				
700 GRANTS, CLAIMS, ETC.		-0-				
TOTAL		-0-				

FUNDING (Thousands of Dollars)

GENERAL FUND		-0-				
FEDERAL FUNDS		-0-				
OTHER (Specify Fund Source)		-0-				

POSITIONS

FULL TIME		-0-				
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

No administrative costs assuming that existing Department of Community and Regional Affairs Legislative Grant administrative positions remain in the Governor's FY 82 budget.

IV. DATE March 31, 1981 PREPARED BY McKie Campbell
AGENCY Department of Community & Regional Affairs
PHONE 465-4735

Original: Legislative Finance
cc: Budget and Management

HB

2777

COMMITTEE REPORT

HOUSE

3/5/81

FURTHER: FINANCE

(7)

Date: March 25, 1981

Mr. Speaker:

The Committee on TRANSPORTATION has had HB 277

"An Act making special appropriations to the Department of Transportation and Public Facilities and the Department of Community and Regional Affairs for erosion control and assessment projects; and providing for an effective date."

under consideration and reports it back as follows:

[ ] do pass [ ] do not pass

[ ] do pass with attached amendments(s)

[X] replace with CS for HB 277 (Trnsp) [ ] same title [X] new title

and recommends _____

[ ] AND attaches a "Letter of Intent" [ ] New Fiscal Note

[ ] reports it back without recommendation

[ ] referred to the _____ Committee

MEMBERS SIGNING
DO PASS

Bettye Fate

Jan Hayes

Bruce Kelley

Ken Fenumiai

Fred Zharoff

MEMBERS HAVING
OTHER RECOMMENDATIONS:

Ken Fenning DO NOT PASS

Bettye Fate
CHAIRMAN

H 60 (Rev. 3/81)

Proposed Amendment Changes to House Bill 277

Section 1. The sum of $850,000 ($750,000) is appropriated to the Department of Transportation and Public Facilities for erosion assessment. This figure is based on a cost of $50,000 per community assessment in the 17 communities listed on the following page.

Delete the communities of ~~Naknek and~~ Chevak. [M.S.]

Add the communities of Kipnuk, Kongiganak, Kwigillingak and Tuntatuliak. Quinhagak

This brings the total communities to 17 (15).

3/24/83

H.S. Trasp

~~HB 277~~

17 Fuller - $50,000 for 17 communities
back-up or villages
if try to do on fed basis, looking @ 15-20 yrs
propose am
51 sec 1 850,000 replaces $750,000
deleted 2 communities
added Kipnuk, 2) 3)

04 Hayes
sec 2: accurate figures?
Fuller - reason for constr - Corps of Eng proj
ready to go proj
83 Hayes - how was $50,000 per comm. fig derived?
private consultants
97 Fuller - A.V. Ak dredging - dredge in Bethel
area - need monies to utilize
111 Chuckwuck (rep Dist 16 - Bristol Bay)
Tim
schools in danger -
Make-shift dikes or shoreline - eroded / washed away
Pt Heiden - moving houses
150 Hayes - schools in danger - how old are schools -
new or old? No idea - gauge erosion
170 Zharoff - Ck'd always forces Mother Nature - Aniak Bay
emergency situation
192 Hayes - erosion is predictable

3/24/81

HB Transp

HB 377

307 Chuckwuch - lobbying for Eek - his Comm chk other factors - probe of relocating
Dankworth - bill to allocate funds for Eek
315 Fuller - confined area when bldg schools etc - put up where space available
327 Fry - Dillingham - why not in Sec 2 rather than one - don't want erosion, want help
360 Chuckwuch - Dillingham -
375 Fry - need addt'l $50,000 or time to do something
383 Chuckwuch - update rather than study
389 Fry - doesn't understand updated study
394 Zharoff - studies in '80 - prep of reconnaissance report
381 Fry - City of Dillingham in agreement w/ conditions?
Chuckwuch - don't know - no further update
333 Bates - last 3 yrs, DOT involved in erosion control than Corps of Engineers - COE - cost-benefit ratio
Comm wouldn't get cost ratio less < 1
structures i.e. bridges, some road work
2 people in dept does this only - Fibbs
HB 377 - erosion control work different, costly
didn't intend $50,000 to be in concrete; some villages more or less monies
river inspection, P/E, dredging - report back to legis next yr on what can be done - hopefully all 17.
386 Thelma - Exec / amend -

3/24/81

HB 277

Ho Transp

Bates of frozen, difficult assessment, as many as possible

406 Hayes - done by consultant?

Bates - majority yes - money to d o c - one gentleman in dept - probl he play magic for contracts

431 Hayes - new schools in danger - how cited

Bates - not aware of new schools - cited by engineers utility systems det where school goes

444 Hurlbert - Chevak - mayor in town - wants to put in own erosion control - seed bags w/ wire - wants to go thru DOT, let study out

457 Bates - if wanna; short-term solution - if M-G.

465 Fog - CRSA

470 Bates - letter of Intent, M-G.
transp of resp agreement

480 Fog -
Marie Malsano - CRA - continuation of Ft Hayden
Chevak incorp? 3rd class city - M-G.
Nelcelfe - comm. goal to implement erosion control

500 Bates - no way to assess - most exper w/ CSR+T

513 Thelma - hire outside eng firms knowing nothing about Arctic eng.

519 Bates - 90% of work RFP done w/in State - if expertise found w/in states - if can't meet req, don't get job - vast maj done w/ Ak consultants

530 Thelma - new school in 5 yrs ago. Sinking
built gymn 5' OB leg size - close to river
Why do we let these kind of probl w/ COE, DOT

3/24/81

Hs Trans

HB 377

Helena - frustrated -

543 Bates - in most cases, jobs that go sour
thermal piles - trade-off
eds - if insulate, smoother; 2/3 mi you built

559 Bates - Sec 2
Shesnaref - monies req suffic for D&C - sand cement in bags SW Ak regional dredging - Sec
M-G acct to Bethel
Unalakeet - $800,000 suffice w/Gabeion
Mgr casting add another 1/mile
Class 3 riff raff

581 Fry - Sec 1 villages - can some of them beyond pl of study - prepared for action

590 Bates - not aware - most cases no study done
if allowed to do eng work, then can make more accurate sec

599 Fuller - in assembling bill, contacted every Rep - info is what came in.

607 Bette - Tatitlek - tremendous erosion - need assessment for breakwater

611 Fry - agrees w/ need of villages
size of + addt'l comm - Chuckwuck

620 Chuckwuck - @ least 500 in a village

623 Thelma - all villages ready to go - local hiring - frustrated if do job, > local here

637 Bates - if local hire, don't approp to DOT - State req to contract w/own forces; eliminates work w/ local villages

3/24/81

Hs Transp

HB 277

645 Hurlbert - appreciate comments - people are frustrated
Chevak - no economy - complete subsistence
wants labor intensive job

665 Metcalfe - dev opinion to go to CRA
info on what villages capable to do themselves

667 Fuller - hill eroding
no obj to Chevak M.G.
see am made at pass-out
talking about homes, schools, boats!

706 Hayes - not to move w/ am by Fuller
#1 am delete Chevak to Sec 1, place in Sec 2
300,000 to M.G.

730 Thelma - am-am: rec by DOT headlist seawall
#2 1.8 mil rather than 800,000 - Fuller disagrees
800,000
#3 recog am MG to Bethel - approve - prop by Fuller

738 Bette -
Zharoff new sec 4 - 2.3 mil from GF to MG crossing
Bethel, S.W Ak Prodg Chevak (300,000)
Bette - Hayes - am $830,000 Sec 1
Thelma - am 1 @ time

760 Zharoff - consider am $850 - 900,000 to include
Village of Aniakchak - move am
Bette - obj by Frog
all but Mete + Frog - passed
$900,000 + add Aniakchak
~~Bette~~ Thelma - dredging in Bethel

Bette - move bill w/ amt $900,000

900 Hayes - adopt amt before comm w/amt
no obj, so moved - adopted

817 Hurlbert - amt sec 4 $300,000 SOA - M.G. erosion control
in Chevak - Union consent asked - w/drawn

Bette - Mng obj for clarification

Thelma - new sec 4 - ② 300,000 for Chevak - ① Bethel deeds
2.3 Mil

Zharoff - ~~as~~ delete line 22 & renumber accordingly

860 Mng line 38 - 010 rather than 020 - if not used, lapse
amt to amt
gr - gr

Thelma - sec 1 lapsing prov - for DOT/PF

Zharoff - draft of M.G - safeguards incl to lapse
unutilized monies

~~Bette~~ Zharoff to

Marie Malavans - once contract signed, monies encumbered

Bette - Mng amt - failed

963 Bette - amt by Thelma prev stated
Union passed

Hayes - move bill as DS

Bette - moved out Hurl, Hayes, Cato, Mete, Z
Zharoff

PB 30. 01.5 3/6

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE: 3/24/81
LOCATION: CAP 11A
SUBJECT: HB 347

NAME	REPRESENTING	ADDRESS	PHONE	HERE TO TESTIFY	HERE TO OBSERVE
REP. JACK FULLER	HOUSE			✓	
JOHN BATES	DOT/PF			✓	
Joe Chmielewski				✓	
Marie Matsumoto					✓

Funding Information
General Fund $6,030,000
Other Funds -0-
$6,030,000

Introduced: 3/5/81
Referred: Transportation and Finance

IN THE HOUSE

BY FULLER, ADAMS, CATO, CHUCKWUK, HURLBERT AND VASKA

HOUSE BILL NO. 277

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWELFTH LEGISLATURE - FIRST SESSION

A BILL

For an Act entitled: "An Act making special appropriations to the Department of Transportation and Public Facilities and the Department of Community and Regional Affairs for erosion control and assessment projects; and providing for an effective date."

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

* Section 1. The sum of $750,000 is appropriated from the general fund to the Department of Transportation and Public Facilities for erosion control assessments in Ambler, Chevak, Clarks Point, Dillingham, Karluk, Kivalina, Kotlik, Kwethluk, Naknek, Nunapitchuk, Napakiak, Tatitlek, Teller, Togiak, and Wainwright.

* Sec. 2. The sum of $5,200,000 is appropriated from the general fund to the Department of Transportation and Public Facilities for erosion control and seawall construction projects to be allocated as follows:

Deering seawall construction	$ 1,200,000
Shishmaref erosion control	1,200,000
Southwest Alaska region dredging - City of Bethel	2,000,000
Unalakleet seawall construction	800,000

* Sec. 3. The sum of $80,000 is appropriated from the general fund to the Department of Community and Regional Affairs for completion of the Port Heiden erosion project.

* Sec. 4. The appropriations made by this Act are for capital projects and are subject to AS 37.25.020.

* Sec. 5. This Act takes effect immediately in accordance with AS 01.10.-

070(c).

Proposed Amendment Changes to House Bill 277

Section 1. The sum of $850,000 ($750,000) is appropriated to the Department of Transportation and Public Facilities for erosion assessment. This figure is based on a cost of $50,000 per community assessment in the 17 communities listed on the following page.

Delete the communities of Naknek and Chevak.

Add the communities of Kipnuk, Kongiganak, Kwigillingak and Tuntatuliak.

This brings the total communities to 17 (15).

CITY OF PORT HEIDEN
PORT HEIDEN, ALASKA 99549

November 6, 1980

Dave Gray,

Senator George Hohman
P.O. Box 289
Bethel, Alaska 99559

Dear Senator Hohman,

This is to acquaint you with a serious situation which has been developing here in Port Heiden.

As you may already know, we are experiencing a severe beach front erosion problem. Large tides and storms claim anywhere from 10 to 20 feet of beach each year. This has forced some residents into moving their entire houses away from the beach. In just one storm this year, we lost 15 feet of beach, a house was destroyed, and several other homes are in danger of being damaged.

For the past two years we have been working with the Department of Community and Regional Affairs putting together a realistic program for relocating our city. Unfortunately, due to escalating prices and the high cost of transporting materials, the money we have received wasn't enough.

In order for any site to be suitable grounds for a home electricity must be available. With the money we have received to date we have done that. We have extended our utility service 3 1/2 miles along the main road. Several homes have been relocated along this road. However, due to lack of funds we cannot complete this project.

Working with the Department of Community and Regional Affairs we tried to get funding from the legislature. This was denied. But, with or without funds the danger to homes and to the people here still exist.

CITY OF PORT HEIDEN
PORT HEIDEN, ALASKA 99549

We have learned recently that you may be able to help us secure the necessary funds from the Governor's Contingency Fund. We need $80,000.00 to complete this most necessary project. We feel the $80,000.00 necessary to complete this project is a small price to pay to insure the continued existence of this community. The loss of one home this year, and the danger to others, is directly related to the lack of funds available to finish this project.

Time is of the essence. With winter approaching we must get the funds at the earliest possible date as the frozen ground also makes house moving easier. This being a fishing community the only time available to us for such a project is winter.

We will be sincerely grateful for any help you can give us in alleviating this dangerous and unnecessary situation.

Sincerely,
City Council of Port Heiden

Virginia Graham
Annie Christensen
Carol Carlson
Bert Carlson
Lorraine Christensen
Dan Ole E. Lund (Mayor)

CC:
Dave Gray

DKW/cw

PROPOSED AMENDMENT CHANGES TO HOUSE BILL 277

"An Act making special appropriations to the Department of Transportation and Public Facilities and the Department of Community and Regional Affairs for erosion control and assessment projects; and providing for an effective date."

Section 1. The sum of $900,000 ($750,000) is appropriated to the Department of Transportation and Public Facilities for erosion assessment. This figure is based on a cost of $50,000 per community assessment in the following 18 communities:

Ambler: Spring flooding near the shoreline occurs yearly when the ice begins to move. A bigger problem is erosion in the bluff areas as a result of spring runoff. Running water is eroding and removing soil free vegetation. New homes in Ambler are located above the dangerous flood areas, but boat moorings, storage areas and some of the older structures are vulnerable to the high waters.

Chevak: River bank erosion, particularly in the area where barges are loaded and unloaded, is placing several properties in danger and is severely wearing away the land. U.S. Army Corps of Engineers has inspected the site and would be willing to help plan a control project, however, they do not have the funds for either an in-depth study or the project itself.

Clarks Point: A breakwater is needed to protect the homes, fish camp sites, the airport and road against erosion caused by wave action and high tides. The village has had to move to a new, higher location already because of this problem.

Dillingham: In 1972 the U.S. Army Corps of Engineers completed a study of shore front erosion control, but the City of Dillingham was unable to come up with the required match monies and the project was never begun. Storms and high seas have caused continuing damage to the shore. An update on the Corps' original study is needed before a final project can be approved.

Karluk: The continued disintegration of the Karluk Spit was initially calused by the 1978 storm and has increased the size of the break in the spit to 350 feet, and has allowed a sufficient current of water to increase the erosion rate. The erosion is prohibiting the development of a bulk fuel storage facility, expansion of the children's playground and skiff moorage.

Kivalina: This village lies on a flat sand and gravel spit eleven feet above sea level at the airport. Severe storms and wind driven waves cause coastal flooding which affects 20/30 percent of the village. The continued removal of sand and gravel, which stabilize shoreline, has contributed to the beach erosion problem.

Kipnuk: Bank erosion is occurring as a result of wind driven waves and river scour action. The problems are compounded and costs grossly increased due to remoteness, permafrost and total lack of locally available constrution materials.

Kongiganak: Disturbance of the tundra and disruption of its underlying permafrost is creating soil slumps and gullies leading to the river. River bank scour is limited in extent but extreme in effect where it is occurring.

Kotlik: A seawall needs to be constructed along the banks of the Kotlik Slough. Each year the bank caves in about three feet; many of the village's homes and the school building are in danger and may need to be moved if preventive measures are not taken.

Kwigillingak: Bank erosion is occurring as a result of river scour and permafrost subsidence along a broad river front with several loading sites being affected. Evidence from numerous earth slumps indicates the permafrost in this area possesses a high ice to solids ratio.

Kwethluk: The City of Kwethluk is located along the Kuskokuak Slough. Because of erosion, many of the village homes are in danger and may need to be moved if preventive measures are not taken.

Napakiak: The City of Napakiak is located along the Napakiak Slough and the Kuskokwim River. Erosion of the banks of the Kuskokwim River. and Napakiak Slough is quite serious and many village homes are in danger.

Nunapitchuk: The City of Nunapitchuk requires dredging of the un-named lake between Nunapitchuk and the mouth of the Johnson River. Barges often runs aground in this area. Also the erosion of the banks of the Johnson River is quite serious and many of the village homes are in danger.

Tatitlek: The village has requested a breakwater since the earthquake of 1964. It has been discussed at the state and national level for years. However, to date nothing has been done. The need has grown and the problem has worsened. Erosion has caused the harbor to silt badly. See attached reports.

Teller: The Village of Teller is located on a spit between Port Clarence and Grantley Harbor. The village is exposed to flooding and erosion caused by storm surges and storm-driven waves from the Bering Sea and Port Clarence. Storm winds from the west and southwest have the greastest potential for causing damage. Erosion control assessment project is badly needed for the village.

Togiak: Storm-caused high winds and waves have taken out portions of the bank on the bay side. Continued erosion will affect homes and the school.

Tuntatuliak: The Village of Tuntatuliak has the same problems as the Village of Kwigillingok. Please see the discription for Kwigillingok.

Wainwright: Severe storms and wind driven waves cause coastal flooding which affects 20/30 percent of the village. The continued removal of sand and gravel, which stabilize shoreline, has contributed to the beach erosion problem.

HB 277 Erosion Control Assessment

Section 2. This section appropriates $5,200,000 to the Department of Transportation and Public Facilities for four erosion control and seawall construction projects for the following communities:

Deering Seawall Construction

For many years Deering has needed a seawall to contain bank erosion. This appropriation would provide for a 10' wide bank along the front of the village.

Shishmaref Erosion Control

In 1978 the U. S. Army Corps of Engineers completed a study with three erosion control alternatives. The village is on a small island with little room for expansion or growth, and there is no other suitable building land nearby. Erosion is Shishmaref's most serious problem, and affects every other anticipated project in the village.

Southwest Alaska Region Dredging

The anticipated appropriation would fund a series of dredging projects on the Kuskokwim and Johnson Rivers using the dredge purchased for the City of Bethel in 1980.

(There is a possibility that this portion of the bill would be amended to put community's request in the municipal grants account through the Department of Administration.)

Unalakleet Seawall Construction

The anticipated appropriation of $800,000 would build a seawall which would protect the city itself against beach erosion; DOT/PF recommends $1.8 million to complete the job; which would extend the seawall around the western side of the airport runway.

Section 3. The sum of $80,000 is appropriated to the general fund to the Department of Community and Regional Affairs for completion of the Port Heiden erosion project.

Port Heiden is experiencing severe beach front erosion problems. Large tides and storms claim anywhere from 10 to 20 feet of beach each year. This has forced some residents into moving their entire homes away from the beach.

For the past two years the City of Port Heiden has been working with the Department of Community and Regional Affairs on putting together a realistic program for relocating the city. Unfortunately due to escalating prices and the high cost of transportating material, the funds received have not been enough.

According to the U.S. Army Corps of Engineers it would be more cost efficient to move the homes rather than try and control the erosion problem. The City of Port Heiden has relocated 5 homes and 20 more buildings need to relocated. In order for any site to be suitable grounds for a home, electricity must be available. The City of Port Heiden has extended their utility service 3-1/2 miles along the main road. However, due to lack of funds, the City cannot complete the project.

TOGIAK CITY COUNCIL
P. O. BOX 99
TOGIAK, ALASKA 99678

July 3, 1980

The Honorable George H. Hohman
Alaska State Legislature
Pouch V (MS 3100)
Juneau, Alaska 99811

Dear Senator Hohman:

Within the past fall, the area of Bristol Bay and other areas have been hard hit by high winds and high water.

The City of Togiak would like to request assistance for erosion control both from the State and the Federal Government.

Last fall of 1979 the highwinds and tides took some of the bay side bank out to the beach. The people fear that if the similar situation happens it will effect the residential homes along the beach as will as the school. We would like to request from your office and your colleages all the assistance that we can get.

If there are other agencys that we can contact by writing a letter please let us know.

Sincerely,

TOGIAK CITY COUNCIL

David B. Nanalook

David B. Nanalook
Mayor

DBN/nb

cc; Rep. Nels A. Anderson, Jr.
Senator Ted Stevens
Senator Mike Gravel
Congressman Don Young
Governor Jay S. Hammond

CITY OF DILLINGHAM

P.O. BOX 191 DILLINGHAM, ALASKA 99576

TELEPHONE (907) 842-5211 or 842-5212

November 26, 1980

Joe Chuckwuk
Dillingham,
Ak 99576

Dear Joe:

The City Council of Dillingham would like to request your assistance with erosion control of our shore front. It maybe that this would at least partially be eligible under some type of Industrial Park Development related to ferry service and fishery development.

Following is a brief recap of the problem including past and current action by the city itself.

June 1965 - A resolution was passed by the United States Sentate Committee of Public Works directing a survey of the shores of Dillingham in the interest of erosion control and related purposes.

August 1967 - Council meeting which was attended by Corp of Engineers representatives seeking in writing assurance of cooperation by the city for the erosion study process. This was voted on and City Manager was instructed assurance of full cooperation to the full extent in the program for control of beach erosion.

July 1971 - Findings of study were presented to the city and comments were solicited. Determination was "benefits were insufficient to make the protection economically justified".

Nov. 1971 - Corp of Engineers had not received any response acknowledging the presentation.

Nov. 1971 - Letter to Corp stating city does not have a copy of report and details regarding new construction starting which will include a 1 1/2 million dollar cold storage and wharf as well as road and staging area. Also states water/sewer improvements are intended in water front area.

At this time the city once again asked for re-evaluation of situtation.

Jan. 1972 - Almost 7 years since Senate directed study

Letter from Corp of Engineers describing meeting held in Anchorage at which Corp of Engineers, City Manager and City Engineer discussed Corp of Engineer Study and new cold storage/wharf facility. Conclusion: "Although located in the erosion area, the soon to be constructed cold storage facility, as designed, incorporates a heavy rock embankment as protection for earthen fill area. The purpose of the rock is for erosion protection and will be adequate to protect the fill". No additional justification for the study.

The study was called complete 1 January 1972.

September 1975 - New City Manager, Joe McGill, applied for a permit from the Corp of Engineers and Div. of Lands, State of Alaska for construction of a 1250 ft. breakwall to protect the cold storage, dock and city river bank.

This permit was issued in January 1976.

March 1978 - The Corp of Engineers offered a Shoreline Erosion Control Demonstration Project to the city requesting a local contribution of $25 - 50,000.

I can find no consideration by council and have been told by past City Clerk the Acting City Manager never took it to council. Neither can I find any letter to Corp of Engineers but it must have been turned down by the Acting City Manager.

I became City Manager in August of 1978 and in Mar. 1979 asked the Corp of Engineers if these erosion demonstration projects were still available. They stated no.

The Corp of Engineers permit and land use permit expired in 1979 due to no construction and upon seeking extension I was informed I would have to reapply and go through entire process again. Due to not having a design and construction funds unknown, I did not reapply.

Sept. 1979 - The council requested erosion control assistance from the Corp of Engineers.

Nov. 1979 - The Corp of Engineers reconfirmed "That after a review of the 1972 study the Corp of Engineer involvement in an erosion control project is not warranted at this time". If the city decides to undertake an erosion control project, Corp staff will be available for technical assistance such as reviewing proposed plans.

Dec. 1979 - High seas caused serious erosion in cold storage area and an engineer was called to review for possible structural damage to city dock.

Aug. 17, 1980 - The worst storm on record hit Bristol Bay area. Appraisal of damage to city owned cold storage/wharf $48,000, severe loss of bank due to erosion with many private concern hard hit and loss of 5 32 ft. commercial boats at Peter Pan dock.

Aug. 21, 1980 - Declared disaster area by City Council.

Sept. 2, 1980 - Declared disaster area by Gov. Hammond.

Nov. 6, 1980 - City Council directed Mayor Carlson to write a letter to all agencies concerned regarding assistance with erosion control and or Industrial Park on the shoreline of Dillingham. This covers that request.

Current situation

Water/Sewer - Expansion to the east of downtown Dillingham in so called Snag Point area has required main water/sewer line installation only 15 - 20 feet from eroding bank in places. Our sewer system is gravity feed and lift stations are costly.

Our main sewer discharge pipe has had gravel and beach cover badly eroded away and has had to have repair work 2 times this year.

Cold Storage/Wharf - The city currently has some $3,025,000 invested in the cold storage, wharf staging area and plans $4 million in dock expansion and staging area during 1980 - 1981. Part of this newly funded project will be solid fill to protect some additional 300 - 350 feet of shoreline east of dock.

The city lost all of its erosion control under the city dock cold storage area in 1979 and 1980 storms. Some $23,000 in repairs to dock were required and erosion control for protection to understructure of cold storage has not yet been reconstructed. In 1972 a rock embankment was discussed. However, the actual construction was of solid bags of concrete with natural clay - earth fill behind to protect the cold storage understructure. We have also lost some 20 feet on east side of cold storage completely exposing grinder pit area.

Government owned versus private property ownership was discussed in the 1965 - 1972 erosion study. This picture has changed some what.

1. Industrial use versus private with construction of Icicle warehouse staging area just east of city dock.

2. The city has now acquired some additional 6 shore lots and very likely can acquire additional if erosion control is to be reason.

3. Each year our unbuilt city street rights-of-way become closer and closer to the bank. These unbuilt street rights-of-way contain our water/sewer for a rapidly expanding city.

4. A greatly increased money valuation of the city owned cold storage/ wharf area.

5. Engineering input that no one small section being given erosion control can succeed without entire bank being considered.

6. Expanding fisheries dependent on the one public dock must be considered a benefit.

7. Freight distribution for all of the area villages must also be considered as a benefit. Without an upland staging area and adequate dock north bound cargo barges are rendered helpless.

8. Boat harbor. The Corp of Engineers are seriously concerned over the lack of erosion control on west side of entrance to harbor. This badly eroded in August 1980. Last summer this harbor had 539 users.

A recap or summary of our problem would be that regardless of whether you term it Industrial Park, Erosion Control or a worthwhile State of Alaska Public Works Project, "we need help".

Thank you for your consideration.

Sincerely,

David B. Carlson

David B. Carlson
Mayor

CITY OF DILLINGHAM

P.O. BOX 191 DILLINGHAM, ALASKA 99576

TELEPHONE (907) 842-5211 or 842-5212

December 17, 1980

Colonel Lee R. Nunn
District Engineer
Alaska District, Corps of Engineers
P.O. Box 7002
Anchorage, Alaska 99510

Dear Colonel Nunn:

The City Council of the City of Dillingham, at its meeting of December 18, 1980 has directed me to write you advising you of the following:

The City of Dillingham hereby requests preparation of a Reconnaissance Report covering small shore and beach restoration and protection under authority of Section 103 of the 1962 River and Harbor Act, for the area of Dillingham.

The City of Dillingham, as a public agency fully authorized under State laws to give such assurances and financially capable of fulfilling such measures, hereby agrees to all items of local cooperation including:

a. Contribute in cash the local share of project construction costs, determined in accordance with existing policies for regularly authorized projects, in view of recreational benefits, land enhancement benefits or other special or local benefits expected to accrue.

b. Provide without cost to the United States all necessary lands, easements, rights-of-way, and relocations required for construction of the project, including that required for periodic nourishment.

c. Hold and save the United States free from claims for damages which may result from construction and subsequent maintenance of the project, except damages due to the fault or negligence of the Unites States or its contractors.

d. Assure continued conditions of public ownership and use of the shore upon which the amount of Federal participation is based during the economic life of the project.

e. Assure maintenance and repair, and local share of periodic beach nourishment where applicable, during the useful life of the works as required to serve the project's intended purpose.

f. Provide and maintain necessary access roads, parking areas and other public use facilities open and available to all on equal terms.

g. Specific cases may also warrant assigning other additional local responsibilities, such as providing appurtenant facilities required for realization of recreational benefits.

h. Assume full responsibility for all project costs in excess of the Federal cost limitation of $1,000,000.

Yours truly,

David B. Carlson

David B. Carlson
Mayor

BRISTOL BAY AREA HEALTH CORPORATION

FULL BOARD OF DIRECTORS

- Resolution 81-07 -

CONSTRUCTION OF A BREAKWATER AT CLARKS POINT

WHEREAS: The village of Clarks Point has a serious erosion problem due to wave action and high tides, and

WHEREAS: this erosion problem if not corrected will destroy the spit area where the present homes, fish camp sites and set net site locations reside, and

WHEREAS: if unattended, the road and airport will also be in jeopardy allowing no access or exit during high tides to airport from the new relocated village site on the hill, thus posing a clear threat to life and safety,

NOW THEREFORE BE IT RESOLVED that the Bristol Bay Area Health Corporation Full Board of Directors, duly assembled this 3rd Day of December, 1980, in Dillingham, Alaska urge the U.S. Army Corps of Engineers, State of Alaska Department of Transportation and the Economic Development Administration cooperate to construct a breakwater to control any further erosion and damage to the village of Clarks Point.

Certification:

Marlene Johnson,
President

Maryann Johnson,
Secretary/Treasurer

BRISTOL BAY AREA HEALTH CORPORATION
P.O. BOX 10235
DILLINGHAM, ALASKA 99576

PHONE: (907) 842-5266
(907) 842-5267

December 23, 1980

State of Alaska
Department of Commerce and Economic Development
State Office Building
Pouch D
Juneau, Alaska 99811

Dear Sirs:

On behalf of the village of Clarks Point, my Board of Directors, representative of the 32 villages in the Bristol Bay area, we would like you to cooperate with the following, to construct a breakwater to control any further erosion and damage to the village of Clarks Point as per Resolution 81-07.

Agencies we feel who can help:

1. U.S. Corp. of Engineers
2. Alaska State Department of Transportation
3. Economic Development Administration

It is our hope that a high labor intensive project using local labor will be utilized this coming construction season due to the imminent threat of losing the Spit and property due to high tide and wind action now that most of the Spit has eroded away.

If you have any questions, please write or call us or the village of Clarks Point.

Sincerely,

Robert J. Clark
Executive Director

cc: Village of Clarks Point
Bristol Bay Native Association
Representative Joe Chuckwuk
Senator George Hohman

attachment: Resolution 81-07

Carter

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. HB NO. 277
Title A special appropriation to DOT/PF and DC & RA for erosion control projects.
Requested by House Transportation Committee Date March 23, 1981

II. FISCAL DETAIL
Agency Affected Department of Community and Regional Affairs
Program Category Affected Development
BRU, Program, or Subprogram(s) Affected Local Government Assistance
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 81	FY 82	FY 83	FY 84	FY 85	FY 86
100 PERSONAL SERVICES		-0-				
200 TRAVEL		-0-				
300 CONTRACTUAL		-0-				
400 COMMODITIES		-0-				
500 EQUIPMENT		-0-				
600 LAND & STRUCTURES		-0-				
700 GRANTS, CLAIMS, ETC.		-0-				
		-0-				
TOTAL		-0-				

FUNDING (Thousands of Dollars)

GENERAL FUND		-0-				
FEDERAL FUNDS		-0-				
OTHER (Specify Fund Source)		-0-				

POSITIONS

FULL TIME		-0-				
PART TIME		-0-				
TEMPORARY		-0-				

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

Section 3 only
Erosion has forced the relocation of the city of Port Heiden. Legislative Grants totalling $75,000 for FY 79 and FY 80 were used to provide electricity to a new town site and move five homes. Approximately 20 buildings would be moved with this $80,000 appropriation, which would complete the project. This appropriation is in response to a formal request from city council.

No additional costs providing Department of Community & Regional Affairs Legislative Grants administrative positions remain in Governor's FY 82 budget.

IV. DATE March 23, 1981 PREPARED BY McKie Campbell
AGENCY Department of Community & Regional Affairs
PHONE 465-4735

Original: Legislative Finance

LOWER KUSKOKWIM COAST CORPORATION

GENERAL DELIVERY
KIPNUK, ALASKA 99614

December 9,1980

Alaska State Senator George Hohman
Pouch V
Juneau, Alaska 99811

Dear Senator G. Hohman,

As it had been requested and now had been surveyed by DOT and am including the copies of the reports, I am here therefore again asking for you to look more into our problems here in our four corporated villages of Lower Kuskokwim Coast.

On before election, you had ernestly seek for our support in wanting to be in your seat as you are sitting in now. You promised us that you will do whatever you have to do if you win the election; Now, being re-elected by us, we in return want you to do what you pocessed to do more fervently. As you may had known already of our major problems here at our Coastal villages of Lower Kuskokwim of river erosions of our rivers being eroded away at the top 15' annually and you may know that it takes force to move out barrels of oil by manpower. The houses, the school at Tuntutuliak, if not being worked out soon, next on your trip you will see no school where it is sitting now from your last seen from Sept. 12&13th, 1980 during L.K.C.C. meeting

With our state (Alaska) being so rich and almost don't know what to do with its money, why not use the monies for it's own use as our problems here.

I hope you working Senators, Congressman and Represantative of our State will take stand on this strongly.

Sincerely,

David K. Carl
L.K.C.C. Project Director

cc:Honorable Ted Stevens U.S.Senator
Joseph Chuckwalk District 16 Representative
Honorable Don Young U.S.Congressman
Frank Murkowski U.S.Senator

MEMORANDUM State of Alaska

TO: John Tolley, Planner
Planning & Programming
Central Region
DOT/PF

DATE: October 14, 1980

FILE NO: 230H

TELEPHONE NO. 586-2195

FROM: R.P. Beck, P.E.
Chief of Design
Division of Harbors
DOT/PF

SUBJECT: Lower Kuskokwim
Erosion Control
Projects

Because of the variety of conditions and problems at the four visited sites, I will treat each as a separate problem rather than to attempt to draw any common conclusions based on similar factors. This memo could easily become a mini treatise on Arctic engineering if I attempted to detail, define and amplify the basic processes that are occurring either singly or in combination at the four sites. Suffice to say, I feel we are seeing three very basic physical actions as causative agents:

1. River and stream erosion; bank scour and degradation of unprotected and unstable banks (deterioration along a vertical plane).

2. Wind and wave erosion; same effect as above (deterioration along a vertical plane).

3. Subsidence, sluffing, and slumping; permafrost when mechanically disturbed, its insulating cover removed and its stable temperature balance disrupted will tend to a cyclical freeze/thaw state either seasonally or tidally influenced with warm water inflows and outflows. The net result is loss of solids within the earth mass (mineral particulates, or ice content material). In other words "the bottom drops out". (deterioration along a horizontal plane).

With the foregoing in mind, discussion of the four sites follows:

Kipnuk: is sited along an oxbow bend in the river where water runs deepest and the bank is highest. Physically, the location meets local needs for adequate water depth at all stream stages and conveniently high ground for offloading of materials. Bank erosion is occurring as a result of wind driven waves and river scour action. Slumping of disturbed permafrost does not appear to be a contributing factor at this site. Remedial proposals are:

1. A continuous seawall front.
2. Groins to re-direct current action.
3. A combination dock and groin structure.

The problems are compounded and costs grossly increased due to remoteness, permafrost and total lack of locally available construction materials (local knowledge says sand and gravel are barged up from Seattle). Option #3 has the most merit both economically as a substitute loading and dock area and as a stream deflector and wave barrier. Additional study and feasibility work must be done to define and analyze the permafrost limits and makeup, determine best and most effective design, determine best choice of materials and construction technique, and finally, provide cost effectiveness information to determine if such a project is feasible.

Kwigillingok: similar to Kipnuk except that wind generated wave exposure is nil. Bank erosion is occurring as a result of river scour and permafrost subsidence along a broad river front with several loading sites being affected. Evidence from numerous earth slumps indicates the permafrost in this area possesses a high ice to solids ratio. Becuase of the broad front exposed to river scour a seawall appears totally unfeasible at this site. Recommendations are therefore limited to:

1. Protective groins.
2. A combination dock and groin structure.

As at Kipnuk, additional study, definition, analysis and competent engineering design must be accomplished prior to letting of a construction contract or negotiating a grant in aid to the village.

Kongiganak: is sited similar to Kipnuk and Kwigillingak within an oxbow bend in the river. At this site the river bank is in excess of 25 feet high rather than 6 to 8 feet. Disturbance of the tundra and disruption of its underlying permafrost is creating soil slumps and gullies leading to the river. River bank scour is limited in extent but extreme in effect where it is occurring. The bank makeup appears to be of a high water, solids ratio permafrost. Wind and wave exposure is nil, with scour as a result of river flow alon . Possible remedies applicable to this site are similar to the three envisioned for Kipnuk. My Kipnuk conclusions and recommendations are germain to Kongiganak.

Tuntatuliak: is similar in all cases to Kwillingok, my conculsions and recommendations are therefore the same.

In summary, John, I must interject a great degree of caution as foremost in my recommendations noting specifically that we must have detailed site studies and competent engineering workups before undergoing any comprehensive public works projects.

MEMORANDUM State of Alaska

TO Maurice L. Wilson, Manager
Central Division Transportation
Planning

DATE: October 28, 1980

FILE NO 300C

TELEPHONE NO: 266-1616

FROM John Tolley, Transportation Planner
Central Division Planning
& Programming

SUBJECT: Lower Kuskokwim
Erosion Control
Projects

On September 30, 1980, Bob Beck (Chief of Design with the Division of Harbors), Carol Sacheck and myself traveled to the villages of Kipnuk, Kwigillingok, Kongiganak and Tuntutuliak to examine local riverbank erosion problems. The primary objective was to obtain information from village residents and assess the magnitude of the erosion problems.

KIPNUK

We arrived in Kipnuk at 10:00 A.M. and met with Mr. David Karl who serves as Manager for the Lower Kuskokwim Coast Corporation. This Corporation serves as the non-profit native Village Corporation for Kipnuk, Kwigillingok, Kongiganak and Tuntutuliak (each village maintaining a 25% share). Mr. Karl showed us the primary erosion problem areas at Kipnuk. These areas consist of three seperate sites located along an oxbow bend of the Kugkaktlik River. The riverbank in this location is less than five feet high and the three major erosion areas total approximately 900' in length. The banks are subsiding at a rate of approximately three to four feet annually. The problem is most severe when high tides occur simultaneously with strong north winds. Mr. Karl then accompanied us to the other three villages to facilitate introductions to the appropriate local officials. He also proved to be of great assistance acting as an interpreter due to our inability to communicate in Yupik.

KWILLINGOK

We arrived in Kwigillingok at 11:30 A.M. and met with James Atti and his father Peter Atti. James is the Village Council President. There are three major sites of riverbank erosion along the Kwigillingok River totaling approximately 600' in length. The heights of the riverbanks range from approximately 10' to upwards of 25' at the unloading and staging area near the new high school. The bank has been subsiding at a rate of approximately 10' to 20' annually varying among the three separate locations with disparate tidal and wind conditions. An additional problem for the community is the formation of new sloughs in the permafrost. We inspected two sloughs that have developed within the past year. These sloughs are causing minor disruption along the pathways that connect the villages residences and activity centers.

KONGIGANAK

We arrived in Kongiganak at 1:30 P.M. and met with James Lewis and Ivan Azean. Mr. Lewis was the most recent Village Council President. The erosion problem along the Kongiganak River is confined to one large area. The site is approximately 1000' in length with the bank height in excess of 20'. The riverbank is currently subsiding at a rate of approximately 10' annually. The problem of new slough formation also occurs at Kongiganak. As the permafrost melts, graben formations develop due to subsidence below the ground surface. The Village residents have been filling these depressions with refuse and this could pose a potential health and safety hazard.

TUNTUTULIAK

We arrived at Tuntutuliak at 3:00 P.M. and met with Paul Andrew and James Charles. The major erosion areas along the Kinak River include approximately 2500' of total length. The magnitude of the problem and specific erosion rates vary by location but in general the bank is subsiding at a rate of approximately 10' to 15' annually. The most severe problem occurs along a 1200' length of riverbank adjacent to the BIA school and village water well. The school itself is approximately 50' from the existing riverbank.

SUMMARY

There is obviously a significant erosion problem at these four villages. However, these conditions are not unique to the subject villages but rather occur at numerous riverfront communities throughout Alaska. An attached memorandum from Mr. Beck addresses some of the specific engineering characteristics and explains the basic geomorphic and hydrologic processes interacting along the riverbanks at the subject villages. I concur with his recommendations that detailed location studies, reliable engineering data, soils reports and alternative solutions to the erosion problems need to be prepared before proceeding with any actual construction work.

JT/lm

Attachment

cc: Jim Edwards
Maurice Wilson

Alaska State Legislature

Senate

OFFICIAL BUSINESS

POUCH V
CAPITOL BUILDING
JUNEAU, ALASKA 99811

MEMORANDUM

TO: Representative Tony Vaska

RE: HB277; $2,000,000 Southwest Alaska Region Dredging

You have asked for specific information on projects to be undertaken persuant to the above referenced house bill. Following is the information:

1. CHEFORNAK.....$200,000
2. DEACONS LANDING.....$500,000
3. LISKEYS CROSSING.....$280,000
4. AKIACHAK.....$120,000
5. JOHNSON RIVER.....$330,000
6. NAPAKIAK.....$120,000
7. NAPASKIAK.....$120,000
8. QUINHAGAK.....$210,000
9. ATMAUTLAUK.....$120,000

The funding for these specific projects should be considered allocations and not exact figures for the projects. If economies are realized on certain projects, the balances should be transferred to over-runs on the other projects.

From: Kotlik City Council
c/o Kotlik City Office
Kotlik, Alaska 99620

JAN 30 1981

To: John G. Fuller
Alaska State Representative
Pouch V
Juneau, Alaska

Date: January. 26, 1981

Dear Alaska State Representative,

We are sending a list of the Priorities, which are listed below. We would appreciate it if you took them into consideration. The priorities that the Village of Kotlik have Dire needs of. They are as follows:

1. Television is one of our priority for the reason.
   a. There are some Educational Series that will be helpful to the Children, and also to the Adults.
   b. For entertainment
   c. Also it gives out information on news that are not broadcasted over Radio Station.
   d. Some Video Programs are also beneficial for the young students that are still in school.
2. Village Gymnasium with Bleachers
   a. The Villagers need more entertainment centers. Their main sport is Basketball and it is not big enough to hold up a tournament because of not enough space.
   b. The people need a place of their own Gym where it is big enough to hold up to 350 people. Besides playing basketball they also can have different sports going on.
   c. The High School Gym is much to small, and it has signs of weak spots after four to five weeks of occasional use by the High School Students and the Village Leagues.
   d. The High School Gym is not well constructed and does not have good equipment or bleachers.
3. Roads for the Village
   a. It is swampy behind the village, so we need it to be drained. And put a gravel to have a road to walk on.

4. Lights for Airport

a. Since we do have an emergency yearly here at the Village of Kotlik. We would like to have some lights for the safe landing of the Pilots. It is needed badly for the safety of the People and the Pilots.

b. Planes will be able to land if there should be lights.

c. Also a beacon can be installed at the airport for the benefit of the airplanes.

5. Extra Generator

a. We have only one Generator to light up the whole Village of Kotlik. So in any case the Generator should happen to break we or the Village of Kotlik would need badly a Standby Generator to take the place of the broken Generator.

6. River Bank Erosion

a. The Village of Kotlik river banks are eroding year by year and the bank is getting very close to some houses.

b. We need a seawall to prevent the Erosion of the bank of some thing, that can cut the River Bank from further carving in of the Banks of the Kotlik River.

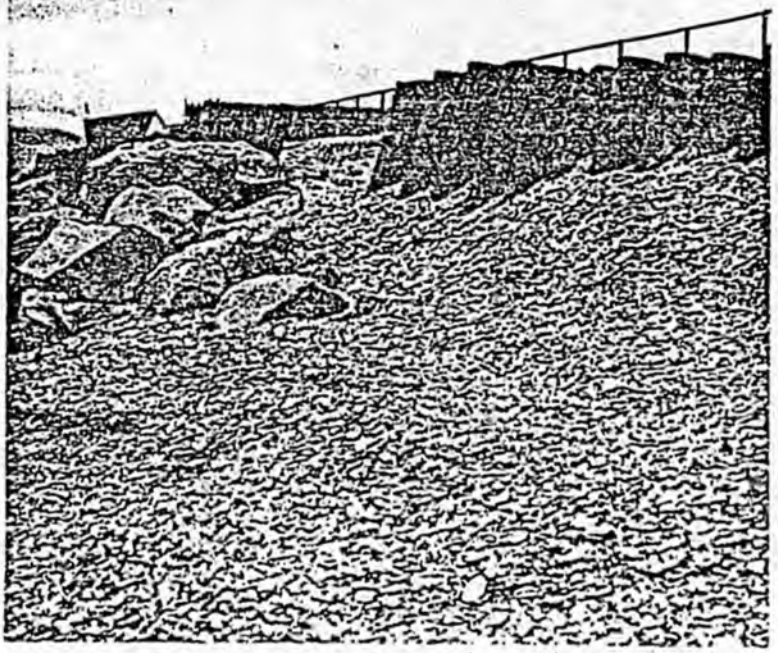
I do hope that you will stress all, or some of the priorities that are needed badly here at the Village of Kotlik.

Enclosed you will find a letter to Lower Yukon School District concerning the High School Gymnasium.

Sincerely,

Joseph B. Mike (Mayor)

Joseph B. Mike, Mayor
Kotlik City Council



This seawall was constructed behind the school sewage lagoon in an attempt to slow erosion during storms.

Topography and Soils

Teller is located on a spit between Port Clarence and Grantley Harbor. The Kuzitrin River, which has its source about 125 miles west of Teller, empties into Grantley Harbor. The opening between the two spits separating the harbor from Port Clarence is about a quarter mile wide and over 60 feet deep.

Soils in the area range from well-drained to poorly-drained. Hilly areas and ridges supporting low shrubs and alpine tundra are generally well-drained and very gravelly. They have moderate erosion potential. The steeper slopes on the bordering mountains are poorly drained and support sedges and mosses.

Permafrost--Permafrost ranges from shallow to deep and is discontinuous around Teller. Most of the townsite is ice-free, but on-site examinations for permafrost should be conducted prior to construction. In regions of permafrost,

REPRESENTATIVE ALBERT P. ADAMS

Alaska House of Representatives

HOME
P.O. BOX 271
KOTZEBUE, ALASKA
99752
(907) 442-3320

WHILE IN JUNEAU
POUCH V
JUNEAU, ALASKA
99811

(907) 465-3724
(907) 465-3877

MEMBER
FINANCE COMMITTEE
BUDGET AND
AUDIT COMMITTEE
BUSH CAUCUS

DISTRICT 21
AMBLER
ANAKTUVUK PASS
ATQASUK
BARROW
KAKTOVIK
KIANA
KIVALINA
KOBUK
KOTZEBUE
NOATAK
NOORVIK
NUIQSUT
POINT HOPE
POINT LAY
SHUNGNAK
WAINWRIGHT

March 19, 1981

TO: REP. JACK FULLER

FROM: REP. AL ADAMS APA

RE: NEED FOR AN EROSION ASSESSMENT FOR KIVALINA AND AMBLER

Kivalina is a coastal village which lies on a flat sand and gravel spit eleven feet above sea level at the airport. Severe storms and wind driven waves cause coastal flooding which affects 20-30% of the village. The removal of sand and gravel, which stabilize the shoreline, has contributed to the beach erosion problem.

Ambler is built on a gently sloping terrace of dry, frozen silty sand adjacent to a steep river bluff. It is also on the active floodplain of the Kobuk River. New homes in Ambler are located above the dangerous flood areas, but boat moorings, storage areas and some of the older structures are vulnerable to the high waters. Spring flooding near the shoreline occurs yearly when the ice begins to move. A bigger problem is erosion in the bluff areas as a result of spring runoff. Running water is eroding and removing soil free of vegetation. Locally this type of erosion is severe and demands stabilization.

CITY

This report was prepared in response to a letter from the City of Shishmaref dated 17 July 1979 (Inclosure 1) which requested a Section 103 Reconnaissance Study for protection of their shoreline.

Authority for preparation of reconnaissance reports is contained in ER 1105-2-50, and must conform to provisions of Section 103 of the 1962 River and Harbor Act, as amended.

The Office of the Chief of Engineers, Washington, D.C., was notified by a District letter dated 7 August 1979 of the initiation of the reconnaissance report. State Clearinghouse requirements (A 95) have been satisfied (Inclosure 2).

DESCRIPTION OF STUDY AREA

Shishmaref is located on Sarichef Island in the Chukchi Sea, on the north side of Seward Peninsula (Inclosures 3 and 4). The village is incorporated as a second class city and lies within the Bering Straits Native Corporation Region. The Bureau of Land Management expects to convey the island to the Corporation by July 1980. The population as of July 1978 was 364.

Economy: Subsistence hunting and fishing are the principal economic activities. A commercial herring fishery is being considered for the area by Community Enterprise Development Corporation of Alaska, but its establishment is uncertain.

The village is serviced by the Bureau of Indian Affairs' vessel, North Star III. There are no dock facilities so delivery is accomplished "over the beach". Open water season lasts from July through September.

Air service is provided by Muntz onto the existing 2,000-foot runway. The Alaska Department of Transportation and Public Facilities, in coordination with the Federal Aviation Administration, is studying the feasibility of relocating and expanding the runway so that it can accommodate Hercules class aircraft. The results of that study are uncertain at this time.

Physical Environment: The Shishmaref Expansion and Relocation Study prepared by DOWL Engineers describes the physical environment:

> "Sarichef Island is a barrier island formed by northeast trending currents carrying silts and sands, which comprise the soils of the island. The island is underlain by permafrost reported to vary from 20 to 50 feet in depth. Vegetation is sparse, consisting of grasses and sedges in the sandy areas and low mat vegetation on the lagoon side and in areas of ponded water. It is subject

to mild summers and cold snowy winters. It is prone to flooding from both the north and the south during fall on-shore storms. Also, wind driven beach ice from the north in the winters encroach on the area. Erosion is occurring all along the north coast due to wave and wind action, aggravated by loss of vegetation and permafrost degradation. Along the beach north of town, erosion is proceeding more rapidly than deposition. Further east of the town and runway, depositional trend is dominant."

The erosion rate is approximately 6 feet/year, but can be substantially greater during a major storm. The fall 1973 and 1974 storms caused spot erosion of approximately 15 feet. The community's description of these storms indicate that they were 100-year storms or greater.

Biological Environment: Vegetation on Sarichef Island is classified as wet tundra consisting of various grasses and sedges in the sandy areas and low mat vegetation on the lagoon side and in areas of ponded water.

Small furbearing mammals inhabiting the island include hares, shrews, lemmings, voles and arctic fox. Larger furbearing species typical of the northwest region are not present on the island.

Migrating waterfowl populations consist of Common, Yellow-billed and Arctic loons, Canadian and White-fronted geese, and Pintails.

The presence of intertidal organisms in the project area is unknown.

Freshwater fish found in the island's lakes and ponds may include Dolly Varden and Arctic Char. Various species of fish are also present in the marine environment.

Significant archaeological sites have been designated on the island and are located near Shishmaref airport.

Government and Community Facilities: The village has a regional school, the runway, power plant, community hall, clinic, National Guard armory, Post Office and church. Water must be hand-carried from the water reservoir since there is no distribution system (pipe or truck). There is a sewage lagoon for the school, but no village sewage system for domestic wastes.

Construction Materials and Capabilities: A D-8 cat and backhoe loader are available locally. Gravel is not available within a 15 mile radius. One (1) inch gravel is available 15 miles west of the city and large rock is available 25 miles south, both on the mainland. There are four possible borrow sites for sand on the island: southwest, northeast, bottom of inlet south, and small islands located south of northeast end. These sites have not been studied, but it is assumed they could provide sufficient sand for any project.

L ING CORPS OF ENGINE PROJECTS

None

PRIOR STUDIES

1953: The Corps of Engineers was asked to consider the erosion problem. At that time, the villagers were advised that relocation would be cheaper than building a wall.

1973: In May, the village resolved to relocate. As a result of the major storm on 9 and 10 November, the village initiated the relocation action. A series of meetings were held with the village, Corps of Engineers, Alaska Department of Community and Regional Affairs, the Governor's Office, Soils Conservation Service, Division of Aviation, Public Health Service, and the National Guard. A relocation site across the lagoon on the mainland was selected and studied.

1974: The Department of Community and Regional Affairs, Division of Community Planning (DCRA), completed a Survey of Population and Structures. Field studies of the proposed relocation site at Nunatak showed it to be an undesirable location, so the village decided not to relocate pending the completion of a feasibility and cost study. The village sought advice on a temporary protection measure and the Corps of Engineers provided four alternative plans. A sandbag seawall was constructed which did provide some protection during the major storm in November.

1975: The Shishmaref Erosion Protection, Alternatives, Feasibility and Cost Study was completed by DOWL Engineers for DCRA. The study reviewed the causes of the erosion, suggested possible corrective measures, and developed preliminary estimates of the cost of the alternatives.

1976: The Corps of Engineers prepared a Special Flood Hazard Report for the village.

1978: The Shishmaref Expansion and Relocation Study was completed by DOWL Engineers for DCRA. The study was intended to be an element in the development of a community plan by identifying expansion and relocation possibilities.

PROBLEMS AND NEEDS

Sarichef Island is a barrier island and is therefore subject to accretion and erosion along its seaward side. Over a prolonged period of time, the island tends to migrate eastward, that is, erode on the west end and accrete on the east end. Additionally, onshore winds can and have built low bluffs out of the island sand. These bluffs are highly susceptible to erosion during high storm surge and waves.

Shishmaref is laterally located in the middle of the island and is therefore well situated, in the long term, against erosion due to the migration action. It is the village's location relative to the bluffs that is the problem. The western portion of the village is located on top of the bluff, and is in danger of being lost to the sea. The eastern portion of the village is located well back from the sea and is not as vulnerable since surge and waves tend to dissipate over the long, shallow sloping shore. The buildings were located far from the sea in the eastern portion because of the obvious need to protect them against wave action. The apparent safety of bluff tops encouraged building too close to the sea.

The erosion of the bluffs occurs relatively slowly unless a major storm occurs such as those of 1973 and 1974. Aerial photography taken in 1957 through 1979 was used to determine the average erosion rate of 6 feet/year. Since several major storms occurred during the 1957-1979 time period, the typical annual erosion rate might be less than 6 feet/year. The storm rate is probably around 15 feet/day. Due to the uncertainty of major storms, the 6 feet/year rate is used in depicting the estimated shoreline on Inclosure 5.

LOCAL DESIRES

The people of Shishmaref would like to have a structure built along the western portion of the village to halt the erosion. They are limited in space for expansion and do not want to lose any more of the land that has already been developed. They are generally opposed to the non-structural measures of relocating since no acceptable site is within a reasonable distance of their present location.

POSSIBLE SOLUTIONS

Alternatives available for protection of the village can be classified as structural and non-structural measures. Non-structural measures were addressed in the DOWL Engineers' studies. Three structural alternatives were also considered, each with an estimated 25-year design life.

The first alternative considered was developed as System 1 by DOWL Engineers in their 1975 report. The structure consists of gabion enclosed sand bags frozen in place and is shown in Inclosure 6. This alternative makes use of the readily available sand and requires relatively few technical skills for construction. Whereas sand bags afford protection, this alternative improves structural stability by inclosing many sand bags in one gabion, thus limiting the movement that can take place under strong wave action. Additionally, this alternative further strengthens the bluff against erosion by freezing.

The second alternative is a cement-sand stabilization of the bluff and is shown in Inclosure 7. This alternative also makes use

of the readily available sand and involves mixing the sand and cement in place. Such construction requires thorough mixing and proper proportions of materials, therefore, supervision and construction technique are emphasized in this alternative.

The final alternative is a structure consisting of gabions lined with filter fabric inclosing sand and is shown in Inclosure 8. This alternative is similar to the demonstration program design that is being studied at Kotzebue. That structure, using filter fabric instead of sandbags, is functioning well. The structure has the previous advantages of usability and simplicity of construction. Additionally, it is the least expensive of the three alternatives.

PRELIMINARY ESTIMATE OF ANNUAL BENEFITS

The structures and property that will be threatened by erosion are considered the potential benefit source. Inclosure 5 shows the structures threatened during a 50-year period. The local citizens evaluated the existing structures and provided current values found in the tables. A present value for each structure, based on the estimated date of structure loss, was then calculated by using a discount rate of 7 1/8 percent. All the present values were then spread over a 50-year project life at 7 1/8 percent to establish the annual benefits to be earned from erosion protection. All property and structures are privately owned except for the school and armory. Eroded land is divided into 10-year segments to simplify the annual benefit calculation.

Item	Critical Year	Current Value	P.W. Factor	Present Value	Annual Benefit Value
10 houses	7	200,000	.62	124,000	9,126
land	10	18,300	.50	9,150	673
land	20	18,300	.25	4,575	337
10 houses	22	200,000	.22	44,000	3,238
BIA school	22	250,000	.22	55,000	4,048
land	30	18,300	.13	2,379	175
store	30	200,000	.13	25,400	1,870
armory	32	200,000	.11	22,100	1,630
land	40	18,300	.06	1,098	81
school buildings	45	4,750,000	.045	213,750	15,732
land	50	18,300	.03	549	40
				Total	$36,950
				Round to	$37,000

PRELIMINARY COST ESTIMATES

a. Alternative 1, Gabions with sand bags (Inclosure 6)

First Costs		
Earthwork		$ 51,000
Cryo-anchors, in place		593,000
Gabions, in place		857,000
Miscellaneous(Freight, equipment, insurance, travel)		511,000
Contingency 25%		499,000
Plans & Specs, Supervision & Inspection		241,000
	Total	$2,751,000
Equivalent Annual Cost		
First Cost (0-25 years)		$2,743,000
Replacement Present Worth (25-50 years)		494,000
Present Worth Cost, Total		$3,237,000
Annual Cost		$238,200
Maintenance (4%)		9,500
	Total	$247,700

b. Alternative 2, Mixed sand-cement in place (Inclosure 7)

First Costs		
Earthwork		$ 33,000
Sand-cement, in place		429,000
Miscellaneous(Freight, equipment, insurance, travel)		721,000
Contingency 25%		296,000
Plans & Specs, Supervision & Inspection		148,000
	Total	$1,627,000
Equivalent Annual Cost		
First Cost (0-25 years)		$1,627,000
Replacement Present Worth (25-50 years)		293,000
Present Worth Cost, Total		$1,920,000
Annual Cost		$141,300
Maintenance (4%)		5,700
	Total	$147,000

c. Alternative 3, Sand filled gabions with filter fabric (Inclosure 8)

First Costs		
Earthwork		$ 33,000
Gabions, in place		271,000
Miscellaneous(Freight, equipment, insurance, travel)		104,000
Contingency 25%		103,000
Plans & Specs, Supervision & Inspection		75,000
	Total	$ 591,000

PRELIMINARY COST ESTIMATES

a. Alternative 1, Gabions with sand bags (Inclosure 6)

First Costs		
Earthwork		$ 51,000
Cryo-anchors, in place		593,000
Gabions, in place		837,000
Miscellaneous(Freight, equipment, insurance, travel)		514,000
Contingency 25%		499,000
Plans & Specs, Supervision & Inspection		249,000
	Total	$2,743,000

Equivalent Annual Cost	
First Cost (0-25 years)	$2,743,000
Replacement Present Worth (25-50 years)	494,000
Present Worth Cost, Total	$3,237,000
Annual Cost	$238,200
Maintenance (4%)	9,500
Total	$247,700

b. Alternative 2, Mixed sand-cement in place (Inclosure 7)

First Costs		
Earthwork		$ 33,000
Sand-cement, in place		429,000
Miscellaneous(Freight, equipment, insurance, travel)		721,000
Contingency 25%		296,000
Plans & Specs, Supervision & Inspection		148,000
	Total	$1,627,000

Equivalent Annual Cost	
First Cost (0-25 years)	$1,627,000
Replacement Present Worth (25-50 years)	293,000
Present Worth Cost, Total	$1,920,000
Annual Cost	$141,300
Maintenance (4%)	5,700
Total	$147,000

c. Alternative 3, Sand filled gabions with filter fabric (Inclosure 8)

First Costs		
Earthwork		$ 38,000
Gabions, in place		271,000
Miscellaneous(Freight, equipment, insurance, travel)		104,000
Contingency 25%		103,000
Plans & Specs, Supervision & Inspection		75,000
	Total	$ 591,000

valent Annual Cost

First Cost (0-25 years	$59 ,000
Replacement Present Worth (25-50 years)	10 ,000
Present Worth Cost, Total	$69 ,000
Annual Cost	$ 5 ,300
Maintenance (4%)	,100
Total	$ 5 ,400

ECONOMIC JUSTIFICATION

Benefit cost ratios are calculated for each alternative in order to determine economic justification.

Alternative 1 $\frac{37,000}{247,700} = 0.15$

Alternative 2 $\frac{37,000}{147,000} = 0.25$

Alternative 3 $\frac{37,000}{53,400} = 0.69$

ENVIRONMENTAL CONSIDERATIONS

Adverse impacts are not expected at the actual structure site but may result at the borrow sites and along their access routes. Those impacts would depend on site selected, method of removing material, haul route, and method of transportation.

Further environmental studies need to be conducted so that potential impacts can be adequately assessed and so that these impacts can be eliminated, minimized, or mitigated. Specific studies which would be needed include: a study of littoral drift patterns (accretion and deposition areas); a baseline biological survey (fish, shellfish, wildlife, and vegetation) of areas of potential project impact; and an archaeological reconnaissance in areas of potential project impact.

CONCLUSIONS AND RECOMMENDATIONS

The village is culturally and socially linked to its current location. There is no acceptable site near their current village and there is little room for safe relocation on the island. A structure to prevent further loss of land appears to be the only viable solution. Protection of the village with a structure would fulfill the requirements of the Social Well Being account. However, the benefit/cost ratio does not fulfill the requirements of National Economic Development.

The District Engineer, therefore, concludes that further study is not warranted at this time under Section 103 because it appears that insufficient economic benefits would occur to justify Corps of Engineers participation in a project.

Shishmaref City Council
Shishmaref, Alaska 99772
July 17, 1979

Colonel George R. Robertson
District Engineer
Alaskan District, Corps of Engineers
P.O. Box 7082
Anchorage, AK 99510

Dear Colonel Robertson:

The City Council of the City of Shishmaref at its meeting of July 16, 1979, has directed me to write advising you of the following:

The City of Shishmaref hereby requests preparation of a Reconaissance Report covering small beach erosion control under authority of Section 103 of the 1962 River and Harbor Act, for the area of Shishmaref outlined in the 1975 report titled Shishmaref Erosion, Aftermatives, Feasibility and Cost Study, which your office has a copy of (Mr. Ken Hitch).

We would recommend Ted Forsi and Associates, Inc., a consulting firm based in Anchorage, Alaska to do the study. They have been involved in this project and are helping us on others. They are familiar with our requirements and we feel could do the report in a timely, cost efficient manner. They may also be helping prepare a study for our airport relocat and could combine the work efforts while they're on the island.

We will cooperate with the Corps of Engineers fully and provide all assurances that are necessary and that we are capable of giving.

Sincerely,

Walter Nayokpuk

Walter Nayokpuk
Mayor, Shishmaref

WN/jo

INCL 1

STATE OF ALASKA

JAY S. HAMMOND, Governor

OFFICE OF THE GOVERNOR

DIVISION OF POLICY DEVELOPMENT AND PLANNING

POUCH AD
JUNEAU ALASKA 99811
PHONE 465-3572

September 14, 1979

Mr. Lee R. Nunn, Colonel
Corps of Engineers
District Engineer
Department of the Army
Alaska Corps of Engineers
P.O. Box 7002
Anchorage, Alaska 99510

Subject: Shismaref Small Beach Erosion Control Reconnaissance
State I.D. No. 79081005

Dear Colonel Nunn:

The State Clearinghouse has completed review of the subject proposal. The following comments were received from the Alaska Department of Community and Regional Affairs (CRA):

> "The subject proposal involves a request from the City of Shismaref for the Corps of Engineers to provide funding for a reconnaissance study regarding beach erosion control. In addition to the 1975 report referenced in the letter received from the City of Shishmaref, we refer the Corps to a related report prepared in 1978 for the City by Dickinson, Oswald, Walch & Lee, Engineers, entitled, Shishmaref Expansion and Relocation Study. (The Corps was provided a copy of this report.)
>
> "We would also urge coordination with the State Department of Transportation and Public Facilities, which is evaluating airstrip realignment alternatives. Without reflecting upon the proposed consultant's qualifications, we would encourage the qualifications of several firms be considered if the proposed project is undertaken. We also note a proposed start date of August 30, 1979 in the Standard Form 424; obviously, a revised estimate is necessary. Finally, we would like to direct attention to the cost figures developed in the studies referenced above for erosion control work.

INCL 2

"We would appreciate being kept informed of any decision on the Corps' part, and offer our assistance if it is desired."

We would support CRA's request to be kept informed of the decision made regarding the project. The contact person is

Larry Kimball, Jr., Director
Department of Community
and Regional Affairs
225 Cordova St., Bldg. B
Anchorage, Alaska 99501

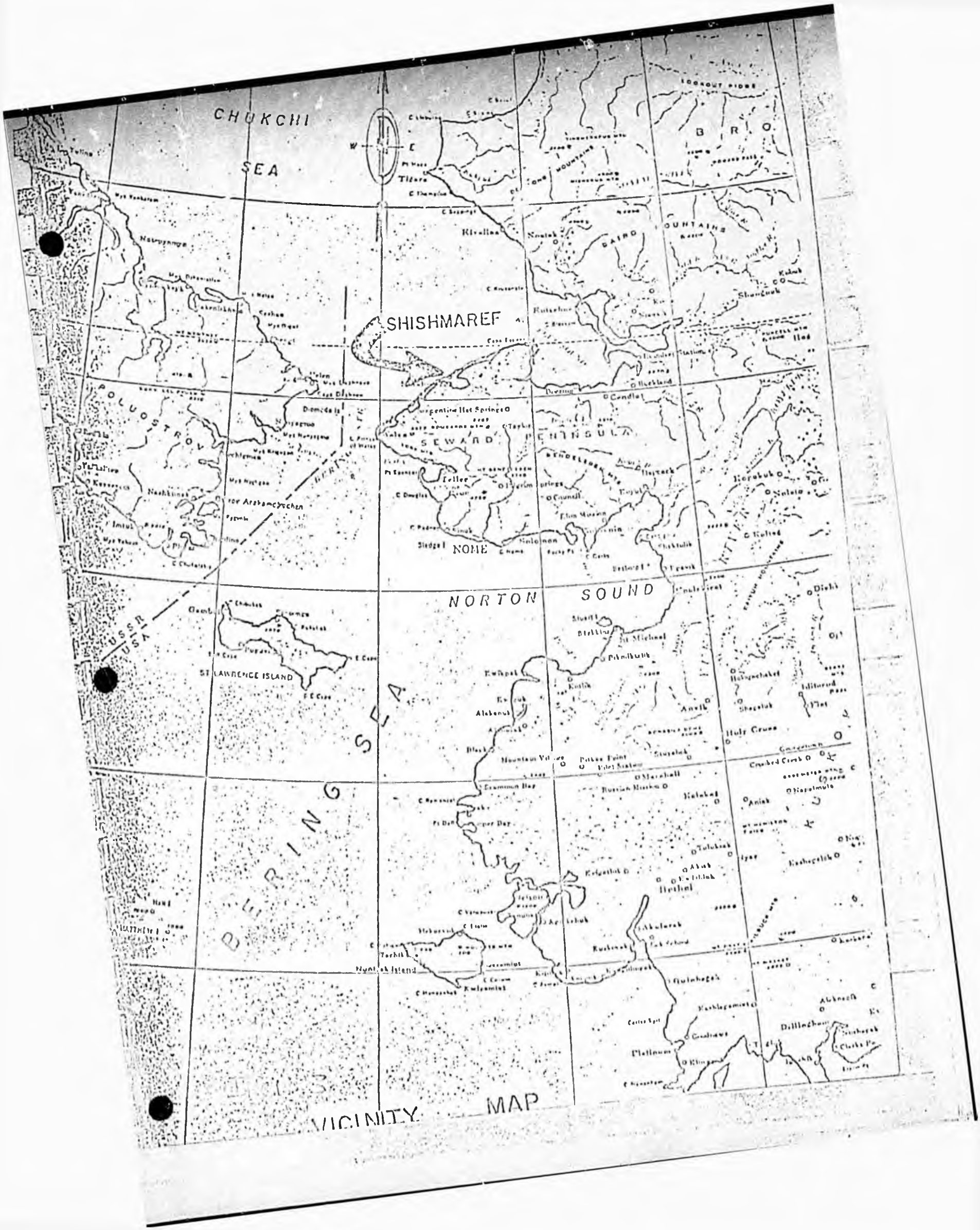
Provided that this occurs, we have no objection to the proposal. This letter satisfies the review requirements of the OMB Circular A-95.

Sincerely,

Jerry L. Madden
State-Federal Coordinator

cc: Commissioner McAnerney, Community
and Regional Affairs

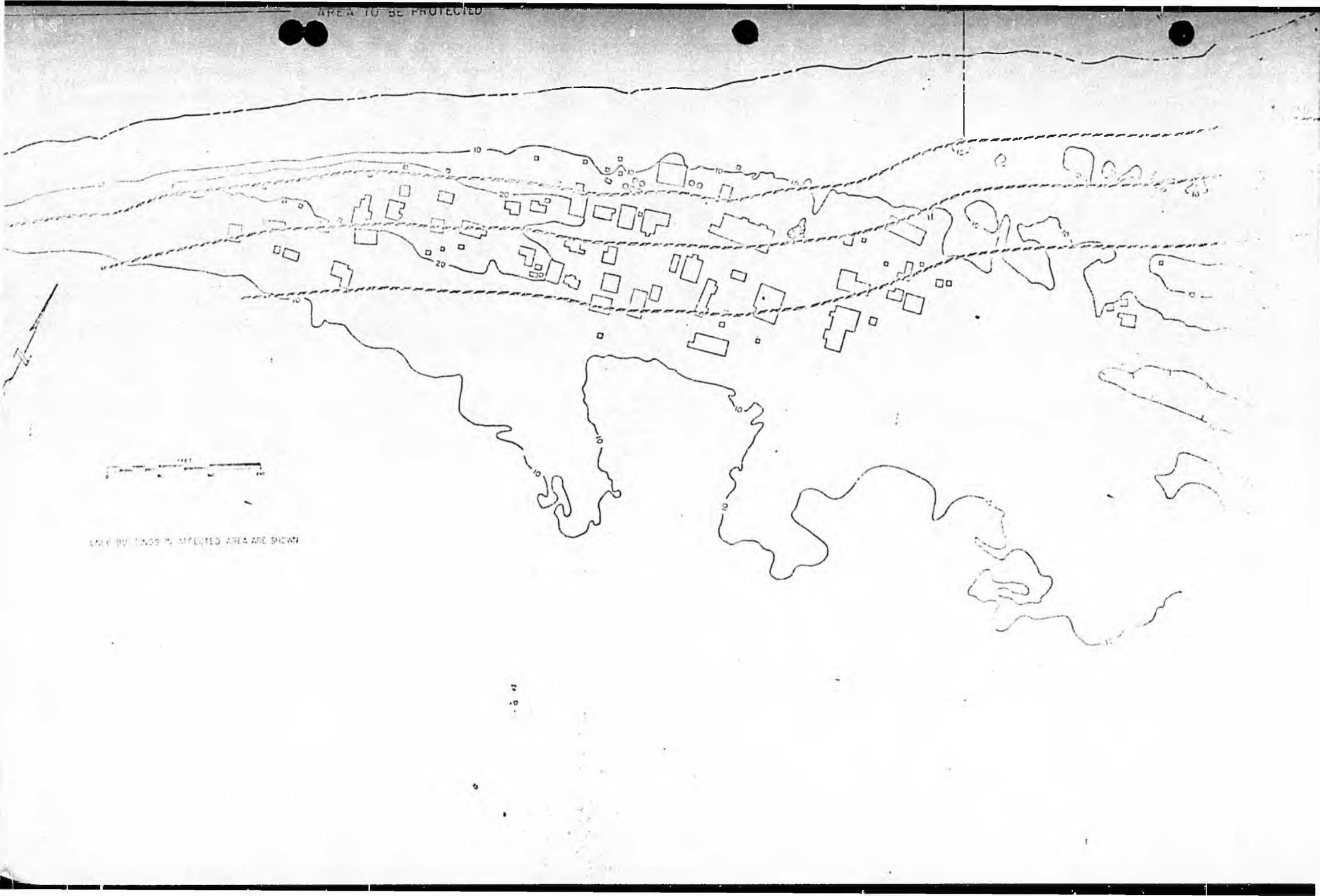
JLM/gm


CHUKCHI
SEA
SHISHMAREF
SEWARD PENHNSULA
NOME
NORTON SOUND
BERING SEA
RUSSIA
ST LAWRENCE ISLAND
Diomede Is
Nunivak Island
Hooper Bay
Marshall
Russian Mission
Holy Cross
Platinum
Hotham
Candle
Kotzebue
Shungnak
Buckland
Deering
Teller
Council
Solomon
Golovin
Unalakleet
Stuart I
Shaktoolik
Koyuk
Elim
Nulato
Kaltag
Ruby
Galena
Tanana
Kuskokwim Mountains
Brooks Range
Lookout Ridge
VICINITY MAP

UNCL 4

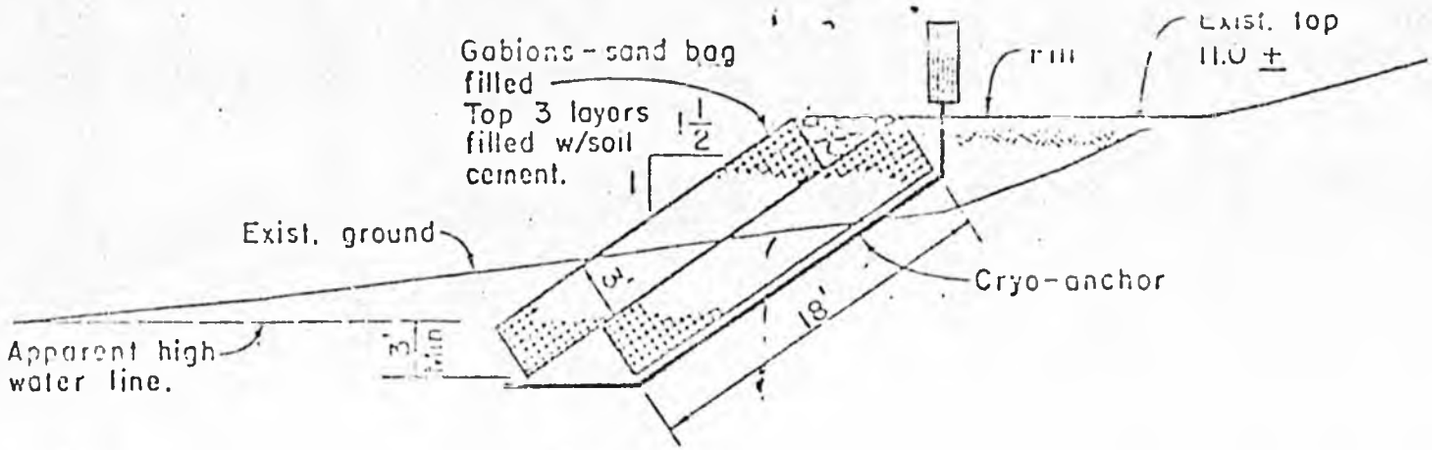
Shishmaref - looking NE, September 1974

416-80


AREA TO BE PROTECTED
10
20
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20
10
10
10

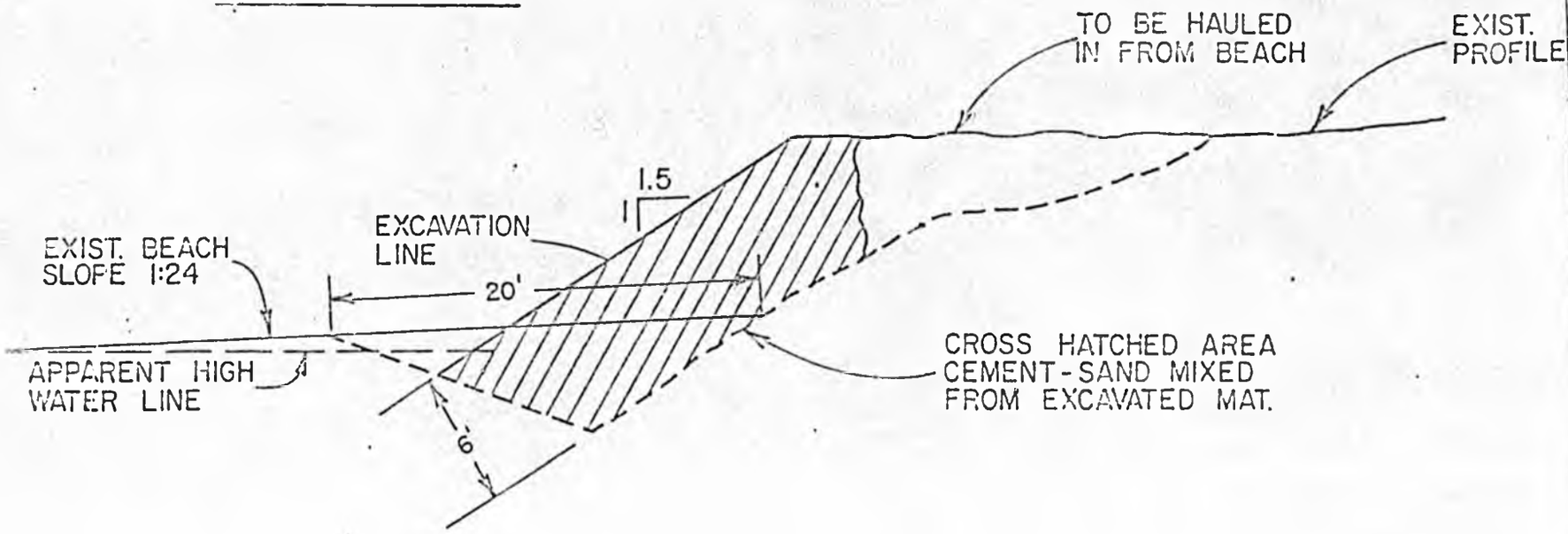
INCL 6

SYSTEM No. 1



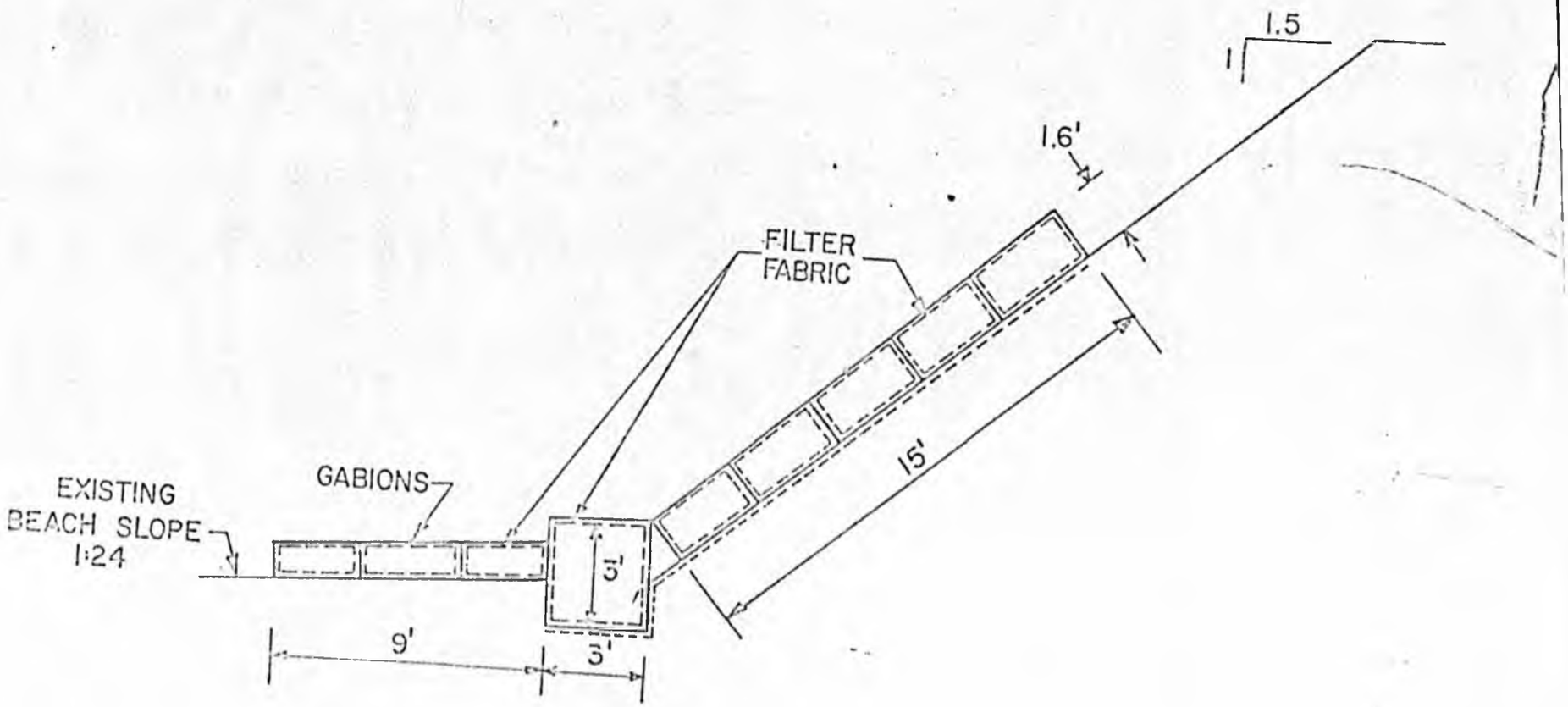
INCL 7

SYSTEM NO.2



INCL 8

SYSTEM NO. 3



Alaska State Legislature

House

JUNEAU ALASKA

TO: Rep. Jack Fuller
FROM: Rep. Bette Cat
RE: District 5 priorities

February 23, 1981

As per your request in the memorandum dated January 13, 1981, enclosed are the priorities for my district. These are the items that are related to the areas outlined in your memo.

Cordova

The city of Cordova has requested funds for the Phase II Water Development program. This phase will consist of constructing the Eyak Lake Water Treatment Plant, 0.5 million gallon north storage tank near the ocean dock to stabilize pressure, Power Creek Distribution System, storage tank and reservoir, Whiskey Ridge Loop, MorPac parallel line (to north storage tank), Orca transmission line and chlorinization facilities to put the Chugach Cannery on line and utilize excess water from Crater Lake in the city system as suggested by the Department of Environmental Conservation. (see additional information)

Let me also emphasize the impact to the Bristol Bay Fishery. This facility means the difference between the canneries operating at full capicity or on a swing operation as has been required during past seasons.

Tatitlek

The village of Tatitlek has requested a breakwater since the earthquake in 1964. It has been discussed at the state and at the national level for years. However, there has been nothing done to date. The breakwater need has grown and the problem has gotten worse. Erosion has settled in and the harbor is silting badly. A cost estimate has not been available but I have requested one and will forward this to you as soon as possible.

These are the highest priorities for our district. If there is additional information that I can provide, I would gladly do so.

Village of Tatitlek

Breakwater

1) Document the hazards and difficulties to vessels:

A) First, it should be pointed out that it is virtually impossible to document any of the following mishaps, because of the fact that no records have ever been kept in the past.

I) Accidents:

The fact that there is no breakwater at Tatitlek has been the primary reason for several accidents. The most common being the swamping of skiffs and gillnetters caused by sea conditions that would be eliminated, had there been a breakwater.

Also, there has been several occasions when boats have been forced to run aground, to hit underwater obstacles that wouldn't have been hit, had the harbor been sufficiently sheltered.

II) Groundings:

The wind, and sea conditions caused by wind, has caused grounding in the past, these accidents will continue to occur if no breakwater is built. Only quick action by alert citizens has saved most of the vessels from extensive damage. We've been lucky, so far, in that the grounded boats have suffered only limited damage, and were repaired at minimal costs.

a) Replacement Valve:

The cost of the vessels moored at Tatitlek ranges from the $300,000 seiners to the $200 skiffs. In the past, the more expensive boats have been forced to anchor in more safer mooring locations across from the village, where they must run small

skiffs back and forth in dangerous sea conditions. Loss of lives in these conditions would not be surprizing. I would hate to see this happen - but, right now, it is possible.

The possibility of extensive damage to the dock at Tatitlek is great. The high winds cause very large swells, which along with a high tide could cause...

III). Loss or Damage to Vessels and Facilities

The most important loss that should be mentioned is the constant eroding of the waterfront caused by the swells generated by the wind. It has come to a point where boatowners will soon be forced to store their boats and equipment in places such as Cordova and Valdez, where storage costs are very high, and loss of equipment due to vandalism and theft are not uncommon.

Another important loss is the water depth. The harbor is losing its depth, due to the constant buildup of silt and gravel caused, again, by the swells generated by the wind. It has become so shallow that the larger vessels have to wait until the tide rises before they can enter the harbor. The harbor has been dredged in the past, in 1964 and 1965, and the depth to which it was dredged could be checked. I'm sure the difference between the depths, then and now, will be substantial evidence to show the need of a breakwater at Tatitlek.

The lack of water and sea conditions in the harbor has caused the village to wait for fuel to be delivered for the village generators on several occasions. The potential for disaster surfaced recently, when the barge carrying village fuel, ran aground entering

the harbor. The groundings had been caused by wind and sea currents, which forced the barge to miss the entrance and hit an underwater obstacle. We were very fortunate, in that the barge wasn't moving very fast and no fuel was spilled or any damage done. We may not be as fortunate in the future - the potential for accidents such as this still exists, but could be cut drastically with the construction of a breakwater.

2) Document Vessels:

I) Number of vessels using area:

A) Permanent:

8	(28' to 42' seiners)
14	(18' to 28' gillnetters)
16	(10' to 18' skiffs and gitneys)
38	

B) Seasonal*:

12	(Seiners)
10	(Gillnetters)
12	(Gitneys)
24	

* The amount of vessels that currently use the area seasonally would undoubtedly increase if a breakwater were to be constructed. The harbor, as it is now, it not considered to be a safe moorage unless a permanent mooring is set. The reason being that most vessels do not carry a heavy enough anchor to insure against the sudden and high winds that are common in Tatitlek area. If a breakwater was construct - Tatitlek would be an ideal place to anchor at anytime, regardless of wind or sea conditions.
The Village of Tatitlek, as a whole, depends very much on its harbor for just about every bit of merchandise that enters the community - whether it be fuel, oil, or winter supplies, etc.

The people of Tatitlek will continue to use the harbor for these purposes, regardless of a breakwater, though it would be much easier and safer to load and unload if a breakwater were constructed.

As the amount of correspondence between the IRA council at Tatitlek and its legislators indicates, the problems - posed by the lack of a breakwater have been known for quite some time. In these times, when the state seems to have more money than it knows what to do with - I would hope that a breakwater for Tatitlek will be seriously considered.

A geological survey by the Department of Interior has shown that rock materials is available in the areas surrounding Tatitlek should a breakwater be constructed.

Tatitlek - Breakwater
Estimated Cost for Feasibility Study - $250,000 Quoted by Corps of Engineers

The area surrounding Tatitlek is known for its high, gusting winds, and, when out of the southeast, produces swells of such magnitude that boats anchored at the village are beached and/or damaged. A breakwater is desparately needed to protect the fishing boats people rely on for their livelihood and to protect the beach from being eroded away.

While no formal records are kept recording accidents, everyone can tell stories of skiffs and gill netters being swamped or running aground by sea conditions caused by high winds. The water front area where people currently dock their boats is being eroded and if conditions are not reversed people will be forced to store there boats in Valdez incurring a great expense and inconvenience. A potential for disaster is that people are forced to wait for bad weather to subside before oil can be delivered to the village. As of yet they have not run out of oil before it has been delivered but the threat remains. Currently 38 boats dock in Tatitlek (8 seiners, 14 gillnetters, 16 skiffs). During the summer that number increases to 70 and will increase further when the 18 new housing units are constructed this summer. If conditions were safer more boats would dock there now.

There are several needs, both long and short range, that would be addressed by the construction of a breakwater:

1. Reduce transportation costs
   a. with boats kept in the water, people could haul freight from Valdez and/or Cordova at less than what it costs to charter air service
   b. costs to passengers would be decreased without having to rely on air charters.
2. Support growing fisheries industry
   a. year round use of boats for fishing within protected area
   b. increased bottom fishing activity
3. Stimulate development of economic resources and/or subsistence activities which would serve to reduce dependency on governmental services such as food stamps,

4. Preserve the beach area from further erosion.

This request for a breakwater has been ongoing since the 1964 earthquake. Tatitlek has been in correspondence with the Federal government, Army Corps of Engineers and State legislature. In 1965, the U.S. Senate Public Works Committee passed a resolution authorizing a feasibility study for navigation improvements. The funds were never appropriated. Most recently the U.S. Congress failed to include this feasibility study in the President's FY 81 budget. With the growing conservative mood the funding opportunities appear bleak. The village is also in the process of pursuing an Army Corps of Engineers Section 107 reconnaissance study.

5. importance of dock

REPRESENTATIVE TONY VASKA
Alaska State Legislature
House of Representatives

HOME
P.O. BOX 802
BETHEL, ALASKA 99559
(907) 543-2334

WHILE IN JUNEAU
POUCH V
JUNEAU, ALASKA 99811

(907) 465-4931
(907) 465-4932

DISTRICT 17
AKIACHAK
AKIAK
ANIAK
ATMAUTHLUAK
BETHEL
CHEFORNAK
EEK
KALSKAG
KASIGLUK
KWETHLUK
LOWER KALSKAG
MEKORYUK
NAPAKIAK
NAPASKIAK
NEWTOK
NIGHTMUTE
NUNAPITCHUK
NYAC
OSCARVILLE
TOKSOOK BAY
TULUKSAK
TUNTUTULIAK
TUNUNAK

MEMORANDUM

DATE: March 23, 1981

TO: REP. JACK FULLER

FROM: REP. TONY VASKA

SUBJECT: HB 277/ inclusion of Kwethluck, Napakiak, and Nunapitchuk in feasibility studies on erosion

---

The City of Kwethluck is in need of a feasibility study on erosion as there is presently an erosion problem on the south bank of the Kwethluk River on the village location. This problem must be remedied, so that families living near the river bank will not face danger and loss of property.

(See attached copy of Resolution No. 81-03)

The City of Napakiak is in need of a feasibility study on erosion as the current level of erosion along the Napakiak Slough and the Kuskokwim River is a threat to the welfare of families living in the area.

The City of Nunapitchuk is in need of a feasibility study on erosion as the current erosion problem is quite serious; the erosion of the banks of the Johnson River on which Nunapitchuk is situated is a threat to the families living in that area.

MAR 23 1981

Native Village of Kwethluk
Kwethluk IRA Council
Kwethluk, Alaska
99621

Gen. Johnson

Resolution No. 81-03

Entitled: "A RESOLUTION SUPPORTING PASSAGE OF HOUSE BILL 277"

Wheras , the Kwethluk IRA Council is the recognized governing body of an Alaska Native Village recognized by the United States,

Wheras , the Kwethluk IRA Council was the governing body before the incorporation of the City of Kwethluk and addressed the needs of its members or residents,

Wheras , this resolution is forwarded in the support of House Bill No. 277, in the Legislature of the State of Alaska Twelfth Legislature First Session, entitled " An Act making special appropriations to the Department of Transportation and Public Facilities and the Department of Community and Regional Affairs for erosion control and assessment projects; and providing for an effective date, and in support of the other sections included in the House Bill 277,"

Wheras , there is presently an erosion problem on the south bank of the Kwethluk River on the village location, it needs to be remedied so families living near the riverbank will not face danger and loss of property,

NOW, THEREFORE BE IT RESOLVED, THAT, THE KWETHLUK IRA COUNCIL makes a recommendation to the House and Senate of the State Legislatureto support the passage of the House Bill 277, thus appropriating $750,000 for erosion control assessment in villages listed in Section 1. of the bill and that it supports other sections of the bill for erosion control and seawall construction projects.

CERTIFICATION

Passed this 21 day of March, 1981 at which time a quorum of council members were present. The council vote taken was 5 for and 0 against.

ATTEST:

Helen Nicori
Secretary

[signature]
President, IRA Council

A SIMALAR RESOLUTION WAS PASSED BY THE CITY OF KWETHLUK 3-22-81, WHICH WILL BE FORTH COMING.

REPRESENTATIVE ALBERT F. ADAMS

Alaska House of Representatives

HOME
P.O. BOX 271
KOTZEBUE, ALASKA
99752
(907) 442-3320

WHILE IN JUNEAU
POUCH V
JUNEAU, ALASKA
99811

(907) 465-3724
(907) 465-3877

MEMBER
FINANCE COMMITTEE
BUDGET AND
AUDIT COMMITTEE
BUSH CAUCUS

DISTRICT 21
AMBLER
ANAKTUVUK PASS
ATQASUK
BARROW
KAKTOVIK
KIANA
KIVALINA
KOBUK
KOTZEBUE
NOATAK
NOORVIK
NUIQSUT
POINT HOPE
POINT LAY
SHUNGNAK
WAINWRIGHT

March 23, 1981

TO: REP. JACK FULLER

FROM: REP. AL ADAMS

RE: WAINWRIGHT EROSION PROBLEM

Wainwright is an arctic coastal village which lies on a flat sand and gravel spit. Severe storms and wind driven waves cause flooding which affects most of the village. The removal of sand and gravel has also contributed to the erosion problems in Wainwright today.

From: Kotlik City Council
c/o Kotlik City Office
Kotlik, Alaska 99620

JAN 30 1981

To: John G. Fuller
Alaska State Representative
Pouch V
Juneau, Alaska

Date: January. 26, 1981

Dear Alaska State Representative,

We are sending a list of the Priorities, which are listed below. We would appreciate it if you took them into consideration. The priorities that the Village of Kotlik have Dire needs of. They are as follows:

1. Television is one of our priority for the reason.
   a. There are some Educational Series that will be helpful to the Children, and also to the Adults.
   b. For entertainment
   c. Also it gives out information on news that are not broadcasted over Radio Station.
   d. Some Video Programs are also beneficial for the young students that are still in school.
2. Village Gymnasium with Bleachers
   a. The Villagers need more entertainment centers. Their main sport is Basketball and it is not big enough to hold up a tournament because of not enough space.
   b. The people need a place of their own Gym where it is big enough to hold up to 350 people. Besides playing basketball they also can have different sports going on.
   c. The High School Gym is much to small, and it has signs of weak spots after four to five weeks of occasional use by the High School Students and the Village Leagues.
   d. The High School Gym is not well constructed and does not have good equipment or bleachers.
3. Roads for the Village
   a. It is swampy behind the village, so we need it to be drained. And put a gravel to have a road to walk on.

4. Lights for Airport

a. Since we do have an emergency yearly here at the Village of Kotlik. We would like to have some lights for the safe landing of the Pilots. It is needed badly for the safety of the People and the Pilots.

b. Planes will be able to land if there should be lights.

c. Also a beacon can be installed at the airport for the benefit of the airplanes.

5. Extra Generator

a. We have only one Generator to light up the whole Village of Kotlik. So in any case the Generator should happen to break we or the Village of Kotlik would need badly a Standby Generator to take the place of the broken Generator.

6. River Bank Erosion

a. The Village of Kotlik river banks are eroding year by year and the bank is getting very close to some houses.

b. We need a seawall to prevent the Erosion of the bank of something, that can cut the River Bank from further carving in of the Banks of the Kotlik River.

I do hope that you will stress all, or some of the priorities that are needed badly here at the Village of Kotlik.

Enclosed you will find a letter to Lower Yukon School District concerning the High School Gymnasium.

Sincerely,

Joseph P. Mike (mayor)

Joseph P. Mike, Mayor
Kotlik City Council

REPRESENTATIVE ALBERT P. ADAMS

Alaska House of Representatives

HOME
P.O. BOX 271
KOTZEBUE, ALASKA
99752
(907) 442-3320

WHILE IN JUNEAU
POUCH V
JUNEAU, ALASKA
99811

(907) 465-3724
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MEMBER
FINANCE COMMITTEE
BUDGET AND
AUDIT COMMITTEE
BUSH CAUCUS

DISTRICT 21
AMBLER
ANAKTUVUK PASS
ATQASUK
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NOORVIK
NUIQSUT
POINT HOPE
POINT LAY
SHUNGNAK
WAINWRIGHT

March 23, 1981

TO: REP. JACK FULLER

FROM: REP. AL ADAMS

RE: WAINWRIGHT EROSION PROBLEM

Wainwright is an arctic coastal village which lies on a flat sand and gravel spit. Severe storms and wind driven waves cause flooding which affects most of the village. The removal of sand and gravel has also contributed to the erosion problems in Wainwright today.

Proposed Amendment Changes to House Bill 277

Section 1. The sum of ~~$850,000~~ 900,000 ($750,000) is appropriated to the Department of Transportation and Public Facilities for erosion assessment. This figure is based on a cost of $50,000 per community assessment in the 17 communities listed on the following page.

Delete the communities of Naknek and Chevak.

Add the communities of Kipnuk, Kongiganak, Kwigillingak and Tuntatuliak. Quinhagak

This brings the total communities to 17 (15).

Quinhagak

Transfer of responsibility agreement



KODIAK AREA NATIVE ASSOCIATION

Post Office Box 172 - Kodiak, Alaska 99615 - Phone (907) 486 - 5725

KARLUK EROSION

March 18, 1981

MEMORANDUM

To: Members of the Legislature

From: Thomas Peterson, Economic Development Planner for the Kodiak Area Native Association

Subject: Supplemental support for HB 277 concerning the Karluk Erosion Problem

The continuous disintegration of the Karluk Spit that was initially caused by the storm of "78" has increased the size of the break in the spit 350 feet, and has allowed a sufficient current of water to significantly increase the erosion rate to monumental proportions. The erosion of the Karluk lagoon is becoming a tremendous problem to the community and is inhibiting the economic development and potential development existing in Karluk.

Specifically, the erosion is prohibiting the development of a bulk fuel storage facility, expansion of the children's playground, and skiff moorage. Karluk needs to have the erosion problem dealt with immediately.

Sincerely,

Thomas Peterson

Thomas Peterson
Economic Development Planner

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPT. OF COMMUNITY & REGIONAL AFFAIRS

DIVISION OF COMMUNITY PLANNING

225 CORDOVA, BUILDING B
ANCHORAGE, ALASKA 99501

February 27, 1981

Mr. Thomas Peterson
Economic Development Planner
Kodiak Area Native Association
P.O. Box 172
Kodiak, Alaska 99615

Dear Mr. Peterson:

In response to your telephone call, and subsequent February 6 letter to Christy Miller of our Anchorage office, concerning erosion at Karluk I would like to suggest steps the Karluk IRA Council or Kodiak Area Native Association may want to pursue in requesting an engineering assessment.

First, it's important to note that community planning authority for the entire Kodiak Island, including Karluk, lies with the Kodiak Island Borough. This authority is provided in Title 29 of Alaska Statutes. The Department of Community and Regional Affairs is prohibited by Alaska Statute from providing planning assistance within a borough's jurisdiction unless specifically requested to do so by the borough. Therefore, this Department is not in a position to provide the assisted requested unless such a written request is made by the Kodiak Island Borough.

Secondly, this Department does not contain the engineering capabilities that you indicate are needed to assess shoreline erosion at Karluk. A comprehensive composite assessment of the problems associated with bulk fuel storage and fuel distribution, barge docking, and future community facilities siting may be needed, as well as shoreline erosion that plagues the village.

As you may be aware, the Division of Local Government Assistance (LGAD) within this Department coordinates the Bulk Fuel Storage Program (for which applications for assistance this year are due to LGAD by the end of this week); also revenue sharing funds have recently been sent to the Village of Karluk. I suggest you contact Mr. Mike Cutter of the Local Government Assistance Division (264-2201) for additional information regarding the bulk fuel storage grant program.

If the Kodiak Island Borough requires engineering assistance beyond their capabilities, the Corps of Engineers or perhaps the Department of Transportation and Public Facilities may be able to assist. Requests for assistance should go directly to these agencies.

Again, a direct request from the Kodiak Island Borough is required in order for us to respond. This is a requirement of the Department's enabling legislation. Information from our files on your inquiry is being provided to legislators from your region and to the Borough. I trust this information will be of assistance.

Sincerely,

Lawrence H. Kimball, Jr.

Lawrence H. Kimball, Jr.
Director

cc: Senator Robert Mulcahy
Representative ERic Sutcliff
Representative Fred Zharoff
Mr. Murray Snyder, Manager
Kodiak Island Borough
Mike Cutter, Local Government
Assistance Division

DEPARTMENT OF COMMUNITY AND REGIONAL AFFAIRS

Files

February 9, 1981

Christy L. Miller
Senior Planner
Division of Community Planning

Karluk Erosion Problem

On February 5, I received a call from Tom Peterson, (486-5721) economic planner for the Kodiak Area Native Association (KANA) who explained a road erosion problem in the community of Karluk was aggravating local fuel distribution and requested assistance in obtaining an engineer's assessment of the method and cost of repairing the eroding road. Peterson explained such an assessment would be needed to provide to area Legislators, Rep. Eric Sutcliff and Sen. Bob Mulcahy, so that special appropriations could be sought to correct the problem. From an on-site visit by Peterson and Monty Sowers, area Soil Conservation Service agent, the problem was explained as apparent erosion (and ill repair in low swampy areas) of a road leading from the south opening of the Karluk spit, along the coastline and up the hill to the airstrip. Necessity of the road was explained as the only means community residents had of transporting fuel oil drums from the barge site to the new village. (After further investigation it appears this road is presently the most convenient method of transporting the oil barrels from barge to village, and a pipeline would be more satisfactory.)

Contacted John Horn, DOT/PF maintenance and operations chief for Southcentral region, and Mike Gavin, M & O engineer. The road was apparently built by the DOT contractor expanding the Karluk airstrip last summer for use in hauling fill from the spit to the airstrip. The haul road was tough to maintain even during the airstrip expansion and DOT plans on abandoning or removing the road this summer. Another permanent road on high ground is under construction from the airstrip to the new village site (not from the spit).

In a follow up call to KANA, Peterson said he would send DCP a written report of the problem and may suggest the Karluk Village Council formally request DOT not to tear the haul road out. Other problems such as fuel distribution and access to the new village would be explained in Peterson's letter.

CLM:rw

GF - Karluk

KODIAK AREA NATIVE ASSOCIATION
Post Office Box 172 - Kodiak, Alaska 99615 - Phone (907) 486 - 5725

RECEIVED
FEB 9 1981
Dept. of Comm. & Reg. Affairs
Div. of Community Planning

February 6, 1981

Ms. Christie Miller
Dept of Community and Regional
Affairs
Division of Community Planning
225 Cordova Building B
Anchorage, Alaska 99501

Dear Christie:

Pursuant to our telephone conversation yesterday regarding Karluk's errosion problem. I am enclosing my memo concerning Karluk with this letter. The memo explains the degree of errosion and the area affected. It also suggests solutions to rectify the errosion problems.

The community's major concern is the rate of errosion to the adjacent banks near the relocation site. The errosion is creating an extreme safety hazard to the villagers who conduct their activities near the shore. The access road mentioned in my memo is in jeapordy of completely sliding into the lagoon by errosion. Even though the road was built as a temporary approach to the airstrip for the contractor's equipment, the Karluk's IRA Council has identified the road as a possible access for a fuel oil transportation line connecting the bulk fuel storage tanks with barge service suppliers. This concept has been applied for in an application to your department under the bulk fuel storage facility grants. The road is also essential to the community to transport goods and materials from the shoreline of Shelikof Strait to "new" Karluk.

It may be too costly to maintain this road and a new road may have to be planned for at another location. The errosion problem, however, effects the total shoreline of the lagoon and future planning for socio-economic development for Karluk will be greatly hindered because of this problem.

Your efforts in identifying engineering design and cost to develop a solution to this problem is greatly urged. I will keep you

informed of any developments from my end as they occur and, hopefully, you will provide the same to me.

Sincerely,

KODIAK AREA NATIVE ASSOCIATION
IONE M. NORTON, PRESIDENT

Thomas Peterson
Economic Development Planner

TP:dz

ENCLOSURE

Monte and I returned to Kodiak that afternoon. We went over various ways to slow the errosion rate in Karluk. Nonetheless, all approaches to the problem are of a temporary nature. The mouth to the lagoon is very deep and, unless the mouth can be restricted to allow marginal water flow, any type of reinforcement to the banks would be inaffective.

Monte and I agreed upon the following measures to slow down the rate of errosion:

1) construct a barrier of some sort to restrict the progression and growth of the mouth and to decellerate the speed of incoming current.
2) transplant grass and alders into the bank that support the road to protect the soil against runoff and tides-and
3) roundoff and grass seed the banks nearest the relocated village site.

It is necessary to get a harbor engineer to accurately assess the proper design and materials to construct a barrier. The engineer would also assess the total cost of teh measures suggested here. I would suggest that the water resource council and the University of Alaska be contacted to provide this service.

It may also be possible to establish an agreement with the contractor involved in the airstrip development to work on the bank errosion rectifications.

I am hopeful that whatever type of solution is agreed upon the State will take charge of the financial portion, at least. The measures discussed in this memo are not extremely costly to do. I do think that some action on this problem is of an immediate nature and suggest that we get the ball rolling.

TP:dx

KODIAK AREA NATIVE ASSOCIATION

BOX 172
KODIAK, ALASKA 99615
PHONE: (907) 486-5725

MEMORANDUM

To: The Record

From: Thomas Peterson, Economic Development Planner

Date: January 20, 1981

Subject: Trip Report, Karluk's errosion problem

I was requested by Karluk's IRA Council to arrange for either a Federal or State official assigned to errosion contol to make an on-site assessment of the errosion problems in Karluk Lagoon. In my efforts to do so I was able to make arrangements for Mr. Monte Sowers, District Conservationist, of the Department of Agriculture to accompany me on a trip to Karluk.

On January 19, 1981 Mr. Sowers and I traveled to Karluk via Flyrite, Inc. at 9:00 a.m. Upon arriving, we were met by Mary Reft. Mary directed us to Allen Panamaroff to receive more information concerning the errosion problems.

After a conversation with Allen, Monte and I did a complete survey of the banks along the south portion of the Lagoon's mouth and the relocated village. We were able to ascertain that errosion rates varied along the whole souch shore of the lagoon. Moderate errosion to the banks nearest the relocated village gave evidence that there has been a substantial increase in the current and tidal action in the lagoon.. An extremely fast current running through the mouth is erroding the south portion of the mouth and the banks nearest to the old water channel and south village site. Monte estimated that by spring break-up the bank supporting the road will collapes due primarily to current and tidal action assisted by wind storms.

The north shore is receiving a good portion of errosion due to the counter-clockwise motion propelled by the current. However, lagoon sediment is being stockpiled by the current to fortify the north protion of the spit. It is apparent, by this acion, that the mouth is widening and moving southward at an impressive rate. The rate of total errosion is also being accelerated by winter storms.



KODIAK AREA NATIVE ASSOCIATION

BOX 172
KODIAK, ALASKA 99615
PHONE: (907) 486-5725

File Karluk
Permanent
File

MEMORANDUM

To: The Record

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TP:dz

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST

Bill/Resolution No. House Bill No. 277

Title Special Appropriation for Erosion Control and Assessment

Requested by Fuller, Hurlburt, Vaska, Adams, Cato, Chuckwuk Date 3/5/81

II. FISCAL DETAIL

Agency Affected DOT/PF

Program Category Affected General D & C

BRU, Program, or Subprogram(s) Affected

(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

		FY 81	FY 82	FY 83	FY 84	FY 85	FY 86
100	PERSONAL SERVICES						
200	TRAVEL						
300	CONTRACTUAL						
400	COMMODITIES						
500	EQUIPMENT						
600	LAND & STRUCTURES						
700	GRANTS, CLAIMS, ETC.						
	TOTAL		$6,030,000				

FUNDING (Thousands of Dollars) $6,030,000

GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

A. Assumptions: No maintenance on the erosion control structures would be performed.

B. Operational Summary: (1) No new positions would be needed. (2) No major expenditures are required. (3) N/A. (4) N/A.

IV. DATE 3/13/81 PREPARED BY Jonathan A. Widdis JB

AGENCY DOT/PF

PHONE 479-6138

Original: Legislative Finance

cc: Budget and Management

Prime Sponsor (First Legislator Named)

33-001 (Rev. 12/80

BR

C. Computations:

Section 1. $750,000 for erosion control assessments at the 15 communities listed is adequate to accomplish the work.

Section 2.

(1) Deering Sea All. - $1.2 million - $1.2 million will build a seawall of class III riprap, 10' wide, 3,500' long.

(2) Shishmaref Erosion Control - $1.2 million - The U.S. Army Corps. of Engineers prepared a reconnaissance report in December of 1979 for erosion control at Shishmaref. This report gave 3 possible alternatives:
   (a) Gabions with sandbags - cost of $2.8 million.
   (b) Mixed sand and cement in place - cost of $1.6 million.
   (c) Sand filled gabions with filter fabric - cost of $600,000.

   $1.2 million would build some combination of (b) and (c).

(3) Southwest Alaska region dredging - $2.0 million - This item is intended to fund a series of dredging projects on the Kuskokwim and Johnson Rivers using the dredge purchased for the City of Bethel in 1980. Recommend appropriation to Municipal Grant account.

(4) Unalakleet Seawall Construction - $800,000 - A seawall long enough to cover $800,000 should be sufficient to protect the community by itself. Recommend $1.8.

Section 3. $80,000 to Community and Regional Affairs to complete the Port Heiden erosion project is adequate for what the community intends to do (relocate another 20 buildings).

D. Economic Impact: The capital projects in sections 2 and 3 should provide short-term construction employment on the local level.

E. Attachments: None.

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST

Bill/Resolution No. HB NO. 277

Title A special appropriation to DOT/PF and DC & RA for erosion control projects.

Requested by House Transportation Committee Date March 23, 1981

II. FISCAL DETAIL

Agency Affected Department of Community and Regional Affairs

Program Category Affected Development

BRU, Program, or Subprogram(s) Affected Local Government Assistance

(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 81	FY 82	FY 83	FY 84	FY 85	FY 86
100 PERSONAL SERVICES		-0-				
200 TRAVEL		-0-				
300 CONTRACTUAL		-0-				
400 COMMODITIES		-0-				
500 EQUIPMENT		-0-				
600 LAND & STRUCTURES		-0-				
700 GRANTS, CLAIMS, ETC.		-0-				
		-0-				
TOTAL		-0-				

FUNDING (Thousands of Dollars)

GENERAL FUND		-0-				
FEDERAL FUNDS		-0-				
OTHER (Specify Fund Source)		-0-				

POSITIONS

FULL TIME		-0-				
PART TIME		-0-				
TEMPORARY		-0-				

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

Section 3 only

Erosion has forced the relocation of the city of Port Heiden. Legislative Grants totalling $75,000 for FY 79 and FY 80 were used to provide electricity to a new town site and move five homes. Approximately 20 buildings would be moved with this $80,000 appropriation, which would complete the project. This appropriation is in response to a formal request from city council.

No additional costs providing Department of Community & Regional Affairs Legislative Grants administrative positions remain in Governor's FY 82 budget.

IV. DATE March 23, 1981 PREPARED BY McKie Campbell

AGENCY Department of Community & Regional Affairs

Original: Legislative Finance PHONE 465-4735

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

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300 CONTRACTUAL		-0-				
400 COMMODITIES		-0-				
500 EQUIPMENT		-0-				
600 LAND & STRUCTURES		-0-				
700 GRANTS, CLAIMS, ETC.		-0-				
		-0-				
TOTAL		-0-				

FUNDING (Thousands of Dollars)

GENERAL FUND		-0-				
FEDERAL FUNDS		-0-				
OTHER (Specify Fund Source)		-0-				

POSITIONS

FULL TIME		-0-				
PART TIME		-0-				
TEMPORARY		-0-				

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

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AGENCY Department of Community & Regional Affairs

PHONE 465-4735

Original: Legislative Finance

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DEPUTY COMMISSIONER – PLANNING AND RESEARCH

POUCH Z
JUNEAU, ALASKA 99811

March 25, 1981

Representative Jack Fuller
Alaska House of Representatives
Pouch V
Juneau, Alaska 99811

Dear Jack:

This is reply to your questions about the extent of erosion problems in the communities listed in H.B. 277. The following information was obtained from community profiles and supplemented with what we are aware of first hand.

Ambler
Spring flooding from the Kobuk River is an annual occurence. Erosion occurs along the shoreside bluff areas. Additionally there are upland erosion problems from spring run-off on creeks which flow through that community. This has caused washouts on the road to the airport. A lack of vegetation in many areas of the community as a result of previous ground disturbances causes a significant dust problem.

Kivalina
Storm surges and wind-driven waves have caused coastal flooding at Kivalina. According to the U.S. Army Corps of Engineers, 20 to 30 percent of the village was flooded in 1970. Beach erosion has occured and continues. The airfield is being undermined on one end.

Kotlik
Kotlik lies within the 100-year floodplain; the flood hazard for the area has been rated high by the Corps of Engineers. The last recorded flood was in November 1970. Given a combination of storm conditions, high tides and ice jams, the city may be inundated with water and ice floes during spring break-up.

The annual scouring of the riverbank during break-up of river ice has created a significant erosion problem on the east edge of the city.

Teller
Major flooding has occured as the result of storm driven waves. The most significant recent example of this problem was the November, 1974 storm/disaster. New areas for housing in Teller's original townsite are limited because of Federal recognition of the flood hazard.

25A-T&LH

Wainwright
The village, situated on a coastal bluff, is high enough to avoid serious flooding from coastal storm surges. Spring snow melt water which cannot properly drain away until snow melt is complete causes minor flooding problems in lower areas. The Chukchi Sea shoreline is receding by thermal erosion processes at the rate of 1 to 2 feet per year, presenting a threat to near shore structures and facilities.

Itemized below is a detailed cost estimate for an on-site erosion assessment. This cost is appropriate to each of the communities discussed.

Field Survey	-	$ 30,000
Hydrologic Study	-	4,000
Materials Investigation	-	1,500
Preliminary Design Survey	-	3,000
Report Preparation	-	4,500
Total	-	$ 43,000

If we can be of further assistance on this please let us know.

Sincerely,

John C. Bates
Deputy Commissioner

HB

286

EXECUTIVE SUMMARY

1.0 Introduction

The primary purposes of the study were to update the study of the Yukon River Ferry System carried out in 1973 and to determine the economic and financial feasibility of operating a ferry service on the Yukon River.

The Yukon River is divided into two sections for the purposes of this study: the upper Yukon, extending from Dawson City, Yukon Territory to Circle, Alaska, and the lower Yukon, extending from Fort Yukon to Holy Cross. Nenana and Manley Hot Springs on the Tanana River are also included in the study of the lower Yukon.

The characteristics of the service on the two sections of the river would differ. The service on the upper Yukon would be primarily directed toward the promotion of tourism as the communities along this section of the river are already provided with road access. The service on the lower Yukon would be directed primarily toward freight transportation, although passenger transportation, primarily for residents of the area, could be an important aspect of this project.

2.0 Alternatives Considered

Ten basic types of vessels were considered, ranging from conventional displacement hulls with either propellers or paddlewheels, through higher-speed semi-planing and planing hulls, to the more sophisticated technologies such

as air-cushion vehicles (hovercraft) and hydrofoils. Consideration of technical and economic factors resulted in the following conclusions.

2.1 Upper Yukon

The most effective configuration would be a high-speed (about 35 miles per hours) propeller-driven planing hull capable of carrying 75 passengers. This would provide a one-day trip between Dawson and Circle, with overnight accommodations at Circle, and a bus connection between Circle and Fairbanks.

A more attractive alternative from the tourism point of view would be a slower paddlewheel-driven vessel similar in appearance to the old-time riverboats, capable of carrying 150 passengers and 25 vehicles, with overnight accommodations on board for a two-day trip. However, the cost per passenger of this alternative would be about three times the cost of the one-day service with the planing hull, and the tariff would then be so high as to significantly discourage the use of the service. In addition, if the service were later found to be less viable than anticipated, there would be little scope for the use of the paddlewheel vessel elsewhere in Alaska, whereas the high-speed planing hull could be used in other services in such a case if desired.

2.2 Lower Yukon

The most effective configuration on this section of the river would be a ferry-and-barge combination with accommoda-

tions for 20 overnight and 50 day passengers on the ferry, and barge capacity of 200 tons plus one 35-foot refrigerated container for the transportation of fish. It would act primarily as a supplement to Yutana Barge Lines in serving the villages along the lower Yukon and would also provide passenger transportation among the villages.

Estimates of capital, operating and maintenance costs, and of revenue, were made for the various alternatives. Benefits in the form of factors such as employment and increased economic development, which are not reflected directly in the revenues of the ferry services, were also considered. The comparisons of costs and benefits, made to determine the viability of the proposed ferry projects, were based primarily on the two basic configurations described above, as they were found to be the most cost-effective alternatives and would then have the greatest chance of becoming financially and economically viable.

3.0 Costs

3.1 Upper Yukon

1. Capital Costs	($million)
Ferry, 1982/83	1.86 ✔
Road to dock at Circle	0.96 ✔
Support facilities	1.10
Total initial capital costs[1]	3.92

[1] A hotel or motel would also be required at Circle, but this would be a self-supporting facility which could be operated either separately or in combination with the ferry service.

Assuming traffic growth is as forecasted in the study, a second ferry could be added in 1989 and a third in 1996.

2. Annual Operating and Maintenance Costs ($million)

Ferry	0.49
Support facilities and roads	0.39
Total Annual Operating and Maintenance Costs	0.88

With the addition of a second and third ferry, the ferry operating and maintenance costs would increase in proportion to the number of vessels, but the costs of road and shore facilities would increase only marginally.

3.2 Lower Yukon

1. Capital Costs ($million)

Ferry	1.59
Support facilities	0.40
Total initial capital costs	1.99

This ferry is expected to be able to carry the forecasted traffic over the life of the project.

2. Annual Operating and Maintenance Costs ($million)

Ferry	0.62
Support facilities	0.02
Total Annual Operating and Maintenance Costs	0.64

4.0 Economic Evaluation

4.1 Upper Yukon

The ferry on the upper Yukon is economically feasible only if the assumptions used to compute the costs and benefits are modified. However, for the base case, which is considered to represent the most realistic assessment, it would not be economically feasible as the following table indicates.

Indices of Economic Viability for the Upper Yukon River Ferry System

	Internal Rate of Return (%)	Benefit Cost Ratio[1]	Net Present Value[1] ($1 millio
1. Base Case	0.25	0.73	-4.04
2. Reduced Capital and Operating Costs[2]	5.40	0.87	-1.59
3. Increased Benefits (+27%)[3]	7.45	0.89	-1.35
4. Combination of 2 and 3	13.70	1.06	1.07

[1] Discounted at 10.5 percent.

[2] Excluding the cost of the road and sharing the cost of some of the support facilities with the hotel.

[3] Based on the maximum fare presently charged on cruiseships.

4.2 Lower Yukon

Even considering the benefits of the ferry to fisheries, agriculture and recreational activities, the existing tug and barge operations and air service are the more cost-effective solutions to transportation on the lower Yukon River.

5.0 Financial Analysis

Realizing that there are many possible financial arrangements that could be developed for the ferry system, two financial programs were analyzed for the upper Yukon River. The common elements in both programs are the assumptions that the state would construct a 3.5 mile extension of the Steese Highway to the ferry landing site six miles up-river from Circle and would provide concessionary terms for the financing of the ferry and its support facilities. In the first case tested, if the state were to finance 90 percent of the project cost with a loan at an eight percent interest rate, a private operator would not find the arrangement particularly attractive, so the conditions of the loan would have to be even more favorable. In a second case, if the state were to subsidize 80 percent of the capital cost of the project (for example, in the form of an interest-free loan to be repaid at some distant future date), the financial rate of return on the operator's 20 percent equity would be about 12 percent, possibly enough to interest the private sector. Alternatively, the state could elect to operate the ferry itself. With one

ferry, the revenue would cover the capital, operating and maintenance costs over the life of the project. However, the ferry would show almost no return on capital, i.e. it would provide a close-to-zero interest rate on the initial investment.

6.0 Conclusions

6.1 Economic and Financial Analysis

1. Upper Yukon

   A. The proposed service would not be economically viable under the basic assumptions, which are considered to represent the most realistic assessment of the project.

   B. From the point of view of a private operator, revenue from the proposed service would not cover the fully-allocated cost (capital, operating and maintenance costs) unless subsidized by the State. The proposed service is therefore not financially viable.

   C. If the State of Alaska were to operate the ferry, the estimated revenues over the life of the project would cover the estimated capital, operating and maintenance costs. However, this does not include any interest charges or return on investment and working capital.

2. Lower Yukon

   Under present conditions, the Lower Yukon Ferry is not economically or financially feasible at this time. Much

of the traffic would be diverted from existing services, primarily Yutana Barge Lines, and it is unlikely that the costs of a new service could be made sufficiently low that the tariffs could be less than those now charged by Yutana Barge ferries.

6.2 Social and Economic Impact

1. Upper Yukon (Circle, Eagle and Dawson City)

The main impact of the upper Yukon ferry service will be on the tourist industry. Besides the ferry, hotel facilities would be needed near the ferry site at Circle. 50 to 60 seasonal jobs would be directly involved in the operation of the ferry and hotel and about 100 persons would be indirectly employed in the other service industries supporting the ferry and hotel. Any adverse social impact of the ferry would be minimized, given the location of the support facilities and hotel at some distance from Circle (7 miles by road). Based on a survey of the tour operators and other tourist-related businesses, there is enthusiastic support of the ferry. The public involvement program indicated that individuals in the towns of Circle and Eagle perceive that they would benefit from having the ferry.

2. Lower Yukon (Tanana, Ruby, Galena, Kaltag, Nulato, Koyukuk, Manley Hot Springs and Nenana)

The main impact of the lower Yukon ferry would be the improvement of the freight service in the region. The poten-

tial impact on the processing of fish in the region would be positive, but investments in cold storage facilities as well as the ferry would be needed. The ferry would provide public inter-village transportation. The public involvement program survey indicated that the villagers are in favor of improved transportation on the Yukon and would be willing to pay a higher price for this service than what they are paying for the present tug and barge service. Some villages would not like to see an influx of tourists which might result from the ferry. Direct additional employment is estimated to be less than ten persons.

but also makes them more exposed to damage, especially in narrow and restricted passages likely to be encountered on the Yukon River. Therefore, the sidewheeler will not be investigated further.

Of the ten types of vessels analyzed, three high speed vessels - the captive air bubble (CAB), the air cushion vehicle (ACV), and the planing hull (PH) - and two slow speed vessels, the propeller-driven displacement hull (PDDH) and a sternwheel driven displacement hull (SDDH), are technically feasible alternatives for the upper Yukon River.

5.1.3 Evaluation of Alternative Trip Schedules and Vessel Types

High speed vessels can operate on two-day round trip schedules, but require that a hotel be constructed at or near Circle to accommodate the passengers. The vessel's arrival and departure would not easily facilitate the transportation of passengers between Circle and Fairbanks, a five- to six-hour bus trip. It was determined that a minumum design speed of about 35 miles per hour is required to achieve a two-day round trip, one leg each day, even on a schedule relaxed by the availability of lodging at Circle. Without lodging, a vessel must be designed for about 58 miles per hour. All of the following vessels will be compared under this category:

1. Air Cushion Vehicle (58 miles per hour);
2. Captured Air Bubble Boat (46 miles per hour); and the
3. Conventional Planing Hull (35 miles per hour).

The slower speed vessels can accommodate the arrival and departure of buses to and from Fairbanks so passengers would be able to take the bus trip during daylight hours. Con-

sequently, the four-day round trip does not require that a hotel be located near Circle to provide lodging for the passengers. Because the slower speed vessels are displacement hulls, they can accommodate motor vehicles.

According to the schedule analysis, vessel speeds of approximately 13 miles per hour were necessary. To safeguard against unpredictable river conditions, a value of 14 miles per hour was chosen for this category. This margin was not considered necessary for the two-day boats, because of their much higher relative speeds. The vessels that fall into the slower category are:

1. Standard Displacement Hull, and
2. Sternwheeler.

A detailed discussion of the scheduling of the two types of trips is made in Appendix I.

The schedule analysis was inconclusive as to the required speed for a three-day round trip. It can be assumed that this trip would fall between the two-day and the four-day speeds, but closer to the four-day speed. The only vessel that has a natural speed in this range is the semi-planing hull, whose normal speed is around 21 to 23 miles per hour. This vessel at the capacity required was found to require too deep a draft to be considered for this service, however. Therefore, further consideration of a three-day round trip was dropped.

5.1.3 Selection of the Alternative Vessel Types

Based on the analysis of traffic, a 150-passenger vessel for a four-day round trip and a 75-passenger vessel for a two-

Table 5.1-1

Vessel Characteristics, Upper Yukon, Four-Day Round Trip

VESSEL	150/25 PDDH	150/25-SDDH	200/33-SDDH	150-S	25-B	150-S/25-B
Length Over All (LOA)	210'-0"	255'-0"	280'-0"	233'-0"	131'-0"	369'-0"
Length on Waterline	230'-0"	230'-0"	252-'0"	214'-0"	125'-0"	
Beam, Overall	48'-0"	48'-0"	53'-0"	45'-0"	37'-0"	45'-0"
Beam, Hull	46'-0"	46'-0"	51'-0"	43-'0"	36'-0"	
Depth, Mean, Deck @ Side	7'-5"	7'-5"	3'-2"	6'-4"	7'-0"	7'-0"
Draft, Full Load	5'-8"	5'-8"	6'-0"	5'-1"	4'-6"	5'-1"
Displacement, Full Load (long tons)	1,265	1,265	1,680	1,000	395	1,415
Passengers: Total) doesn't have to =	150	150	200	150	0	150
Stateroom Capacity	150	150	200	150	0	150
Cars	25	25	33	0	25	25
Crew	38	38 !	50	38	0	38
Speed - Kts/MPH	12/13.8	12/13.8	12/13.8	12/13.8	12/13.8	12/13.8
Rated Horsepower (SHP)	1,665	1,665	2,440	3,490		3,490
Fuel Rate (gallons per hour)	80	80	119	170		170

Source: Consultants' estimates.

TABLE 5.1-2

Capital Costs for Alternative Vessel Types

($ million in 1980 Prices)

	Cost	Contingencies	Transportation	Total Cost
150/25 PDDH	4.750	0.475	0.262	5.487
150/25 SDDH	5.220	0.522	0.287	6.029
200/33 SDDH	6.930	0.693	0.381	8.004
150 SDDH	4.210	0.421	0.232	4.863
25 Barge	0.875	0.088	0.048	1.011
75/PH	1.600	0.160	0.088	1.848
75/CAB	3.600	0.360	0.198	4.158
75/ACV	2.500	0.250	0.138	2.887

Source: Consultants' estimates.

Table 5.1-3

Ferry Operating Cost, Upper Yukon River Ferry Overnight Trip

	150/25 PDDH	150/25 SDDH	Combined 150 SDDH	Combined 25 Barge
1. Capital Costs (million $)	5.49	6.03	4.86	1.01
2. Wages and Benefits/year	615,276	615,276	615,276	--
3. Annual Victualling for crew	102,600	102,600	102,600	--
4. Maintenance and Repairs	138,348	151,956	122,472	6,060
5. Supplies and Equipment	32,940	35,180	29,160	--
6. Hull Insurance	192,150	211,050	170,100	35,350
7. Protection and Indemnity Ins.	137,250	150,750	121,500	25,250
8. Fuel	96,422	131,375	204,897	--
9. Subtotal Without Capital Costs	1,314,986	1,399,187	1,366,005	66,660
			1,432,665	
10. Capital Costs @ 10.5% 25 years	623,040	684,701	551,544	114,621
11. Total Annual Cost	1,938,026	2,083,888	2,098,830	

150K

Source: Consultants' estimates.

Table 5.1-5

Cost Per Passenger on the Upper Yukon River Overnight Trip

	150/25 PDDII	150/25 SDDII	150/ 25 SDDII/B
1. Cost per passenger unit 100% utilization of capacity	205	221	222
1 car equivalent to 1 passenger	205	206	207
1 car equivalent to 1.5 passengers	191	206	207
1 car equivalent to 2 passengers	179	193	194
1 car equivalent to 3 passengers	159	172	173
2. 80% Utilization			
Ratio of 1:1	256	276	277
Ratio of 1:1.5	239	257	258
Ratio of 1:2	224	241	242
Ratio of 1:3	199	215	216
3. 50% Utilization			
Ratio of 1:1	410	442	444
Ratio of 1:1.5	382	412	414
Ratio of 1:2	358	386	388
Ratio of 1:3	318	344	346
4. Cost per passenger without Capital Costs (assuming a ratio of 1:2)			
100% Utilization of Capacity	122	130	133
80% Utilization of Capacity	152	162	166
50% Utilization of Capacity	244	259	265
5. Percent reduction between 1, 2 and 3 and 4.	32	33	31

Source: Consultants' estimates.

Alaska State Legislature

House of Representatives

Committee on Transportation

Rep. Bette Cato, Chairman

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

March 27, 1982

HOUSE TRANSPORTATION COMMITTEE
LETTER OF INTENT

TO ACCOMPANY HB 286

"An Act making a special appropriation for payment as a grant to the City of Nenana for ferry construction; and providing for an effective date."

The House Transportation Committee has had HB 286 under consideration.

Section 1 of HB 286 appropriates from the general fund $8,600,000 as a grant to the City of Nenana for construction of an Upper Yukon River stern-wheeler ferry.

It is the intent of the House Transportation Committee that a condition be included in the terms of agreement for Nenana to receive the grant. The condition is that if the Alaska Marine Highway Authority is created, (presently HB 651) then the City of Nenana must transfer this project to the Marine Highway Authority once that Authority is established.

Bette Cato
Ch. Transportation Committee

COMMITTEE REPORT

HOUSE

(7)

FURTHER: FINANCE

3/3/82

Date: March 25, 1992

Mr. Speaker: (Taken from Finance 3/8/82)

The Committee on TRANSPORTATION has had SSHB 286

"An Act making a special appropriation for payment as a grant to the City of Nenana for ferry construction; and providing for an effective date."

under consideration and ~~(a majority of the committee) (the committee)~~ reports it back with the following recommendations:

[ ] do pass [ ] do not pass

[ ] do pass with attached amendments(s)

[ ] replace with CS for _____ [ ] same title [ ] new title

and recommends _____

[X] AND attaches a "Letter of Intent" [ ] New Fiscal Note

[X] reports it back ~~without~~ individual recommendation

[X] referred to the Finance Committee

MEMBERS SIGNING
DO PASS

Kerry Wood

Fred Zharoff

MEMBERS HAVING
OTHER RECOMMENDATIONS:

Mike Navarre to Do Pass

Eva Sutcliffe w/ REC

Letter of Intent

Peter A. F.

CHAIRMAN

H 60 (Rev. 12/78)

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE: 3/25/82
LOCATION: 112 Capitol
SUBJECT: HB ~~268~~ 286

NAME	REPRESENTING	ADDRESS	PHONE	HERE TO TESTIFY	HERE TO OBSERVE
Brian Rogers	District 20	Dorch V	4925	✓	

HB

2888

COMMITTEE REPORT

HOUSE

FURTHER: FINANCE

3/9/81

(7)

Date: April 3, 1981

Mr. Speaker:

The Committee on TRANSPORTATION has had HB 288

"An Act making a special appropriation to the Municipality of Anchorage to study modes of mess transportation in Anchorage; and providing for an effective date."

under consideration and reports it back as follows:

[X] do pass [ ] do not pass

[ ] do pass with attached amendments(s)

[ ] replace with CS for _____ [ ] same title [ ] new title

and recommends _____

[ ] AND attaches a "Letter of Intent" [ ] New Fiscal Note

[ ] reports it back without recommendation

[X] referred to the Finance Committee

MEMBERS SIGNING
DO PASS

Tom Young - Do Pass

Ray Metcalfe " "

Peter A. Peters

Buchholdt

MEMBERS HAVING
OTHER RECOMMENDATIONS:

Fred Zharoff No. Rec

Peter A. Peters
CHAIRMAN

H 60 (Rev. 3/81)

MUNICIPALITY OF ANCHORAGE

REQUEST FOR PROPOSAL

For an analysis of Mass Transportation
Modes Suitable for Primary
Transit Corridors

Introduction

In order to provide personal mobility with minimal disruption to the urban environment, the Municipality of Anchorage is seeking qualified consultants to submit proposals for an analysis of the suitability of a range of modes for Primary Transit Corridors.

Anchorage has a unified government that encompasses an area of 2,000 square miles with a population near 200,000. Most of the population is located in an area covering 180 square miles which is expected to accommodate 350,000 people by 1995. The Municipality initiated transit service in 1974 and now has a daily ridership in excess of 10,000. The Long Range Element of the Transportation Plan forecasts approximately 140,000 daily transit trips for 1995.

Parameters of Alternatives

The objective is to evaluate a broad range of modal alternatives within the following parameters:

1. A wide range of anticipated levels of demand for transit service, within the population range predicted for the study area.

2. Availability of right-of-way.

3. Capital and operating costs.

4. Accessibility to the mobility-impaired.

5. Anticipated reliability of the technology.

6. Comfort, personal safety, and security of passengers and staff.

Modal-Evaluation Criteria

The final product will be a report assessing a variety of modes with respect to:

1. Potential to attract varying levels of ridership.

2. Construction cost, in light of local-financing capability.

3. Operating costs, in light of local-financing capability.

4. Average speed, including access time.

5. Lead time for implementation.

6. Frequency of service.

7. System capacity.

8. Right-of-way requirements and associated displacement.

9. Visual and noise impacts.

10. Energy impact.

11. Accessibility to the mobility-impaired.

12. Structural stability under prevailing soil and seismic conditions and the subarctic climate.

13. Maintenance requirements.

Modal Characteristics

The proposal should list a wide variety of modes to be examined in the initial phase of the project. The initial selection should cover numerous variations within--and combinations of--the following factors:

- Vehicle size--including articulation and the potential for multiple unit (MU) operation. Passenger-carrying capacity is a primary concern.

- Guideway--surface, mixed-traffic, elevated, subway, degree of grade separation, fixed guideway.

- Control--manual, automatic with on-board attendant or completely automated.

- Personnel Requirements--vehicle operator, vehicle attendant, station attendant, traffic controllers and supervisors, peaking characteristics of daily crew size.

- Power Supply--central Station: overhead wires, current rails, recharging stations. On-board: petroleum-based fuels, alcohol, propane, batteries, flywheels.

- Propulsion--electric, internal combustion, linear induction, flywheel, cable.

- Effect on Street Traffic Control--preferential signalization, restricted-use lanes, grade-crossing signals and gates.

- Pedestrian Access--including means of handicapped access.

Attached is an example list of modes.

Selection of Modes for Detailed Analysis

The consultant will present the results of the initial analysis of each mode to the AMATS Committees, the Transit Advisory Board, the Planning and Zoning Commission (in a public hearing), and the Municipal Assembly. In this presentation the consultant will provide brief desriptions, in lay terms, of the distinguishing characteristics of each mode, providing--where possible--photographs or drawings of the modes. The presentations should include a description of the land-use and population characteristics appropriate to each mode. Order-of-magnitude relative costs should also be discussed.

The Municipality will then select four modes for detailed analysis.

Final Report

The detailed analysis of the final four modes will describe the conditions under which each mode could be successfully operated on primary transit corridors in Anchorage.

Land Use

The final report should highlight the land-use characteristics that are typically associated with successful operation of each mode.

Reference to Previous Studies

Reference should be made to the "Anchorage Light Rail Feasibility Analysis" (Alan M. Voorhees & Associates, 1979) and the "Feasibility Analysis of Upgraded Passenger Rail Service in the Anchorage, Alaska Region" (A.M.V. & Assoc. 1979). The Municipality will loan copies of these reports

to interested consultants, upon request, and will provide a copy of each report to the party to whom the contract is awarded. The report should note where conclusions are similar to, or different from, those contained in the aforementioned Voorhees reports.

Corridors

The corridors for which these modes are to be studied include:

1. Northern Lights Boulevard, from "C" Street to Muldoon Road (designated as a primary transit corridor).

2. "C" Street from Downtown Anchorage to Dimond Boulevard (also a primary transit corridor).

3. Northern Lights Boulevard from "C" Street west to Earthquake Park, thence south to Anchorage International Airport.

4. The Seward Highway from Third Avenue to Potter Marsh.

5. The Alaska Railroad from Birchwood to Potter Marsh.

6. The Glenn Highway from Downtown Anchorage to Eklutna.

PLANNING DEPARTMENT STAFF SUPPORT

The contractor may avail itself of the following pieces of information from the Planning Department:

1. Map of the Adopted Comprehensive Land Use Plan.
2. Existing population and employment, by traffic
3 analysis zone.
4. Projected populations and employments, by traffic analysis zone.
5. The adopted Long Range Transportation Plan.
6 Existing and projected average daily traffic counts.
7. The adopted Transit Development Program.
8. Limited data on current transit ridership.
9. Copies of previous relevant studies.

The Planning Department will not furnish any other staff support except to coordinate with the AMATS Policy Committee and to help further define the scope of the project.

Qualifications Sought

In reviewing the proposals, the Municipality will consider the following items:

1. Previous experience in transit-mode feasibility studies.

2. Previous experience with small to medium-sized transit systems.

3. Qualifications of individuals who will work on the project, including any subcontractors.

4. Methodology and organization of study.

5. Proposals for group presentations of preliminary and final reports.

The review team will consist of representatives from the Municipal Planning and Transportation Departments. No more than $100,000 is likely to be available for the transit data study. The terms of payment are negotiable.

Time Frame of Study

The approximate time schedule for the project is:

1. Pre-proposal session: 4 weeks from date of cover letter.

2. Proposals due: 6 weeks from date of cover letter.

3. Staff review: 2 weeks from proposals-due date.

4. Contract award: 2 weeks following staff review.

5. Status reports: Monthly during project.

6. Initial report: 4 months after contract award.

7. Selection of final modes: 2 months after initial report.

8. Project completion: 9 months after contract award.

The consultant must be prepared to make a preliminary presentation and a final presentation to the Municipal Assembly, the Planning and Zoning Commission, the Transit Advisory Board, and the AMATS Technical Advisory and Policy Committees, including production of 40 copies of the final report. A public hearing must also be conducted.

The requirements outlined in the project description are minimums and any additional information you can provide should be listed to allow a better evaluation of the proposal. Any questions before the opening date can be directed to Ken Markve or to Stanley Green at (907) 264-4251.

APPENDIX A

List of Modes

The modes to be examined initially should include, but not necessarily be limited to, the following list. For all modes, the costs and access times for primary access modes should be included in the analysis.

1. Automated rapid transit, such as the new system in Lille, France.
2. Monorail, with under-carriage structural rail, such as in the systems in Disneyland and Seattle.
3. Monorail, with catenary-suspended rail, such as proposed for New Orleans.
4. Monorail, with over-carriage rail.
5. Personal rapid transit, such as the Morgantown system.
6. Electric bus with intermediate stations for recharging.
7. Express buses on HOV lanes.
8. Express buses on exclusive bus lanes.
9. Trolley buses on exclusive bus lanes.
10. Light rail transit.
11. Aerial tramways (telepherique) such as on Roosevelt Island, New York.
12. Rail cars on the Alaska Railroad.
13. Trolley bus with off-line capabilities, either by flywheel or internal-combustion engine.
14. Flywheel-powered vehicles.
15. Articulated buses.
16. Heavy rail rapid transit.

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE: 3/30/81
LOCATION: CAPITOL
SUBJECT:

NAME	REPRESENTING	ADDRESS	PHONE	HERE TO TESTIFY	HERE TO OBSERVE
Glenn W. Sachs	Dept. of H. & S. S. - Div. of Adult & Aging Svcs	Pouch H-01C	465-3250	Yes	
Rep Clocksin	Bill Sponsor			X	

POSITION PAPER/Department of Health & Social Services

CRITS

POSITION PAPER
ON
HOUSE BILL NO. 288

"An Act making a special appropriation to the Municipality of Anchorage to study modes of mass transportation in Anchorage; and providing for an effective date."

This bill would appropriate the sum of $100,000 to the Municipality of Anchorage to study modes of mass transportation in Anchorage. It is generally an accepted fact that transportation is a major service needed for all age groups, including the elderly and handicapped, and present services are not meeting the demand.

The Municipality of Anchorage received a grant of $10,000 for FY'81 from the Department of Health and Social Services to contract with a transportation consulting firm to plan better coordination of transportation services with existing agencies providing services to the elderly and handicapped. However, this legislation would extend beyond the scope of the coordination study and evaluation.

The Department of Health and Social Services supports the concept and need for improved mass transportation in Anchorage.

Recommended by: Elizabeth Muktarian
Elizabeth Muktarian
Director
Div. of Adult and
Aging Services

Date: 3/19/81

Approved by: Helen D. Beirne
Helen D. Beirne
Commissioner
Dept. of Health and
Social Services

Date: 3/24/81

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST

Bill/Resolution No. House Bill No. 288

Title "An Act making a special appropriation to the Municipality of Anchorage to study mass transportation in Anchorage; & providing for an effective date."

Requested by _____ Date March 18, 1981

II. FISCAL DETAIL

Agency Affected Department of Health and Social Services

Program Category Affected Social and Economic Assistance for the General Population

BRU, Program, or Subprogram(s) Affected Division of Adult and Aging Services-Adult Services

(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 81	FY 82	FY 83	FY 84	FY 85	FY 86
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL		-0-				

FUNDING (Thousands of Dollars)

GENERAL FUND		-0-				
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

Zero Impact.

IV. DATE 3-18-81 PREPARED BY Dorothy Wall

AGENCY Division of Adult and Aging Services

PHONE 465-3250

Original: Legislative Finance

cc: Budget and Management

Prime Sponsor (First Legislator Named)

M&B Approval M Hubbard Date 3/20/81

33-001 (Rev. 12/80)

GOVERNOR

STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

January 30, 1981

Speaker of the House
Alaska State Legislature
Pouch V
Juneau, AK 99811

Dear Mr. Speaker:

Once again I have been requested to recommend naming the bridge over the Yukon River in honor of E. L. Patton.

I am pleased to submit Mr. Patton's name to the Alaska State Legislature, which by law is the assembly for the unorganized borough, for its consideration. I would suggest that the Legislature pass a resolution of legislative intent on this issue, if they determine that the bridge should be named for E. L. Patton.

Thank you for your assistance and consideration on this issue.

Sincerely,

Jay S. Hammond
Governor

Alyeska pipeline SERVICE COMPANY

1835 SOUTH BRAGAW STREET (99504), P.O. BOX 4-Z (99509), ANCHORAGE, ALASKA, TELEPHONE (907) 278-1611, TELEX 090-25-127

Biographical Sketch
Edward L. Patton, Chairman
Alyeska Pipeline Service Company

Edward L. Patton was named President of Alyeska Pipeline Service Company upon its formation in August, 1970, and was named Chairman and Chief Executive officer of the company in 1976. With extensive experience in managing the construction of petroleum facilities both in the United Stated and abroad, he moved to Alyeska after managing the construction and operations of a major new refinery complex at Benicia, California.

A native of Newport News, Virginia, Patton was graduated from the Georgia Institute of Technology in 1938 with a BS degree in Chemical Engineering. He joined an Exxon affiliate in Baton Rouge, Louisiana, the same year and served in several engineering assignments for that company before being called to active duty in the Navy.

From 1941 until 1946, Patton served in the U.S. Navy, including duty as commanding officer of several antisubmarine and escort vessels serving in Caribbean, North Atlantic, and Pacific waters. In 1946, he returned to Exxon in Baton Rouge and progressed through a number of management positions before transferring to the Norwegian affiliate for the construction and early operation of a refinery. He returned to the United States in 1964 as an advisor for Exxon refining operations in the Mediterranean, Middle East and Far East.

In 1966, Patton was transferred to Exxon's chief domestic affiliate to assume responsibility for construction and operation of the refining facility at Benicia, near San Francisco.

As Alyeska's chief executive, Patton led the world's largest private construction project through its regulatory, design, construction and operation stages, overseeing a peak workforce of 22,000 men and women.

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. SB 188
Title Naming the North Slope Bridge in honor of Edward L. Patton
Requested by (State Affairs Committee) Date 2/18/81

II. FISCAL DETAIL
Agency Affected Dept. of Transportation and Public Facilities
Program Category Affected Maintenance & Operations
BRU, Program, or Subprogram(s) Affected
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

		FY 81	FY 82	FY 83	FY 84	FY 85	FY 86
100	PERSONAL SERVICES	.45					
200	TRAVEL	.2					
300	CONTRACTUAL	.1					
400	COMMODITIES	.5					
500	EQUIPMENT						
600	LAND & STRUCTURES						
700	GRANTS, CLAIMS, ETC.						
	TOTAL	1.25					

FUNDING (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

Cost includes manufacture and installation of standard highway bridge signs.

Alaska State Legislature

House of Representatives

Committee on

Health, Education & Social Services

Donald E. Clocksin, Chairman
465-3797
465-3777

Pouch V
State Capitol
Juneau, Alaska 99811

TO: Members of the House Transportation Committee

FROM: Rep. Don Clocksin

RE: HB 288

DATE: April 2, 1981

In response to the questions posed at your Committee meeting on Monday, March 30, 1981 I have the following information:

1) The Municipal Assembly voted on November 25, 1980 to appropriate $100,000 to study mass transit in Anchorage (not $50,000 as I told the committee).

2) The vote was 10 - 1 (Carol Maser against).

3) The Planning Department feels that an additional $100,000 will be sufficient to complete the study.

4) The RFP will be ready for release next week. It will take one month from that date to assess the project schedule, however. Estimated completion March 31, 1982.

If you have any further questions please feel free to contact me.

DC:sp

CATO

EXECUTIVE SUMMARY
ALASKA MUNICIPAL LEAGUE TRANSIT STUDY

January, 1981

Alaska MUNICIPAL League

TELEPHONES
(907) 586-1325
586-6526

204 N. FRANKLIN ST.
JUNEAU, ALASKA 99801

Executive Summary - AML Transit Study

January, 1981

In late 1979, the Alaska Department of Transportation and Public Facilities contracted with the Alaska Municipal League to conduct a statewide transit study. The purpose of the study was threefold: (1) to meet with local elected and nonelected officials in various communities throughout the state in order to assess their perceptions of the feasibility of transit systems in their communities, including the potential for growth of existing systems; (2) to assess, statewide, the requirements for a state role in transit development; and (3) to assess the feasibility and potential function for a transit operators association.

The transit project consisted of four distinct phases. The first phase was preparation for community meetings, including arranging all the scheduling with local officials and developing a draft of a transit brochure. Meetings in ten communities throughout the state, a meeting with paratransit operators, and the first meeting of transit operators made up the second phase. Summarizing the results of these meetings, developing alternative strategies for operating and capital assistance, and preparing for a three-day transit conference constituted the third phase. The final phase was the assimilation of the results of the conference and interim products into a final report.

The League developed and published an information booklet, "Guide to Community-Based Public Transportation Systems for Local Officials", which describes the options that exist for a community to improve the local mobility of its citizens, the potential benefits of improved community-based public transportation systems, the sequence of steps that a community usually takes in developing a public transit system, and available funding opportunities.

Meetings were held with local officials in ten communities throughout the state, representing a cross section of size, geographic location, and local government types. Among those visited were three municipalities that currently operate public transit systems: the Municipality of Anchorage, Fairbanks North Star Borough, and the City and Borough of Juneau; and one that has a private transit operator: Ketchikan. The remaining six local governments did not have public transit systems at the time of the meetings: Bethel, Dillingham, Kenai Peninsula Borough, Kodiak Island Borough, Matanuska-Susitna Borough and the City and Borough of Sitka. The meetings had a dual purpose of disseminating information about public transit and of acquiring information about the status of local transportation services and the interest of local governments in pursuing opportunities to improve local mobility.

Three meetings were scheduled with transit operators: one solely for paratransit operators and two mainly for public transit operators, although there was participation by paratransit operators. Technical assistance for paratransit operators was provided by inviting a speaker for a regular training program sponsored by the Office on Aging for its grant recipients. All others who had received grants through the Urban Mass Transportation Act Section 16(b)(2) program were also invited.

The first transit operators workshop was held in May. Two guest speakers from Seattle's METRO were chosen in part on the basis of operational areas which transit operators had indicated needed improvement. Preliminary discussions were held concerning the formation of an Alaskan transit operators association.

The second meeting of the transit operators was expanded to a conference format and scheduled in conjunction with AML's annual Local Government Conference, which was held the second week in November. Three types of sessions were held, with the two sessions during the first day being of general interest to both transit operators and other local officials. The second day consisted of technical workshops on a broad range of topics. The third day was devoted to establishing the Alaska Transit Operators Association.

Recommendations of the study are based on a consensus of local government officials and transit operators with whom we met during the course of the transit project. They represent a cross section of communities throughout the state, including all local governments operating public transit systems. It should be noted, however, that transit needs were not discussed in relation to other transportation needs or prioritized.

It is recommended that the State implement a comprehensive public transit assistance program, with four main components: (1) technical assistance - $150,000, (2) capital assistance - $5 million, (3) operating assistance - $5 million, and (4) demonstrations - $500,000. All figures are for FY '82.

Although DOT/PF currently provides some technical assistance, there was a need expressed for an expanded program that covers all aspects of planning, operations, and management. Staffing in Alaska's small systems is inadequate to address the full range of tasks needed for effective short and long range planning.

The State has taken a major step in initiating significant capital assistance for transit with the $8.8 million in the transportation bond issue. It is recommended that the distribution of the bond moneys be on a flexible, discretionary basis, rather than a formula basis, in order to respond to the expressed needs of the communities.

Operating assistance is the third component recommended for a comprehensive public transit assistance program. Of the various distribution strategies used throughout the country, a percentage of gross costs is recommended for Alaska. Gross cost formulas take different conditions such as land use patterns and cost-of-living into effect while performance based formulas could penalize systems in isolated areas of the state. Because there will still be a significant amount of local subsidy needed for local public transit even with the state operating assistance, the incentive to operate efficiently will not be diminished.

Finally, demonstrations are needed to enable local officials and the general public to find out first-hand whether or not the benefits of public transit are worth the costs. Funding for demonstrations should be at a much higher level than for established systems.

The general forecast of the statewide public transit requirements for the next six years is based on detailed five-year development plans of the three largest public transit systems in the state and projections derived from community interviews and mobility questionnaires. In addition to the potential for some intercity and regional public transportation, it is estimated that there will be 23 local public transit systems by 1986.

SUMMARY OF RECOMMENDATIONS.

1. Implementation of a comprehensive public transit assistance program with four main components: (1) technical assistance, (2) capital assistance, (3) operating assistance, and (4) demonstrations.

2. Detailed investigation of the potential for joint school/public use of school buses and/or public transit vehicles.

3. Up-dating the statistical information that was gathered during the early stages of the transit project. (Follow-up questionnaires have been mailed.)

4. Participating in follow-up meetings in the communities visited and scheduling sessions in several other areas that have expressed an interest.

In addition, future studies may wish to take into consideration other potential state roles in transit development. In the AML study, emphasis was placed on alternatives generally favored by the communities visited.

Page 127, Table 6-6. Effects of Change in Revenue Sharing Legislation on Support to Public Transit. The last column, Transit Related Revenue Sharing: New/Old, which depicts the new amounts divided by the old, should read, 29.3%, 20.4%, 1.8% and 46.6% instead of "0.29%, 0.20%, 1.02% and 0.47%.

MEMORANDUM State of Alaska

TO Lee McAnerney
Commissioner
Department of Community
and Regional Affairs

DATE: February 3, 1981

FILE NO. 0004

TELEPHONE NO. 465-3900

FROM Robert W. Ward
Commissioner
Department of Transportation
and Public Facilities

SUBJECT: Transmittal of the Alaska Municipal League transit study Final Report and Executive Summary

Attached please find the subject materials which are provided as a part of the DOT/PF portion of the report required by the legislature under last year's FCC HB 192 (Revenue Sharing). You will note that there are several explicit recommendations contained in the League's report, along with suggested legislation to implement these recommendations, but it is understood from this office that some of the recommendations are not in keeping with State policy and that the suggested legislation is not required at this time.

Following is a brief description of the major recommendations from the League's report, as well as the DOT/PF position with regard to these recommendations:

1) Capital assistance: The report recommends that the DOT/PF regularize transit as a modal element within the capital improvements program and that funding be discretionary, in response to locally developed transit plans and in conjunction with available Federal funds (cost for FY82: $4-$5 million).

   The DOT/PF supports this recommendation, and, in fact, this Department has undertaken to implement a transit element to our CIP. Although we are now waiting for an Attorney General's opinion regarding assistance to private-for-profit and private, nonprofit operators, it is understood that unless some legislation is required to simplify the procedures by which the Department assists these private sector interests, then no additional legislation is required to continue the provision of capital assistance. I would note however that the capital cost estimates in the report may be somewhat low.

2) Operating Assistance: The report recommends that the DOT/PF establish through legislation a categorical program for operating assistance and that the program be allocated under a formula whereby operators receive one-third of their gross operating costs (costs for FY82: $5 million).

   The DOT/PF does not support this recommendation at this time. In view of the Governor's proposal to increase the size of the Municipal Assistance program to over $90 million and to increase the Revenue Sharing program substantially as well, it is seen that enough unrestricted State funds should exist to afford local communities ample resources, in conjunction with Federal funds, fares, local funds and sound management, to either expand transit services or to maintain existing levels of service.

In addition to the Governor's proposal for increased unrestricted fiscal resources among local communities, two other related factors weigh strongly in our position against a categorical operating assistance program: a) clearly transit is undergoing a period of rapid growth in the State at this time (ridership has doubled in the State in the past two years, and, as discussed below, a number of new systems are expected to come on line in the very near future); therefore, any State commitment to a categorical operating assistance program, particularly a program which guarantees a percentage of costs, is sure to become more expensive (and more expensive at an exponential rate) in the future; b) finally, the trend toward the provision of unrestricted funding is also a trend toward the development of local government decision-making, local autonomy, but the trend toward categorical programs, on the other hand, is a trend toward more regulations, more rigid policies and procedures, a larger State bureaucracy and less local government autonomy. No legislation is required.

3) Planning and Technical: The report recommends that the DOT/PF initiate a program of planning and technical assistance to provide resources to local operators as well as to conduct studies of a Statewide nature (cost for FY82: $350,000).

The DOT/PF supports this recommendation in part. Project-specific capital plans can be supported with a portion of capital appropriations (the Department has already initiated this concept with a portion of the $8.8 million in transit bond funds approved by the voters in the November election). Federal planning dollars are available to local communities through the Department for management and technical assistance, and the Department conducts studies of a Statewide nature (such as the current study) utilizing planning funds from the general fund appropriation made annually to the DOT/PF Planning and Programming Unit. It is seen that the efforts of the Department in this area are adequate at this time. No further enabling legislation is needed, although continuing attention to the programming requirements for this task must not be relaxed.

4) Demonstrations: The report makes a recommendation on demonstrations, but that recommendation is included within the "Operations" category. The report recommends that the State provide 90% of the first year net operating costs and 80% of the second year net operating costs for new systems (in the "Sketch Transit Management Plan," at the conclusion of the report, it is shown that fifteen or more new systems may be established within the next five years). Cost for FY82: $250,000 (these are operating grants; capital grants are included in the capital assistance section).

The Department has no recommendation to offer in the area of operating assistance for demonstrations at this time.

5) Other recommendations: a) Pupil transportation: the report states that there may be significant potential for combining pupil transportation and public transportation in the State and goes on to suggest three strategies under which such coordination might be effected. The report recommends that a "review team" comprised of representatives from the DOT/PF, Department of Education and Department of Public Safety be established to examine and make recommendations on proposals from local communities.

As shown in the Executive Summary, the real potential for combining services remains unclear, and further study of this area is suggested before any action is taken. The DOT/PF agrees with the recommendation in the Executive Summary.

b) Transit Operators Association: as shown in the report, a Transit Operators Association has been formed as a direct result of the Municipal League study. The DOT/PF will work closely with the Association in the next year to both encourage the growth of the Association and to explore the potential for creation of the Association as a technical resource center in the State for public transportation. If this strategy proves successful, then pressure for an increase in DOT/PF staff may be reduced, despite a rapid growth in the size of the transit program throughout the State.

c) Followup activities: The report recommends that the DOT/PF work with communities visited during the study, as well as with other communities in the next year, in order to assure the continuation of the momentum built during the study period. The Department agrees with this recommendation, and in addition to the ongoing interaction between DOT/PF staff and local communities, the Department is now in the process of building a public transit element, based on local inputs, to ongoing Regional Transportation Plans. Finally, to build a transit element within the Statewide Transportation Plan, the Department will continue with projects such as the current study. Funds for Phase II of the present study have been budgeted within the Planning and Program Unit Annual Work Program for the present fiscal year. Phase II will concentrate on an update of Phase I (through community visits, dissemination of questionaires and a review of recommendations), on the provision of technical information (through the use of workshops and other forums in cooperation with the Transit Operators Association) and on a Final State Transit Management Plan (required under Federal regulations for the Rural Transit Assistance Program administered by the DOT/PF). The Association will be consulted during the development of the specific tasks in the scope of work for Phase II, and it is hoped that this involvement will further encourage the continued development of that organization.

In general it is seen that the Department agrees with many of the report recommendations and that the Municipal League did highly credible job on this study, accurately reporting the concerns of local elected and nonelected officials, while operating on a very tight budget and under the difficult circumstances of having to schedule more than ten meetings with local elected bodies throughout the State in a proportionately short time period.

Thanks for your assistance, and if you have any further questions, then please do not hesitate to contact this office.

cc: John Bates
Dennis Dooley
Henry Springer
Kit Duke
Ginny Chitwood
Keith Specking
Jessie Dodson

HB

295

BILL FOR COLLECTION

BILL NO. 71977

STATE OF ALASKA

DATE MO 01 DAY 27 YEAR 81

Department of Transportation
and Public Facilities
Division of Financial Management
Pouch Z
Juneau, Alaska 99811

PAYER:

PLEASE MAKE CHECK PAYABLE TO:
State of Alaska

AND MAIL TO:
Alaska Division of Emergency
Services
P.O. Box 2267
Palmer, Alaska 99645

DATE	DESCRIPTION	QUANTITY	UNIT PRICE	AMOUNT
1-27-81	Final payment due from excess funds advanced on project application FDAA-452-DR-10			46,747 90
	Total advance 215,941.22 Total approved 169,193.32			
	46,747.90			

THIS SPACE FOR STATE USE ONLY — AMOUNT DUE THIS BILL: 46,747 90

CUSTOMER NUMBER	BRIEF DESCRIPTION	TRANS CODE	DEPT.	PROGR	DIV.	ACCOUNT	RECPT	ACTIVITY	PROJECT	*	AMOUNT

AUTHORIZED SIGNATURE

NAME Lloyd F. Turner TITLE Deputy Director

Page 1 of 1 Pages

AR 71977

MEMORANDUM

State of Alaska

TO: Ron Lehr, Director
Division of Budget & Management
Office of the Governor

DATE: March 25, 1981

FILE NO: 5091404

TELEPHONE NO:

RECEIVED
MAR 25 1981
BUDGET AND MANAGEMENT

SUBJECT: Supplemental Budget Request

FROM: John C. Bates
Deputy ~~Commissioner~~
Planning and Programming
Department of Transportation
and Public Facilities

The Department of Transportation and Public Facilities requests a supplemental appropriation for $46,747.90 which must be repaid to the Department of Military Affairs for the Bering Sea Storm Repair project.

Your support for this request is recommended.

STATE OF ALASKA

DEPARTMENT OF MILITARY AFFAIRS

ALASKA DIVISION OF EMERGENCY SERVICES

JAY S. HAMMOND, GOVERNOR

P.O. BOX 2267
Palmer, Alaska 99645

March 2, 1981

Mr. Thomas C. Gallagher, Director
Department of Transportation and
Public Facilities
Division of Financal Management
Pouch Z
Juneau, Alaska 99811

Return Receipt Requested
Certified # P00 7549191

Dear Tom:

On January 24, 1981, I sent a letter regarding the final audit of the Bering Sea Storm; FDAA-452-DR 10. I advised you that there was the amount of $46,747.90 due and payable at that time.

Please let me know at your earliest convenience what arrangements you wish to make regarding this payment.

Sincerely,

Lloyd A. Turner
Deputy Director

LIT:SJM:wc

9 MAR P3 5

09-12LH

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF MILITARY AFFAIRS

ALASKA DIVISION OF EMERGENCY SERVICES

P. O. Box 2267
Palmer, Alaska 99645

January 27, 1981

Mr. Thomas C. Gallagher, Director
Department of Transportation and
Public Facilities
Division of Financial Management
Pouch Z
Juneau, Alaska 99811

Dear Tom:

Enclosed is the final determination on the Federal audit relative to DOT's project application from the Bering Sea Storm disaster; FDAA-452-DR-10.

Although the Feds have advanced this agency only $202,000.00, we had advanced to your divisions as follows:

Communications	9674.36
Aviation	16,437.10
Buildings	189,829.76
	215,941.22

These advances, combined with the total approved amount requires a payback to this agency in the amount of $46,747.90.

Should you have any questions please contact Shirley Meudt at 376-3061. An acknowledgement reply would be appreciated.

Sincerely,

Lloyd I Turner

Lloyd I Turner
Deputy Director

30 JAN P3 34

LIT:SJM:dg
Enclosure: as stated

09-12LH

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
FEDERAL DISASTER ASSISTANCE ADMINISTRATION

SUSPENSION STATEMENT

DATE: January 16, 1981
BUREAU VOUCHER NUMBER:
CONTRACT NUMBER: FDAA-452-DR-10
PURCHASE ORDER/TRAVEL AUTHORIZATION NUMBER:
INVOICE NUMBER:

TO: *(Name and Address)*
Treasurer, State of Alaska
Division of Emergency Services
1306 East Fourth Avenue
Anchorage, Alaska 99501

CLAIMED AMOUNT: $ 218,206.82
SUSPENDED AMOUNT: $ 49,013.50
APPROVED AMOUNT: $ 169,193.32

REASONS FOR SUSPENSION

General

The amount recommended by the State Auditor is $192,263.34. The State voucher requests $218,206.82. Since no new or additional information is submitted to justify the extra amount, the increase cannot be approved.

Voucher Request	$218,206.82		
State Audit	192,263.34		
Ineligible	$ 25,943.48	SUSPEND	$25,943.48

Item NA-1 Nome (Category A)

All labor was claimed by applicant at a rate of $9.27 per hour. One employee was paid at a rate of $8.87 per hour. The ineligible amount claimed totalled $26.18, leaving $2,779.63.

State Audit	$2,805.81		
Eligible	2,779.63		
Ineligible	$ 26.18	SUSPEND	$ 26.18

Item D-1 Unalakleet (Category D)

The amount claimed for employee compensation included a 23.38 percent amount ($727.84) for fringe benefits. Such costs are ineligible.

State Audit	$8,087.47		
Eligible	7,359.63		
Ineligible	$ 727.84	SUSPEND	$ 727.84

Item E-2 Nome SOB (Category E)

The final inspection report shows that following award of the basic contract for $126,500.00, a change order was negotiated for relocating the exhaust system from the crawl space to the roof of the building. Additional cost for this change order was $22,316.00. Since the basic contract provided for repairing the exhaust system in the crawl space, the relocation costs must be considered as ineligible betterment and the cost disallowed.

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
FEDERAL DISASTER ASSISTANCE ADMINISTRATION

ADJUSTMENT STATEMENT

DATE: January 16, 1981
BUREAU VOUCHER NUMBER:
CONTRACT NUMBER: FDAA-452-DR-10
PURCHASE ORDER/TRAVEL AUTHORIZATION NUMBER:

TO: *(Name and Address)*

Treasurer, State of Alaska
Division of Emergency Services
1300 East Fourth Avenue
Anchorage, Alaska 99501

INVOICE NUMBER:
CLAIMED AMOUNT: $ 218,206.82
SUSPENDED AMOUNT: $ 49,013.50
APPROVED AMOUNT: $ 169,193.32

REASONS FOR SUSPENSION

Continued

State Audit	$157,960.62		
Eligible	135,644.00		
Ineligible	$ 22,316.00	SUSPEND	$22,316.00
		TOTAL SUSPENSIONS	$49,013.50

SUMMARY

Amount Requested	$218,206.82
Amount Suspended	49,013.50
Amount Approved	$169,193.32
Amount Approved-PA	$239,967.00
Amount Advanced	202,000.00

Since the amount advanced is more than the total eligible costs after State and Federal Audit, the State will need to re-pay the $32,806.68 which is the amount over advanced.

Amount Advanced	$202,000.00
Eligible Costs/Audit	169,193.32
Amount due from State	$ 32,806.68

[signature]
(Name and Title)

HUD-491 (9-74) Replaces OEP Form 51, which is obsolete

HB 295

March 9, 1981

The Honorable Jim Duncan
Speaker of the House
Alaska State Legislature
Pouch V
Juneau, AK 99811

Dear Mr. Speaker:

Under the authority of art. III, sec. 18, of the Alaska Constitution, I am transmitting a bill which would make supplemental appropriations to the Department of Administration and to the Department of Transportation and Public Facilities (DOT/PF).

The appropriation to the Department of Administration, in sec. 1 of the bill, would pay the administrative costs of the deferred compensation program in the division of retirement and benefits. Last year, it was the intent to fund these costs through program receipts (i.e., a $5 monthly fee from every program participant); however, there is no specific statutory authority for imposing such a fee. Therefore, the Department of Administration is currently paying those administrative costs, which were not included in its FY 81 budget. In other words, last year's appropriation was based on a substantial amount of program receipts, but there are no program receipts.

Sections 2 and 3 of the bill contain appropriations to DOT/PF. The $613,100 amount in sec. 2 would pay cost overruns and architectural fees for various projects in the state. The architectural fees are for services completed on several projects, but for which the fees have not yet been paid. The project cost overruns resulted from a range of situations, including change orders requested by the client agencies, changes in building codes, and necessary additional design work. Some of the projects involved have been completed and some have not.

The $234,700 appropriation to DOT/PF in sec. 3 would pay the claim settlement on the Cold Bay dock project. A claim filed by the contractor was negotiated and an agreement was accepted by the commissioner of DOT/PF on

September 24, 1980. The appropriation would pay the balance of $220,000 owed to the contractor, plus eight percent interest. Additional interest will accrue if payment is not made promptly.

Sincerely,

S/JS H

Jay S. Hammond
Governor

MEMORANDUM

State of Alaska

JAN 22 1981

~~S09250Z~~

TO: Ronald Lehr, Director
Division of Budget & Management
Office of the Governor

DATE: January 21, 1981

FILE NO: S09 14 02

TELEPHONE NO:

FROM: John C. Bates
Deputy Commissioner
Planning and Programming
Department of Transportation
and Public Facilities

SUBJECT: Supplemental Request

We request that the supplemental request submitted by the Department on December 19, 1980 be amended to include $234,670 for a claim settlement on the Cold Bay Dock project.

This supplemental request represents that portion of the claim we were unable to pay at time of settlement plus 8% interest. The amount owed the claimant is $220,000 plus 10 months of interest for a total of $234,670.

Your support for this request will be appreciated.

Project Title	Location(s)	Election Districts Served	Start Date	Completion Date
Cold Bay Dock Reconstruction Claim Settlement	Cold Bay, Alaska	15		

Aviation fuel dock project

AGENCY REQUEST			Operational Cost & No. Personnel Increase – (Decrease)		First Operating Year ____	Ultimate Annual Year ____	GOVERNOR'S REQUEST		
							Approved	Deferred	Disapproved
1002	Federal Receipts		Funding Source	Federal Receipts			1002 Federal Receipts		
1003	G/F Match			General Fund			1003 G/F Match		
1004	General Fund	$237,600					1004 General Fund		
1005	I/A Receipts						1005 I/A Receipts		
	G.O. Bonds		Total Annual Operational Cost				G.O. Bonds		
			Position (FTE)						
			Previous Year-Priority	Agency Priority	Governor's Priority				
	Total	$237,600					Total		

PROJECT DESCRIPTION

The Cold Bay Dock was completely reconstructed with a $1,980,000 Aviation G.O.Bond (Ch.248 SLA76) and a $500,000 General Fund (Ch.131 SLA77) appropriation. The construction contract was awarded to Riley Pleas, Inc. a Seattle firm, in July,1977. Work proceeded through 1978 and occupancy of the structure began in January, 1979. Prior to final acceptance of the facility a number of deficient welds were discovered by the State Inspector leading to delays in processing of payment to the contractor. The Contractor subsequently filed a claim to recover increased costs which he alleged were the result of poor design and unreasonable tolerances. A settlement of the claim was negotiated and accepted by the Commissioner of DOT/PF on September 24, 1980. The agreement called for payment of $250,000 (at 8% annual interest) to satisfy all claims, rights and remaining contract costs. The funds remaining in the appropriation, $30,000, were paid in December, 1980, leaving a balance of $220,00 to be paid. This appropriation will provide the funds needed to make that final payment.

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35a PROJECT DESCRIPTION – PROPOSED CAPITAL PROJECT

CATEGORY Transportation

AGENCY DOT/PF

PROGRAM Ports and Harbors

Page of

Revised Date

FY 82

Capital Project Expenditures (Cash Flow)	Total	Budget Year	Budget Year Plus 1	Budget Year Plus 2	Budget Year Plus 3	Budget Year Plus 4	Remaining Cost
Planning and Engineering							
Land							
Construction	$237,600	$237,600					
Equipment							
Administration and Other							
Total Annual Expenditure (Capital Cost)							

Project Justification

See attached Letter of Agreement, correspondance and memorandum.

Non payment of the claim agreed to could result in further litigation by the contractor resulting in substantial costs to the State.

$220,000 @ 8% simple interest for one year = $237,600

Project Type

- ☐ Building Construction (C)
- ☐ Other Improvement (I)
- ☐ Equipment (E)
- ☐ Land (L)
- ☐ Professional Services (P)
- ☒ Other (O)

Project Characteristics

- ☐ Totally New Facility
- ☐ Addition to Existing Facility
- ☐ Renovation of Existing Facility
- ☐ Major Maintenance or Repair
- ☒ Supplement Previously Authorized
- ☐ Funds to Enable Completion
- ☐ One of Several Phases
- ☐ Major External Funding Source
- ☐ Other

Site Features

NO	YES	
☐	☐	Site Currently Owned?
☐	☐	All Utilities Available?
☐	☐	Access Already Available?

PROJECT TITLE Cold Day Dock Claim Settlement

CATEGORY Transportation

AGENCY DOT/PF

PROGRAM Ports and Harbors

Page of

Revised Date

FY 82

35b PROJECT JUSTIFICATION
PROPOSED CAPITAL PROJECT

MEMORANDUM State of Alaska

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JAN 28 1981
BUDGET AND MANAGEMENT

S100402

TO Ron Lehr, Director
Division of Budget and Management
Office of the Governor

DATE: January 27, 1981

FILE NO:

TELEPHONE NO: 465-2200

FROM: Commissioner W. R. Hudson
Department of Administration

SUBJECT: FY 81 Supplemental
Deferred Compensation

The Department of Administration, Division of Retirement and Benefits, Deferred Compensation Program requests a supplemental appropriation for FY 81 of 68.9 General Funds.

As explained in the attached memorandum from Paul Arnoldt, it was planned that the recipients of this program would be assessed a fee to pay the administrative costs. This plan, however, was not implemented due to a lack of specific statutory authority. This authority is being requested in the Department's legislative package for the 1981 session.

If you have any questions, please call me or Judy Crondahl at 465-2277.

WRH/mjc
cc: Paul B. Arnoldt
Judy Crondahl
Attachment

To Typists
1/29/81

TO: Judy Crondahl
Director
Division of Administrative Services
Department of Administration

DATE: January 26, 1981

FILE NO:

TELEPHONE NO: 465-4460

FROM: Paul B. Arnoldt
Director
Division of Retirement & Benefits
Department of Administration

SUBJECT: Supplemental Budget Request

Our FY 81 budget request contained a provision which shifted the cost of administering the Deferred Compensation Plan from General Funding to Program Receipts. This transfer was accomplished in an effort to shift the cost of the program from the general public to those deriving benefits from the plan and was based on the Governor's policy guidelines.

Subsequent to the legislature's authorization of funds under Program Receipts for the Deferred Compensation Plan, it was our intent to assess a $5.00 monthly fee upon every participant of the plan to fund the administrative costs of the program. However, the Department of Law deemed the charge of a fee inappropriate without specific statutory authority.

Therefore, in FY 81 we are overfunded in Program Receipts by $68.9 (thousands) and underfunded in General Funds by the same amount. We are requesting a supplement to our FY 81 budget in the General Fund area to cover the deficit. Our Supplemental Request Analysis for the Other Benefits component is attached.

We shall be seriously underfunded in the General Fund area, if our request is not fulfilled. Your assistance with our supplemental request is appreciated.

PBA/ch

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JAN 27 1981
Dept. of Administration
Administrative Services

FY 81 SUPPLEMENTAL REQUEST ANALYSIS

	1	2	3	4	5	6	7	8	9	
	FY 79 ACTUAL	FY 80 FINAL AUTH.	FY 80 ACTUAL	FY 81 GOV. BUDGET	FY 81 INITIAL AUTH.	FY 81 CURRENT AUTH.	FY 81 EXPENDITURES + ENCUMBRANCES 7/1/ to 12/31/	FY 81 OTHER OBLIGATIONS 7/1/ to ___	FY 81 PROJECTED EXPENDITURES + ENCUMBRANCES to 6/30	FY (DO OR
PERSONAL SERVICES	167.9	277.3	256.2	332.6	456.1	456.1	196.0		260.1	
TRAVEL	4.2	5.4	2.6	11.8	13.8	13.8	1.9		11.9	
CONTRACTUAL SERVICES	41.4	382.7	384.3	296.7	424.2	424.2	134.1		290.1	
SUPPLIES	1.0	4.8	4.2	3.9	4.3	4.3	1.0		3.3	
EQUIP.	3.9	41.0	40.8	7.9	6.2	6.2	.9		5.3	
LAND, BLDG. ...		9.7	9.7	9.3	9.3	9.3	9.3			
GRANTS, CLAIMS										
MISCELLANEOUS		31.3	28.8	31.3	43.9	43.9			43.9	
TOTAL	218.4	752.2	726.6	687.5	957.8	957.8	343.2		614.6	
FEDERAL RECEIPTS										
MATCHED OR MATCHING										
GENERAL FUND	170.9	217.5	178.1	201.6	213.4	213.4	139.4		142.9	(6
Program AGENCY RECEIPTS		463.7	473.5	408.4	633.3	633.3	164.7		399.7	(6
Other Funds	47.5	71.0	64.0	77.5	77.5	77.5	34.1		43.4	
P/E Ret					14.3	14.3			14.3	
Teachers Ret					14.3	14.3			14.3	
M. G.					5.0	5.0	5.0			

BRU: Labor Services COMPONENT: Other Benefits REVISED: ___

MEMORANDUM State of Alaska

TO: Ron Lehr, Director
Division of Budget and Management
Office of the Governor

DATE: December 16, 1980

FILE NO:

TELEPHONE NO:

FROM: John C. Bates
Deputy Commissioner
Department of Transportation
and Public Facilities

SUBJECT: Supplemental Capital
Budget Request-Facilities

Attached, is this Department's Supplemental Budget Request. This request represents cost overruns on currently active Facilities projects.

The projects for which we are requesting supplemental funding are:

1.	Pilot Station School	~~1,100.0~~ IN FY82 OK - new proj -
2.	Architectual Fees	49.0
3.	Southeast - Project Overruns	59.6
4.	Interior/Western Project Overruns	230.0
5.	Central Region Project Overruns	274.5 } 613.1 S101404
6.	Juneau Subport and Reroof	~~62.6~~ add to GG project
7.	Governor's Mansion Fire Sprinkler	~~185.0~~ " " " "
		1,960.7

Warren Sparks 4070

Type 2/17/81

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Project Title	Location(s)	Election Districts Served	Start Date	Completion Date
Architectual Fees	Statewide		7/1/80	6/30/81

AGENCY REQUEST			Operational Cost & No. Personnel Increase -- (Decrease)		First Operating Year ____	Ultimate Annual Year ____	GOVERNOR'S REQUEST Approved / Deferred / Disappr		
1002	Federal Receipts		Funding Source	Federal Receipts			1002	Federal Receipts	
1003	G/F Match			General Fund			1003	G/F Match	
1004	General Fund	49.0					1004	General Fund	
1005	I/A Receipts						1005	I/A Receipts	
	G.O. Bonds		Total Annual Operational Cost					G.O. Bonds	
			Position (FTE)						
			Previous Year-Priority	Agency Priority		Governor's Priority			
	Total	49.0						Total	

PROJECT DESCRIPTION

This project will complete payment to architects for completed projects.

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RECEIVED
DEC 16 1980
BUDGET AND MANAGEMENT

FY 8

CATEGORY

AGENCY DOT/PF

PROGRAM

Page 1 of 2

Revised Date

35a PROJECT DESCRIPTION - PROPOSED CAPITAL

35a PROJECT

01 1143(8/80)

(Expenditure/Resources Narrative Flow)	Total	Budget Year	Budget Year Plus 1	Budget Year Plus 2	Budget Year Plus 3	Budget Year Plus 4	Remaining Cost
Planning and Engineering							
Land							
Construction							
Equipment							
Administration and Other	49.0	49.0					
Total Annual Expenditure (Capital Cost)	49.0	49.0					

Project Justification

This project represents architectual fees which have been submitted to DOT/PF for projects which were closed out prior to receipt of the fees. The fees are entirely justified and should be paid as soon as possible.

Project Type

- ☐ Building Construction (C)
- ☐ Other Improvement (I)
- ☐ Equipment (E)
- ☐ Land (L)
- ☒ Professional Services (P)
- ☐ Other (O)

Project Characteristics

- ☐ Totally New Facility
- ☐ Addition to Existing Facility
- ☐ Renovation of Existing Facility
- ☐ Major Maintenance or Repair
- ☐ Supplement Previously Authorized
- ☐ Funds to Enable Completion
- ☐ One of Several Phases
- ☐ Major External Funding Source
- ☒ Other

Site Features

NO	YES	
☐	☐	Site Currently Owned?
☐	☐	All Utilities Available?
☐	☐	Access Already Available?

PROJECT TITLE

CATEGORY

AGENCY DOT/PF

PROGRAM

Page 2 of 2

Revised Date

FY 82

35b PROJECT JUSTIFICATION PROPOSED CAPITAL

Project Title	Location(s)	Election Districts Served	Start Date	Completion Date
Project Cost Overruns	Southeast Region	A,B,C,	7/81	10/81

AGENCY REQUEST			Operational Cost & No. Personnel Increase -- (Decrease)		First Operating Year ____	Ultimate Annual Year ____	GOVERNOR'S REQUEST Approved	Deferred	Disappro
1002	Federal Receipts		Funding Source	Federal Receipts			1002	Federal Receipts	
1003	G/F Match			General Fund			1003	G/F Match	
1004	General Fund	59.6					1004	General Fund	
1005	I/A Receipts						1005	I/A Receipts	
	G.O. Bonds		Total Annual Operational Cost		- no change -			G.O. Bonds	
			Position (FTE)						
			Previous Year-Priority	Agency Priority		Governor's Priority			
	Total	59.6						Total	

PROJECT DESCRIPTION

This request is to fund existing cost overruns for completed projects, in order to allow the Department to close the project accounts. Four projects have been indentified as having cost overruns: .

1)	Hidden Falls Hatchey (H95302)	$ 580
2)	Juneau Records Center (H80197)	49,724
3)	Juneau Snack Bar (H80103)	2,049
4)	Klawock Secondary School (H79064)	6,750
		$59,103

Additionally, the current listing does not include cost overruns if less than $100. Therefore, a contigency of $500 is being requested to cover small project overruns unknown at this time.

35a PROJECT DESCRIPTION - PROPOSED CAPITAL PROJECT

CATEGORY Facilities

AGENCY DOT/PF

PROGRAM Southeast Region

Page 1 of 1

Revised Date

RECEIVED DEC 16 1980 FY 8

Capital Project Expenditures (Cash Flow)	Total	Budget Year	Budget Year Plus 1	Budget Year Plus 2	Budget Year Plus 3	Budget Year Plus 4	Remaining Cost
Planning and Engineering							
Land							
Construction							
Equipment							
Administration and Other	59.6	59.6					
Total Annual Expenditure (Capital Cost)	59.6	59.6					

Project Justification

The budgets for those physically-completed projects described on form "35a" cannot be closed due to outstanding debts. With the requested funding, these debts will be paid and the project accounts closed.

Project Type

- ☐ Building Construction (C)
- ☐ Other Improvement (I)
- ☐ Equipment (E)
- ☐ Land (L)
- ☐ Professional Services (P)
- ☒ Other (O)

Project Characteristics

- ☐ Totally New Facility
- ☐ Addition to Existing Facility
- ☐ Renovation of Existing Facility
- ☐ Major Maintenance or Repair
- ☐ Supplement Previously Authorized
- ☒ Funds to Enable Completion
- ☐ One of Several Phases
- ☐ Major External Funding Source
- ☐ Other

Site Features

NO	YES	
☐	☐	Site Currently Owned?
☐	☐	All Utilities Available?
☐	☐	Access Already Available?

PROJECT TITLE Project Cost Overruns

CATEGORY Facilities

AGENCY DOT/PF

PROGRAM Southeast Region

Page 1 of 1

Revised Date

FY 82

35b PROJECT JUSTIFICATION

PROPOSED CAPITAL PROJECT

Project Title	Location(s)	Election Districts Served	Start Date	Completion Date
Project Overruns	Interior & Western Region	Various		

AGENCY REQUEST			Operational Cost & No. Personnel Increase -- (Decrease)		First Operating Year ____	Ultimate Annual Year ____	GOVERNOR'S REQUEST Approved	Deferred	Disapprov
1002	Federal Receipts		Funding Source	Federal Receipts			1002	Federal Receipts	
1003	G/F Match			General Fund			1003	G/F Match	
1004	General Fund	230.0					1004	General Fund	
1005	I/A Receipts						1005	I/A Receipts	
	G.O. Bonds		Total Annual Operational Cost					G.O. Bonds	
			Position (FTE)						
			Previous Year-Priority	Agency Priority	Governor's Priority				
	t Total	230.0						Total	

PROJECT DESCRIPTION

The project listed in this capital budget request have been funded by previous budgets. All projects listed in this request are in the DOT/PF, Interior & Western Regions and involve projects such as pioneer homes, office buildings, skill centers, sewer improvements, and schools.

The cost overruns involve various components of the projects, ranging from change orders requested by the client agencies to changes in building codes or need for additional design work.

35a PROJECT DESCRIPTION – PROPOSED CAPITAL PROJECT

CATEGORY Facilities

AGENCY Department of Transportation & Public Facilities

PROGRAM Interior & Western Region

Revised Date

FY 82

Capital Project Expenditures (Cash Flow)	Total	Budget Year	Budget Year Plus 1	Budget Year Plus 2	Budget Year Plus 3	Budget Year Plus 4	Remaining Cost
Planning and Engineering							
Land							
Construction							
Equipment							
Administration and Other							
Total Annual Expenditure (Capital Cost)	230.0						

Project Justification

Project Need:

Additional funding is needed at this time to cover the overruns and insure completion without claims against the projects. As shown on the attached sheet, the claims run in cost from $500 to approximately $50,000.

For the Interior Region there are 14 projects now in an over-spent category. It is anticipated that the requested funds in total, and as reflected for each individual project will complete the projects as presently scheduled and anticipated by the client agencies.

The projects, by type, range from building construction to improvement and equipment. Project characteristics involve new facilities, addition to existing facilities and renovation of existing facilities, and, in some cases, major maintenance and repair.

These funds are also needed to supplement previously authorized funds which will enable completion of the project as needed by the client agency.

The project purposes include protection of human health and safety, protection of capital assets, the improvement of the efficiency and economy of state government, and, in some cases, to accommodate new program requirements.

Project Type

- [X] Building Construction (C)
- [X] Other Improvement (I)
- [X] Equipment (E)
- [ ] Land (L)
- [ ] Professional Services (P)
- [ ] Other (O)

Project Characteristics

- [X] Totally New Facility
- [X] Addition to Existing Facility
- [X] Renovation of Existing Facility
- [X] Major Maintenance or Repair
- [X] Supplement Previously Authorized
- [ ] Funds to Enable Completion
- [ ] One of Several Phases
- [ ] Major External Funding Source
- [ ] Other

Site Features

NO	YES	
[ ]	[X]	Site Currently Owned?
[ ]	[X]	All Utilities Available?
[ ]	[X]	Access Already Available?

PROJECT TITLE Project Overruns

CATEGORY Facilities

AGENCY Department of Transportation & Public Facilities

PROGRAM Interior & Western Region

Page 2 of 3

Revised Date

FY 82

PROJECT JUSTIFICATION

35b PROPOSED CAPITAL

OVER EXPENDITURES

INTERIOR REGION

PROJECT #	NAME	AMOUNT OVERSPENT*	BUDGETED AMOUNT	% OVERSPENT
+H-60040	Fairbanks HVAC Building	-$2,324.68	$22,000	10.6%
**H-80111	Glennallen Employment Center	- 524.59	7,500	7.0%
H-80189	Nulato Building Sewer & Water	-2,431.13	865,933	0.3%
H-90060	Cantwell School	-0-	500,285	-0-
H-90061	Cantwell Roof	-1,525.42	32,115	1.64%
H-90120	Galena Elementary/High	-29,078.37	4,125,000	0.07%
+H-90140	Glennallen Multi-Purpose	-100,071.46	1,109,009.26	9.02%
H-90150	Glennallen Voc./Ed.	-933.42	479,317.00	1.77%
H-90300	Mentasta Elementary School	-8,481.11	253,993	1.07%
H-90360	Northway Elementary/Secondary	-2,726.50	1,698,689.31	0.16%
H-90460	Tanana Voc./Ed.	-3,365.34	468,000	0.72%
H-90609	Nulato HS Roof	-0-	300,000	-0-
+H-91132	Stevens Village	-1,893.89	12,632.00	15%
H-91135	Fort Yukon	-3,225.00	327,675	0.0098%
	TOTAL	-156,580.91		

WESTERN REGION

+H-80190	Selawik Community Service	-$20,332.05	$1,079,313	1.88%
+**H-80191	Allakanuk Community Service	-50,580.03	1,001,00	5.05%
H-92601	Kotzebue Senior Citizens	-2,459.12	904,670	0.27%
	GRAND TOTAL	-$229,952.11		

* - This information is based on 9-30-80 210 Run.
** - These projects belong to Central Region.
\+ - See attached memo for statement regarding these projects.

Project Title	Location(s)	Election Districts Served	Start Date	Completion Date
Project Cost Overrun	Central	5-18	July '81	June '82

AGENCY REQUEST			Operational Cost & No. Personnel Increase -- (Decrease)		First Operating Year ____	Ultimate Annual Year ____	GOVERNOR'S REQUEST Approved	Deferred	Disapprov
1002	Federal Receipts		Funding Source	Federal Receipts			1002	Federal Receipts	
1003	G/F Match			General Fund			1003	G/F Match	
1004	General Fund	274.5					1004	General Fund	
1005	I/A Receipts						1005	I/A Receipts	
	G.O. Bonds		Total Annual Operational Cost					G.O. Bonds	
			Position (FTE)						
			Previous Year-Priority	Agency Priority		Governor's Priority			
	Total	274.5						Total	

PROJECT DESCRIPTION

Nineteen building projects within the Central Region involving completed projects and those under construction. The type of buildings include: Pioneer homes, court facilities, fish hatcheries, skil centers, sewer improvements, junior high and high schools. Project characteristics include new facilities, addition to existing facilities, major maintenance and repair, and renovation of existing facilities.

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MINISTRY AND MANAGEMENT

35a PROJECT DESCRIPTION -- PROPOSED CAPITAL

CATEGORY Facilities Planning

AGENCY DOT/PF

PROGRAM Supplemental

Revised Date

FY 82

Capital Project Expenditures (Cash Flow)	Total	Budget Year	Budget Year Plus 1	Budget Year Plus 2	Budget Year Plus 3	Budget Year Plus 4	Remaining Cost
Planning and Engineering							
Land							
Construction							
Equipment							
Administration and Other							
Total Annual Expenditure (Capital Cost)	274.5						

Project Justification

The cost overruns involve various components of the projects, ranging from change orders requested by the client agencies to changes in building codes or need for additional design work. Additional funding is needed at this time to cover the overruns and insure completion without claims against the projects. These funds are also needed to supplement previously authorized funds which will enable completion of the project.

The project purposes include protection of human health and safety, protection of capital assets, the improvement of the efficiency and economy of the state government, and, in some cases, to accommodate new program requirements.

Project Type

- [X] Building Construction (C)
- [X] Other Improvement (I)
- [ ] Equipment (E)
- [ ] Land (L)
- [X] Professional Services (P)
- [ ] Other (O)

Project Characteristics

- [X] Totally New Facility
- [X] Addition to Existing Facility
- [X] Renovation of Existing Facility
- [ ] Major Maintenance or Repair
- [X] Supplement Previously Authorized
- [X] Funds to Enable Completion
- [ ] One of Several Phases
- [ ] Major External Funding Source
- [ ] Other

Site Features

NO	YES	
[ ]	[X]	Site Currently Owned?
[ ]	[X]	All Utilities Available?
[ ]	[X]	Access Already Available?

PROJECT TITLE: Project Cost Overruns

CATEGORY: Facilities Planning

AGENCY: DOT/PF

PROGRAM: Supplemental

Revised Date

FY 02

35b PROJECT JUSTIFICATION
PROPOSED CAPITAL PROJECT

Documentation of Estimated Capital Costs: Based on current records - 10% annually.

Analysis of Estimated Operational Expense: No changes.

Identification of Alternatives Considered: None available - projects must be completed.

PROJECT #	NAME	AMOUNT OVERSPENT
H80008	ANC Pioneers Home - Phase I	$ 29,647.19
H80046	Lake Nunavegalak Rearing	1,623.10
H80067	Kenai Court & Office	425.76
H80094	AK Skill Ctr	14,414.67
H80098	Seward Skill Ctr - Dorms	154.38
H80130	Seward Hwy Maint Bldg	1,210.93
H80191	Alakanuk Comm Service	50,580.03
H80194	Anc Court Facility Remodel	63,445.23
H80321	Fire Lake Sewer	126.07
H80323	Anc Pioneers Home	12,206.82
H80356	Seward M & O Shop	1,248.93
H90050	Bethel Jr Hi Roof Repair	7,529.96
H90370	Pilot Point School	10,727.22
H90440	Sleetmute Elem.	455.87
H91042	Bethel HS Under Floor	33,499.89
H91044	Bethel Dorm Roof	2,161.55
H91047	Bethel Reg Fire Code	10,771.30
H20273	Anch Pioneer Home - Phase II	18,566.61
H91703	Mcgrath Sewer & Water	15,725.57
	TOTAL	$274,471.08

PLEASE NOTE: THE FOLLOWING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT

John

S101404

Art Peterson
Assistance Attorney General
Department of Law

February 20, 1981

Ronald D. Lehr, Director
Division of Budget and Management
Office of the Governor

General Government
Transportation and Public Facilities
Suppl. Request: $613.1 GF
Architectural Fees and Project Cost Overruns

Appropriation Request

Please prepare a bill for the Governor's ~~information~~ INTRODUCTION making a supplemental appropriation in the amount of $613.1 to the Department of Transportation and Public Facilities for the purpose of meeting costs incurred for architectural fees and project cost overruns for projects started in FY 81 -- or earlier -- and for which costs still exist.

This $613.1 should be appropriated from the general fund. This act should take effect immediately and include a lapse date of June 30, 1981.

Special Comments

Items included in the amount requested are:

Architectural Fees	49.0
Southeast Project Overruns	59.6
Interior/Western Project Overruns	230.0
Central Project Overruns	274.5

For additional information contact John Nixon, telephone 465-3580 in Budget and Management.

Attachments

DOT/PF

MEMORANDUM State of Alaska

TO: Ron Lehr, Director
Division of Budget and Management
Office of the Governor

DATE: December 16, 1980

FILE NO:

TELEPHONE NO:

FROM: John C. Bates
Deputy Commissioner
Department of Transportation
and Public Facilities

SUBJECT: Supplemental Capital
Budget Request-Facilities

Attached, is this Department's Supplemental Budget Request. This request represents cost overruns on currently active Facilities projects.

The projects for which we are requesting supplemental funding are:

1.	Pilot Station School	~~1,100.0~~ OK - new funding
2.	Architectual Fees	49.0
3.	Southeast - Project Overruns	59.6
4.	Interior/Western Project Overruns	230.0
5.	Central Region Project Overruns	274.5
6.	Juneau Subport and Reroof	~~52.6~~
7.	Governor's Mansion Fire Sprinkler	~~185.0~~
		1,960.7

IN FY82 — 613.1 S/01404

{ — add to 6C project

Wasson Gardner 4076

Type A 1/13/81

RECEIVED

Project Title	Location (s)	Election Districts Served	Start Date	Completion Date
Architectual Fees	Statewide		7/1/80	6/30/81

AGENCY REQUEST			Operational Cost & No. Personnel Increase -- (Decrease)		First Operating Year ____	Ultimate Annual Year ____	GOVERNOR'S REQUEST Approved / Deferred / Disapproved		
1002	Federal Receipts		Funding Source	Federal Receipts			1002	Federal Receipts	
1003	G/F Match			General Fund			1003	G/F Match	
1004	General Fund	49.0					1004	General Fund	
1005	I/A Receipts						1005	I/A Receipts	
	G.O. Bonds		Total Annual Operational Cost					G.O. Bonds	
			Position (FTE)						
			Previous Year-Priority	Agency Priority		Governor's Priority			
	Total	49.0						Total	

PROJECT DESCRIPTION

This project will complete payment to architects for completed projects.

35a PROJECT DESCRIPTION – PROPOSED CAPITAL PROJECT

CATEGORY

AGENCY DOT/PF

PROGRAM

Page 1 of 2

Revised Date

FY 82

Capital Project Expenditures (Cash Flow)	Total	Budget Year	Budget Year Plus 1	Budget Year Plus 2	Budget Year Plus 3	Budget Year Plus 4	Remaining Cost
Planning and Engineering							
Land							
Construction							
Equipment							
Administration and Other	49.0	49.0					
Total Annual Expenditure (Capital Cost)	49.0	49.0					

Project Justification

This project represents architectual fees which have been submitted to DOT/PF for projects which were closed out prior to receipt of the fees. The fees are entirely justified and should be paid as soon as possible.

Project Type

- ☐ Building Construction (C)
- ☐ Other Improvement (I)
- ☐ Equipment (E)
- ☐ Land (L)
- ☒ Professional Services (P)
- ☐ Other (O)

Project Characteristics

- ☐ Totally New Facility
- ☐ Addition to Existing Facility
- ☐ Renovation of Existing Facility
- ☐ Major Maintenance or Repair
- ☐ Supplement Previously Authorized
- ☐ Funds to Enable Completion
- ☐ One of Several Phases
- ☐ Major External Funding Source
- ☒ Other

Site Features

NO	YES	
☐	☐	Site Currently Owned?
☐	☐	All Utilities Available?
☐	☐	Access Already Available?

PROJECT TITLE

CATEGORY

AGENCY DOT/PF

PROGRAM

Page 2 of 2

Revised Date

FY 82

35b PROJECT JUSTIFICATION
PROPOSED CAPITAL PROJECT

Project Title	Location (s)	Election Districts Served	Start Date	Completion Date
Project Cost Overrun	Central	5-18	July '81	June '82

AGENCY REQUEST			Operational Cost & No. Personnel Increase -- (Decrease)		First Operating Year ____	Ultimate Annual Year ____	GOVERNOR'S REQUEST Approved	Deferred	Disapproved
1002	Federal Receipts		Funding Source	Federal Receipts			1002	Federal Receipts	
1003	G/F Match			General Fund			1003	G/F Match	
1004	General Fund	274,471.08					1004	General Fund	
1005	I/A Receipts						1005	I/A Receipts	
	G.O. Bonds		Total Annual Operational Cost					G.O. Bonds	
			Position (FTE)						
			Previous Year-Priority	Agency Priority		Governor's Priority			
	Total	274,471.08						Total	

PROJECT DESCRIPTION

Nineteen building projects within the Central Region involving completed projects and those under construction. The type of buildings include: Pioneer homes, court facilities, fish hatcheries, skil centers, sewer improvements, junior high and high schools. Project characteristics include new facilities, addition to existing facilities, major maintenance and repair, and renovation of existing facilities.

35a PROJECT DESCRIPTION - PROPOSED CAPITAL PROJECT

CATEGORY Facilities Planning

AGENCY DOT/PF

PROGRAM Supplemental

RECEIVED DEC 16 1981 BUDGET AND MANAGE...

Page 1 of 1

Revised Date

FY 82

Capital Project Expenditures (Cash Flow)	Total	Budget Year	Budget Year Plus 1	Budget Year Plus 2	Budget Year Plus 3	Budget Year Plus 4	Remaining Cost
Planning and Engineering							
Land							
Construction							
Equipment							
Administration and Other							
Total Annual Expenditure (Capital Cost)	274,471.08						

Project Justification

The cost overruns involve various components of the projects, ranging from change orders requested by the client agencies to changes in building codes or need for additional design work. Additional funding is needed at this time to cover the overruns and insure completion without claims against the projects. These funds are also needed to supplement previously authorized funds which will enable completion of the project.

The project purposes include protection of human health and safety, protection of capital assets, the improvement of the efficiency and economy of the state government, and, in some cases, to accommodate new program requirements.

Project Type

- [X] Building Construction (C)
- [X] Other Improvement (I)
- [ ] Equipment (E)
- [ ] Land (L)
- [X] Professional Services (P)
- [ ] Other (O)

Project Characteristics

- [X] Totally New Facility
- [X] Addition to Existing Facility
- [X] Renovation of Existing Facility
- [ ] Major Maintenance or Repair
- [X] Supplement Previously Authorized
- [X] Funds to Enable Completion
- [ ] One of Several Phases
- [ ] Major External Funding Source
- [ ] Other

Site Features

NO	YES	
[ ]	[X]	Site Currently Owned?
[ ]	[X]	All Utilities Available?
[ ]	[X]	Access Already Available?

PROJECT TITLE: Project Cost Overruns

CATEGORY: Facilities Planning

AGENCY: DOT/PF

PROGRAM: Supplemental

35b PROJECT JUSTIFICATION
PROPOSED CAPITAL PROJECT

Revised Date

FY 82

Documentation of Estimated Capital Costs: Based on current records - 10% annually.

Analysis of Estimated Operational Expense: No changes.

Identification of Alternatives Considered: None available - projects must be completed.

PROJECT #	NAME	AMOUNT OVERSPENT
H80008	ANC Pioneers Home - Phase I	$ 29,647.19
H80046	Lake Nunavegalak Rearing	1,623.10
H80067	Kenai Court & Office	425.76
H80094	AK Skill Ctr	14,414.67
H80098	Seward Skill Ctr - Dorms	154.38
H80130	Seward Hwy Maint Bldg	1,210.93
H80191	Alakanuk Comm Service -	50,580.03
H80194	Anc Court Facility Remodel	63,445.23
H80321	Fire Lake Sewer	126.07
H80323	Anc Pioneers Home	12,206.82
H80356	Seward M & O Shop	1,248.93
H90050	Bethel Jr Hi Roof Repair	7,529.96
H90370	Pilot Point School	10,727.22
H90440	Sleetmute Elem.	455.87
H91042	Bethel HS Under Floor	33,499.89
H91044	Bethel Dorm Roof	2,161.55
H91047	Bethel Reg Fire Code	10,771.30
H20273	Anch Pioneer Home - Phase II	18,566.61
H91703	Mcgrath Sewer & Water	15,725.57
	TOTAL	$274,471.08

Project Cost Overrun

CONTINUATION FROM:

CATEGORY Facilities Planning

AGENCY DOT/PF

PROGRAM Central Region

FY 82

Project Title	Location(s)	Election Districts Served	Start Date	Completion Date
Project Cost Overruns	Southeast Region	A,B,C,	7/81	10/81

AGENCY REQUEST			Operational Cost & No. Personnel Increase -- (Decrease)		First Operating Year ____	Ultimate Annual Year ____	GOVERNOR'S REQUEST Approved	Deferred	Disapproved
1002	Federal Receipts		Funding Source	Federal Receipts			1002	Federal Receipts	
1003	G/F Match			General Fund			1003	G/F Match	
1004	General Fund	59.6					1004	General Fund	
1005	I/A Receipts						1005	I/A Receipts	
	G.O. Bonds		Total Annual Operational Cost		- no change -			G.O. Bonds	
			Position (FTE)						
			Previous Year-Priority	Agency Priority		Governor's Priority			
	Total	59.6						Total	

PROJECT DESCRIPTION

This request is to fund existing cost overruns for completed projects, in order to allow the Department to close the project accounts. Four projects have been indentified as having cost overruns:

1)	Hidden Falls Hatchey (H95302)	$ 580
2)	Juneau Records Center (H80197)	49,724
3)	Juneau Snack Bar (H80103)	2,049
4)	Klawock Secondary School (H79064)	6,750
		$59,103

Additionally, the current listing does not include cost overruns if less than $100. Therefore, a contigency of $500 is being requested to cover small project overruns unknown at this time.

35a PROJECT DESCRIPTION - PROPOSED CAPITAL PROJECT

CATEGORY Facilities

AGENCY DOT/PF

PROGRAM Southeast Region

Revised Date

FY 82

Capital Project Expenditures (Cash Flow)	Total	Budget Year	Budget Year Plus 1	Budget Year Plus 2	Budget Year Plus 3	Budget Year Plus 4	Remaining Cost
Planning and Engineering							
Land							
Construction							
Equipment							
Administration and Other	59.6	59.6					
Total Annual Expenditure (Capital Cost)	59.6	59.6					

Project Justification

The budgets for those physically-completed projects described on form "35a" cannot be closed due to outstanding debts. With the requested funding, these debts will be paid and the project accounts closed.

Project Type

- ☐ Building Construction (C)
- ☐ Other Improvement (I)
- ☐ Equipment (E)
- ☐ Land (L)
- ☐ Professional Services (P)
- ☒ Other (O)

Project Characteristics

- ☐ Totally New Facility
- ☐ Addition to Existing Facility
- ☐ Renovation of Existing Facility
- ☐ Major Maintenance or Repair
- ☐ Supplement Previously Authorized
- XX Funds to Enable Completion
- ☐ One of Several Phases
- ☐ Major External Funding Source
- ☐ Other

Site Features

NO	YES	
☐	☐	Site Currently Owned?
☐	☐	All Utilities Available?
☐	☐	Access Already Available?

PROJECT TITLE Project Cost Overruns

CATEGORY Facilities

AGENCY DOT/PF

PROGRAM Southeast Region

RECEIVED DEC 16 1980 BUDGET AND MANAGEMENT

Page 1 of 1

Revised Date

FY 82

35b PROJECT JUSTIFICATION PROPOSED CAPITAL PROJECT

Project Title	Location (s)	Election Districts Served	Start Date	Completion Date
Project Overruns	Interior & Western Region	Various		

AGENCY REQUEST			Operational Cost & No. Personnel Increase -- (Decrease)		First Operating Year ____	Ultimate Annual Year ____	GOVERNOR'S REQUEST Approved / Deferred / Disapproved		
1002	Federal Receipts		Funding Source	Federal Receipts			1002	Federal Receipts	
1003	G/F Match			General Fund			1003	G/F Match	
1004	General Fund	229,952.11					1004	General Fund	
1005	I/A Receipts						1005	I/A Receipts	
	G.O. Bonds		Total Annual Operational Cost					G.O. Bonds	
			Position (FTE)						
			Previous Year-Priority	Agency Priority		Governor's Priority			
	Total	229,952.11						Total	

PROJECT DESCRIPTION

The project listed in this capital budget request have been funded by previous budgets. All projects listed in this request are in the DOT/PF, Interior & Western Regions and involve projects such as pioneer homes, office buildings, skill centers, sewer improvements, and schools.

The cost overruns involve various components of the projects, ranging from change orders requested by the client agencies to changes in building codes or need for additional design work.

35a PROJECT DESCRIPTION – PROPOSED CAPITAL PROJECT

CATEGORY Facilities

AGENCY Department of Transportation & Public Facilities

PROGRAM Interior & Western Region

Revised Date

FY 82

Capital Project Expenditures (Cash Flow)	Total	Budget Year	Budget Year Plus 1	Budget Year Plus 2	Budget Year Plus 3	Budget Year Plus 4	Remaining Cost
Planning and Engineering							
Land							
Construction							
Equipment							
Administration and Other							
Total Annual Expenditure (Capital Cost)	229,952.11						

Project Justification

Project Need:

Additional funding is needed at this time to cover the overruns and insure completion without claims against the projects. As shown on the attached sheet, the claims run in cost from $500 to approximately $50,000.

For the Interior Region there are 14 projects now in an over-spent category. It is anticipated that the requested funds in total, and as reflected for each individual project will complete the projects as presently scheduled and anticipated by the client agencies.

The projects, by type, range from building construction to improvement and equipment. Project characteristics involve new facilities, addition to existing facilities and renovation of existing facilities, and, in some cases, major maintenance and repair.

These funds are also needed to supplement previously authorized funds which will enable completion of the project as needed by the client agency.

The project purposes include protection of human health and safety, protection of capital assets, the improvement of the efficiency and economy of state government, and, in some cases, to accommodate new program requirements.

Project Type

- [x] Building Construction (C)
- [x] Other Improvement (I)
- [x] Equipment (E)
- [ ] Land (L)
- [ ] Professional Services (P)
- [ ] Other (O)

Project Characteristics

- [x] Totally New Facility
- [x] Addition to Existing Facility
- [x] Renovation of Existing Facility
- [x] Major Maintenance or Repair
- [x] Supplement Previously Authorized
- [ ] Funds to Enable Completion
- [ ] One of Several Phases
- [ ] Major External Funding Source
- [ ] Other

Site Features

NO	YES	
[ ]	[x]	Site Currently Owned?
[ ]	[x]	All Utilities Available?
[ ]	[x]	Access Already Available?

PROJECT TITLE Project Overruns

CATEGORY Facilities

AGENCY Department of Transportation & Public Facilities

PROGRAM Interior & Western Region

PROJECT JUSTIFICATION
35b PROPOSED CAPITAL PROJECT

Revised Date

FY 82

OVER EXPENDITURES

INTERIOR REGION

PROJECT #	NAME	AMOUNT OVERSPENT*	BUDGETED AMOUNT	% OVERSPENT
+H-60040	Fairbanks HVAC Building	-$2,324.68	$22,000	10.6%
**H-80111	Glennallen Employment Center	- 524.59	7,500	7.0%
H-80189	Nulato Building Sewer & Water	-2,431.13	865,933	0.3%
H-90060	Cantwell School	-0-	500,285	-0-
H-90061	Cantwell Roof	-1,525.42	32,115	1.64%
H-90120	Galena Elementary/High	-29,078.37	4,125,000	0.07%
+H-90140	Glennallen Multi-Purpose	-100,071.46	1,109,009.26	9.02%
H-90150	Glennallen Voc./Ed.	-933.42	479,317.00	1.77%
H-90300	Mentasta Elementary School	-8,481.11	253,993	1.07%
H-90360	Northway Elementary/Secondary	-2,726.50	1,698,689.31	0.16%
H-90460	Tanana Voc./Ed.	-3,365.34	468,000	0.72%
H-90609	Nulato HS Roof	-0-	300,000	-0-
+H-91132	Stevens Village	-1,893.89	12,632.00	15%
H-91135	Fort Yukon	-3,225.00	327,675	0.0098%
	TOTAL	-156,580.91		

WESTERN REGION

+H-80190	Selawik Community Service	-$20,332.05	$1,079,313	1.88%
+**H-80191	Allakanuk Community Service	-50,580.03	1,001,00	5.05%
H-92601	Kotzebue Senior Citizens	-2,459.12	904,670	0.27%
	GRAND TOTAL	-$229,952.11		

* - This information is based on 9-30-80 210 Run.
** - These projects belong to Central Region.
\+ - See attached memo for statement regarding these projects.

RECEIVED
DEC 16 1980
BUDGET AND MANAGEMENT

MEMORANDUM State of Alaska

TO: Betsy Engle
Facilities Planner
Division of Planning & Programming
Interior

DATE: November 5, 1980

FILE NO: 220I/4020

TELEPHONE NO: 479-6258 Ext. 33

FROM: Robert R. Venusti
Regional Design & Construction Chief
Division of General Design & Construction
Interior

SUBJECT: FAIRBANKS HVAC BUILDING STUDY
PROJECT NUMBER H 60040

GLENALLEN MULTI-PURPOSE
PROJECT NUMBER H 91040

STEVENS VILLAGE SCHOOL
PROJECT NUMBER H 91132

SELAWIK COMMUNITY SERVICE BLDG.
PROJECT NUMBER H 80190

ALAKANUK COMMUNITY SERVICE BLDG.
PROJECT NUMBER H 80191

The following comments concern the budget overuns for the subject projects:

1. Fairbanks HVAC Building Study: The basic cause for the overun on this project is the fact that Category 4, Administration Costs is budgeted at $110; however, actual costs are $2,530 or $2,420 over budget. Please note that at the time this project was being managed, the Division of General Design & Construction was not responsible for establishing the budget for, or authorizing costs against, Category 4 items. It should also be noted that since the study was utilized as the basis for funding project H 79156, Fairbanks Court and Office HVAC work, it may be possible to transfer $2,325 from H 79156 to H 60040 to cover the cost overun.

2. Glenallen Multi-Purpose Building: This project was originally handled by the Division of Buildings out of Juneau as Project Number DB-19-0410. It is funded by Chapter 142-74 in the amount of $2,238,000. The budgeted construction amount is $1,498,833 and the actual construction expense is $1,123,762.05. However, somewhere along the line the total budget wes decreased to $1,109,099.26 (which is actually less than the amount spent on construction). It should be noted that some of the 142-74 money assigned to this project may have been utilized for the $40,000 grant (Grant Number 17-707) to install a floor in the Glenallen multi-purpose room and for the Glenallen Voc-Ed Shop, H 90150 (formally DB-19-0411) which was also administered by the Division of Buildings out of Juneau. At any rate, the total expenditures for all projects against the 142-74 $2,238,000 appropriation should be investigated to establish the reason for the overun if, in fact, an overun actually exists when considering the total appropriation. It should be noted that 142-74 funds were non-continuing.

3. Stevens Village School: This was a part of $700,000 Chapter 131-76 appropriation to the school district which was utilized for projects H 91130 through H 91135. Any surplus funds found in H 91130, H 91131, H 91133, H 91134 and H 91135 could be transferred to H 91132 since the total money was not specifically earmarked for a particular village by the legislation.

4. Selawik Community Service Building: This project was administered by the Division of Buildings out of Juneau as a part of DB-5-1380 which also included the Selawik High School (total construction cost of $2,619,810.31). The construction contract was awarded in 1973 and final payment, less $5,000 retainer, was made in June 1976; however, a claim in the amount of $184,000 was settled and assumably paid in August, 1980. Since the Division of Buildings evidently did not keep separate accounts for the community service building portion of the work (as evidenced by coding on old pay estimates), the total expense against DB-5-1380 should be looked at to see how the accountants broke out the charges for H 80190 and to see if other DB-5-1380 funds are available for the overun if, in fact, an overun actually exists when considering the total picture.

5. Alakanuk Community Service Building: The accounting for this project was similar to the Selawik project; i.e., the community service building portion of the work was a part of a larger project and separate accounting was not utilized, however, the construction contract was managed out of Anchorage. For additional information, contact Jerry George.

xc: Jerry George

PLEASE NOTE: THE PRECEDING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT.

PLEASE NOTE: THE FOLLOWING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT

Karla

5091401

Art Peterson
Assistant Attorney General
Department of Law

February 27, 1981

5091401

Ronald D. Lehr, Director
Division of Budget and Management
Office of the Governor

Transportation
DOT/PF
Addition to Supplemental Request -
$234.7 GF
Cold Bay Dock Claims Settlement

Please add a section to the bill you are preparing which makes a supplemental appropriation to the Department of Transportation and Public Facilities (reference my request of February 20, 1981). This addition is for a supplemental in the amount of $234.7 for the purpose of paying the claim settlement on the Cold Bay Dock project.

The additional $234.7 should be appropriated from the general fund and should take effect immediately.

This addition will bring the DOT/PF Supplemental request to a total of $847.8 GF.

For additional information, contact Dick Brant, telephone 465-2266 in Budget and Management.

Attachments

MEMORANDUM State of Alaska

TO: Ronald D. Lehr, Director
Division of Budget & Management
Office of the Governor

DATE: February 19, 1981

FILE NO:

TELEPHONE NO: 5091401

FROM: Dick Brant, Program Budget Analyst
Division of Budget & Management

SUBJECT: Category: Transportation
Department: Transportation & Public Facilities
Suppl. Request: $234,670 GF

For Claim Settlement on
Cold Bay Dock Project

I have reviewed DOT/PF's request for a $234,670 GF capital supplemental for claim settlement on the Cold Bay Dock project. I recommend approval, pending their submittal of appropriate back-up information and forms 35a and b.

The project was originally authorized for 2,000.0 in Ch 248/76, an aviation bond package. The dock is used primarily as a fuel depot which serves the airport. The project was originally requested and recommended at $2,500.0 and passed at $2,000.0.

The claim was based on "changed conditions", and was settled out of court for $250,000. Partial payment of $30,000 was made from the project allocation. The balance of 220,000 plus interest is covered by this request.

Ch 248/76 has only a small contingency available, and a request of this size would effectively wipe it out. It is possible that there will be some surplus available from the other projects in the bill, but it would be some time before this is known. So, there does not seem to be an easy, immediate source of funds within this appropriation.

There was an additional $500,000 appropriated in Ch 131/77 for removal of the old dock at Cold Bay and construction of a new one. No surplus is available in this appropriation.

With no surplus available for reallocation to cover this claim settlement, the supplemental seems appropriate, and I recommend it be approved. The claims project (5,500.0) in the FY 82 Capital Budget should eliminate these supplementals in the future, if it survives.

DB/kl

RECEIVED
JAN 22 1981

MEMORANDUM

State of Alaska

[redacted] 5091401

DATE: January 21, 1981

TO: Ronald Lehr, Director
Division of Budget & Management
Office of the Governor

FILE NO:

TELEPHONE NO:

FROM: John C. Bates
Deputy Commissioner
Planning and Programming
Department of Transportation
and Public Facilities

SUBJECT: Supplemental Request

We request that the supplemental request submitted by the Department on December 19, 1980 be amended to include $234,670 for a claim settlement on the Cold Bay Dock project.

This supplemental request represents that portion of the claim we were unable to pay at time of settlement plus 8% interest. The amount owed the claimant is $220,000 plus 10 months of interest for a total of $234,670.

Your support for this request will be appreciated.

PLEASE NOTE: THE PRECEDING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT.

HB 295 Amendment -- $13,700 to Maintenance and Operations/ Western Region

In 1979, Maintenance and Operations for the Western Region entered into an agreement with Frank McIntyre to make a winter airstrip closer to the village of Shaktoolik by leveling the tundra. The job was expected to take 100 hours at a cost of $100/hour for cat time, therefore costing $10,000.

Due to breakdowns, delays in receiving lube oil and bad weather, the job was delayed until February 1980 and was completed in June. Mr. McIntyre did an excellent job and simply continued to work until he felt the job was completed -- a total of 237 hours. The result is an airstrip which DOT finds is almost good enough to be used year-round.

DOT's Maintenance and Operations' budget did not allow enough funds to pay Mr. McIntyre for the additional hours worked. DOT does say that if this work had been put out to bid, it would have cost 10 times the amount paid. The requested $13,700 will cover the additional work performed by Mr. McIntyre.

Ammendment (HB-295)

There is appropriated $200,000 For "Alaska 1984" to the Commissioner of Economic Development. This appropriation is to cover planning and administration costs for the twenty fifth anniversary celebration of Alaska Statehood.

NATIONAL COMMUNICATIONS -- REQUEST FOR SUPPLEMENTAL BUDGET

It may be an equation of this media age that the farther away a person, place or thing may be from those who write and tell about it, the greater chance for error in interpretation and the lesser the degree of accuracy in the resulting national perception.

As the farthest north, west and east state in the union, Alaska's location alone makes it vulnerable to incomplete perception by the remainder of the nation. Events of the last decade, however, have compounded this problem. Alaska's land and resources have been the prize in a campaign waged by developmental and environmental interests. First, it was the campaign to develop Alaska's oil and to build a pipeline to bring it to tidewater. This effort was enjoined by a counter effort to protect Alaska's environment. It is understandable that these special interests would act in their own behalf, and equally understandable that they would see their actions as representing the best interests of the state and nation. On one side, however, Alaska was portrayed as a state capable of providing all the answers to the nation's energy problems. On the other, it was portrayed as a land about to be offered up to man's financial greed. Alaskans themselves were painted either as not wanting the pipeline and its attendant environmental degradation, or as "rape, ruin and run" boys. These incomplete perceptions resulted in polarized distortions of Alaska and Alaskans.

Added to this general base of misinformation has been the story of Alaska's enormous revenues and surplus. Taxes have been repealed; dividends are offered; the budget is exploding. Billions of dollars are being used in capricious ways by Alaskans who struggle to find some way to deal with their bounty.

Within this scenario, a vacuum of factual and complete information about the state exists nationally. For every day it continues to exist, it can be filled by information that can generate and reinforce negative perceptions of the state.

A national communications effort should be initiated and, in fact, has been underway in a less formal way for some time by the Governor's Office. In view of advisories from our Congressional delegation, our Washington office, and based on our own experience "outside," a special budget appropriation of $2 million is requested for a one-year effort to provide factual, complete and positive information to the national media.

ALASKA THEMES FOR NATIONAL COMMUNICATION

A national communication campaign for Alaska should include theme and subject matter such as:

1. Alaska's "surplus" revenue is being created by the rapid rate of Alaska oil depletion to help the national interest. The result of this is a rapid receipt of revenues which could otherwise be spread out over longer periods, and even earn higher future prices. Alaska's aid to the nation now, at the expense of more evenly-distributed or higher future revenues, should not be further penalized by taking part of its one-time oil revenues.

2. Alaska has basic need vacuums unheard of in other states. Let it catch up.

3. Alaska, to relieve the U.S. taxpayer's burden in the future, needs to use its one-time oil revenues to develop renewable resource industries which are prohibitive to private capital investment. Alaska's wealth will help the nation.

4. Alaska agricultural and fisheries protein potential: communicating this could help build markets for Alaska fish and agricultural products, as well as explain why the State needs its wealth.

5. Alaska as a tourist attraction: current tourism promotions do not develop editorial or television potentials as much as they do advertising and tie-in promotions with tourism enterprises. This is not a criticism. But editorial and television stories, with tourism potential, would tell positive parts of the Alaska story as a primary purpose.

6. Alaska's many dilemmas: the range and extent of these would help to convey the real problems facing Alaska to the nation, rather than have the public perceive only superficial fragments of a few negative stories. These stories could help the nation become sympathetic with Alaska's dilemmas.

Virtually everything this Administration has done and hopes to do has positive elements, which are potential content for national media of one kind or another.

D- 115,067 SUN. 219,217

SEP 1 1980

Alaska first robs, now insults rest of America

Nothing secedes like success.

The "me" generation of current legend does not express itself only by hottubs and sexual quickies. You could see a neo-frontier version of it in Alaska's primary last Tuesday.

Alaskans threw out U.S. Sen. Mike Gravel, mainly because his repeated filibusters finally couldn't prevent a probable settlement of the lands issue. And they played with the idea of seceding from the union — because the rest of us have given them 149 million acres of *our* land and are letting them live tax-free on *our* oil.

This is not the way the Alaskans see it, of course, but that is the real situation.

The Senate recently adopted a compromise bill that, if the House goes along, will settle the land question that has been hanging fire in Congress since 1971.

The bill places various levels of development restrictions on 104.3 million acres of federal land in Alaska but releases 105 million acres to the state and 44 million acres to Alaska's natives. The land has been the property of all Americans, a reserve of wilderness, parks, wildlife refuges and so on — not mere swag for Alaskans to exploit in any way that suits the leftover Gold Rush fantasies of some there.

The settlement opens most of the land that is generally agreed to be appropriate for commercial exploitation.

Even so, Alaskans voted about 50-50 in the primary to set up a commission to study relations with the federal government — the ballot euphemism for playing-acting at secession. (At last report, the boondocks vote that would decide the issue still wasn't in.)

That's only temper, of course. Unless it wants to repeat the recent unpleasantness of the Civil War, the most that Alaska could do is petition Washington for independence. It seems likely that Washington would say no.

But although the secession is just theatrics, it is especially galling coming from a state that is getting rich on the rest of us. Alaska levies a 12.5 percent royalty on the wellhead price oil, a 12.25 percent production tax and a state income tax on oil companies.

Virtually all state income taxes have been repealed. The state is giving residents a dividend at the rate of $50 for each year they have lived there since statehood. The state budget has been increased nearly 20 percent, and $900 million has been put in a special savings account. There are plans for an additional $1.8 billion deposit.

Because of this pipeline robbery, the motorists of the other 49 states are paying Alaskans' taxes for them and are less able to pay their own.

Come to think of it, maybe it would be best if Alaska did secede. Then the rest of us could capture it back for ourselves.

Hmmm.

St. Paul Pioneer Press
First New[illegible]
D. 163,867 S 241,...

SEP 8 1980

Alaska's 'special status'

The absentee ballots have finally been counted, and Alaskans have approved, narrowly, a proposal to set up a commission to study the 49th state's relations with the federal government — and the other 49 states.

Alaskans who pushed for the proposal have expressed dissatisfaction with the way the powers in Washington — Congress, the President, the courts — have been treating their state. The way it has been treated is as if it were like any other state, or almost any other state, and these Alaskans resent that. They can't see why, for instance, the national government should have the right to set aside any of *their* land for parks and wildlife reserves and wilderness areas.

Oddly, they have not expressed any dissatisfaction with the scores of billions of dollars which their "sweetheart" statehood charter (from Congress) is pouring into their state treasury. Obviously, however, it's not enough.

One of their contentions is that the Constitution of the United States, in its provisions on the granting of statehood, really does not apply to any but the "contiguous" states, i.e., the "lower 48."

Which, if true, would mean, it seems, that the law which gave Alaska statehood is *ipso facto* invalid. Fine. In that event, Alaska would revert to territorial status and Congress could toss those ridiculous oil royalty terms (Alaska gets 90 percent of the royalties from leases on federal lands, while other states get only 50 percent) and other special privileges into the ash can.

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Alaska Is Still Looking for Ways To Spend Its Revenues From Oil

Special to The New York Times

ANCHORAGE, Dec. 13 — The Alaskan government, whose plan to share the state's oil profits with its residents has been stalled in the courts, is still trying to devise ways to distribute the money.

A law that calls for surplus oil revenues to be distributed to Alaskans in $50 shares for each year of residence since this territory became a state in 1959 has been held up indefinitely by the United States Supreme Court while the Court ponders whether to hear the case. Meanwhile, state leaders are looking at other options.

The state will sell its own oil to the highest bidder next Friday and may divide the profit from that sale equally among the citizens. It could amount to as much as $300 for each of the 400,000 Alaskans.

Critics said that the state's oil auction could also drive up fuel costs for everybody here. Another proposal that has been mentioned by Gov. Jay S. Hammond is for the state to commit $100 million to national cancer research.

Campaign to Improve Image

Two other proposals would have Alaska use its oil revenues to pay off a share of the national debt or to launch a major advertising campaign to improve its national image.

"Alaska has to continue to work to improve its image," Governor Hammond said last month. The state gained a bad image — "one of being developmental and rapacious" — by opposing Federal legislation to preserve Alaskan lands, the Governor said. He said, however, that Alaska could hardly put a dent in the national debt. An advertising campaign, he said, probably would not benefit the "guy on the street."

The question of what to do with surplus oil revenues, particularly now that the distribution plan has been held up by the Supreme Court, will be addressed by the Alaska Legislature shortly after Jan. 1. The amount of state revenues from oil is never certain, but always growing.

The Legislature this year spent $3.9 billion in oil revenues, but by July, a month after the it had adjourned, the amount of money available to spend had unexpectedly increased by another $400 million.

Increasing world oil prices and increasing profits for the major oil producers operating the Prudhoe Bay oilfields on Alaska's North Slope are credited with responsibility for the swelling state treasury.

Several years ago, the legislators and the Governor created the Alaska Permanent Fund, a special trust fund, in an effort to save a portion of the oil wealth for future generations.

Twenty-five percent of oil royalties and lease bonuses now go into that fund. The principal is invested and may not be spent. The interest is eventually expected to total more than $170 million a year, and that money is available to spend.

The state law now being challenged in the courts provided that interest from the permanent fund would be used to pay dividends to Alaskans at the rate of $50 for each year of residency. One couple, Ron and Penney Zobel, filed suit asserting that the law was unconstitutional because it favored longtime residents over newcomers, like themselves.

After months in state courts, the Alaska Supreme Court ruled Oct. 24 that the distribution plan was legal. However, a week later, Associate Justice William H. Rehnquist of the United States Supreme Court blocked the mailing of the dividend checks until further notice. On Nov. 17, the Court voted 8 to 1 to continue the stay while it considered whether to hear an appeal by the Zobels.

Notice is hereby given that on November 11, 1971 the following items were seized by Special Agents of the Federal Bureau of Investigation at Corona, New York in connection with an investigation of an armed hijacking of a truck:

1 man's gold watch
1 woman's gold watch
1 pearl bracelet
1 gold diamond bracelet
1 woman's pin with diamonds and sapphires
1 woman's ring with diamonds and sapphires
1 gold ingot
8 miscellaneous gold coins

Interested parties may file a Petition for Remission or Mitigation of Forfeiture with the F.B.I. pursuant to 40 [illegible] 304th, by 19 USC 1606, and [illegible] of the Federal Regulations [illegible]. Any person desiring to place the matter in the U.S. District Court to test the probable cause for seizure must file with the F.B.I. a Claim and Cost Bond in the sum of $250.00 with approved sureties on or before Jan. 5, 1981 by contacting SA Michael Flanagan, Queens Office, F.B.I., 95-25 Queens Blvd., Rego Park, New York, 11374, or by calling 212-459-3140 between 9:00 A.M. and 10:00 A.M. only, Monday-Friday. Date for filing claim, on or before Jan. 5, 1981 should be Jan. 15, 1981

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How sudden oil wealth is splitting the states

Much of the "windfall" that oil companies would have earned from the decontrol of domestic oil prices was taxed away in the bill that Congress passed on Mar. 27. But the huge windfall that oil-producing states will reap went untouched. Between now and 1990, according to a recent Treasury Dept. study, the top six oil-producing states—Texas, Alaska, California, Louisiana, Wyoming, and Oklahoma—will, as a group, receive $10 billion a year in royalties and severance taxes. This is nearly half their present combined budgets, and revenues from taxes on natural gas and coal will swell those coffers even more.

To be sure, the impact of the windfall will vary greatly. In Alaska, which accounts for about a third of the total, the annual largesse will be almost three times the current budget. And many states claim that Treasury's estimates are too high. Nevertheless, "we are in for

Six oil-producing states reap a tax bonanza. Big loser: The Northeast

a drastic geographical shift in the distribution of state revenues," says Tom Cochran, executive director of the Northeast-Midwest Institute, a Washington research group. Higher oil prices are a two-edged sword, Cochran points out. At the same time that they increase tax revenue for energy-producing states, they reduce the tax take in consuming states. Gasoline taxes are one example, because they are usually applied on a per-gallon basis. As higher energy costs pinch fuel use, tax revenue falls.

The most serious effect of this revenue shift could be a dramatic acceleration in the movement of people, jobs, and wealth from the Northeast to the Sunbelt, a process that has been under way since the late 1960s. "To the extent the [oil] states want to give tax benefits, they can buy all the industry, all the business, all the culture of this country," says Felix G. Rohatyn, chairman of New York City's Municipal Assistance Corp. and a partner in Lazard Freres & Co., a New York investment banking firm.

Wheat and timber. Accompanying that gloomy scenario, should it develop, is what Cochran calls "severance-tax warfare." States with coal, seeing the huge surpluses of oil producers, will attempt to jack up their severances. Montana, for example, charges a 30% severance tax on coal mined there. Several Northeastern states are now suing, charging that the tax impedes interstate commerce. Similarly, New Mexico has threatened steep increases in severance taxes on uranium.

So far, severance taxes have been applied only to extractive industries, but the principle could easily be extended. Two possibilities are timber and wheat. "What's to stop a grain-producing state from imposing taxes on wheat used to make gasohol?" asks Cochran.

The idea could spread to manufacturing. Last year, New Jersey, which has no energy resources of its own but which is a regional refining center, considered the possibility of enacting a refining tax of 25¢ per bbl. "It would have had the effect of a severance tax," says Donald Linky, director of planning in the governor's office. "The cost would have fallen largely on states outside New Jersey." The effort was dropped, however, because of strong opposition in the state legislature, where the oil industry lobbied heavily against the measure.

Counterproductive. In the end, such attempts at severance-like taxes on manufacturing are probably self-defeating. If anything, they could drive industry away faster, as businesses seek to avoid them.

Finding a solution to the problem will be difficult. New York's Rohatyn thinks that the way to avoid destructive competition is to have the federal government or the states take steps to make revenues more nearly equal. One possibility he suggests is a program modeled after the Reconstruction Finance Corp. of the 1930s. Northern states could borrow money to avoid either ultimately self-destructive taxes or disastrous tax cuts to balance their budgets. "Maybe we ought to ask the oil-producing states to subscribe some of the capital of an RFC," says Rohatyn.

Sharing the wealth. Linky of New Jersey agrees that some form of recycling is necessary. "By solving a national balance-of-payments problem," he says, "we've created an internal balance-of-payments problem." Such talk infuriates officials and economists in the producing states. Nearly all of them charge that the Treasury predictions of future oil-state revenues are wildly inflated. California, for example, estimates that it will earn only $5 billion in the next 10 years, not the $22 billion cited by Treasury, as a result of decontrol. Further, they note that the movement to the Sunbelt was well under way before the jump in energy prices. The higher revenues, they argue, will be needed to provide services for the newcomers.

The officials also contend that the Northeastern states will be receiving a large share of the $227 billion the windfall-profits tax will produce between now and 1990. Included, they say, are such items as mass transit and aid to help the elderly pay fuel bills. "I know of no more powerful transfer of resources in the history of our country than the windfall profits tax," says Walt W. Rostow, professor of economics and history at the University of Texas at Austin.



Northeast-Midwest Institute's Cochran: The tax take, he says, will drop in energy-consuming states.

Getting more will be difficult for the Northeast. Whenever the issue of equalizing revenues has come up in the past, the states with large amounts of natural resources have soundly defeated those without. The 1980 census will not help much, either, because it will reduce the Northeast's representation in Congress. "Probably nothing will happen," says Rohatyn. "Any efforts now are probably too late and futile, but the oil-producing states ought to be willing to cooperate in a program that keeps this part of the country viable. Unless we can spread these revenues around, we're not going to survive as a society."

FROM "WASHINGTON REPORT" BY SEN. TED STEVENS March '81

State funds threatened

The budget surplus currently being experienced by the State of Alaska may result in a corresponding decreased level of federal spending in the state and a serious threat to Alaska's future revenue, according to Senator Ted Stevens.

"We are seeing that as Alaska's revenues have gone up, Alaska's percentage of federal agency expenditures for the most part have gone down," Stevens recently told Alaskan news reporters.

"We used to deal with the federal government on the basis that Alaska has all these special needs and we needed federal help. And we got substantial help."

"But as we've had increased funds available in our state, it has become more difficult to justify our needs for as much federal help as we received in the past. Federal support has gone down because we can afford to do things now on the basis of our own resources."

Stevens said the serious challenge facing the state this Congress will be to protect the exceptions in federal law that permit oil-producing states to earn the current high level of revenue.

One such exception is the one in the Windfall Profits tax that exempts states, from the high rate of oil revenue tax paid by private industry, he said. Another is the exception for state severance tax. Finally, there are a series of special benefits for Alaska written in federal statutes that recognize the increased costs in Alaska.

"All of these exceptions are under attack right now in Congress," Stevens said.

(continued on page 3)

State funds...

(continued from page 1)

The Alaskan senator said many members of Congress are now saying that Alaska is different.

"In the past 'you're different' meant we recognize your need special treatment. Now it means we recognize that you've got more money than anyone else, including the federal government."

Stevens predicted the year ahead will be a very tough one for Alaskans.

"I hope that everyone in Alaska recognizes the stakes involved. If we lose the exemption for windfall profits tax alone, we lose 70 percent of our royalty revenues.

"If that were to happen, we would be changed from a state with surplus revenues to a deficit state."

Stevens said as oil and gas development increases in Alaska, the state's revenues are going to be staggering.

"We have to find ways to devote that money to public purposes and to maintain our image as managers of that vast land base, or we are going to find it increasingly difficult to maintain the exceptions we've built into federal laws that give Alaska its current financial position."

FYI

REGIONS

State Taxes on Resource Exports Threaten New National Conflicts

By SAM ALLIS
Staff Reporter of THE WALL STREET JOURNAL

THE BIG REGIONAL BATTLE of the 1980s is likely to be an East-West struggle instead of a North-South confrontation. The conflict taking shape is over severance taxes—levies that states impose on resources severed from the ground within their borders. The issue: whether such nonrenewable resources as oil and coal belong to the nation as a whole or to individual states.

Cracks already are appearing in the supposedly monolithic Sun Belt over the issue. Controversy over the 30% severance tax on coal in Montana, highest in the country, is dividing governors and their congressional delegations in some Southern oil- and gas-producing states. Experts warn that the issue could drive a wedge between the energy-consuming states of the Southeast and the energy producers of the Southwest.



Referring to the South, Bernard Weinstein, a consultant to the Southern Growth Policies Board, says, "Severance taxes certainly have the potential to split the region."

Coal-consuming states charge Montana with OPEC-like behavior at a time when the federal government is encouraging greater use of coal instead of oil. Montana responds that it needs its severence tax to guard against the boom-bust cycle that left poverty and scars across Appalachia.

THE MONTANA TAX HAS PRODUCED a lawsuit brought by strange allies—a group of Midwestern utilities and the city of Austin, Texas—all of which are locked into long-term contracts to buy Montana coal. Represented by former Secretary of State William P. Rogers, they argue that the stiff tax is unconstitutional. They lost in Montana state courts this summer but are appealing directly to the Supreme Court.

The tax faces legislative challenges, too. Companion bills in the House and Senate would limit coal severance taxes nationally to 12½%. While sponsors concede that the legislation is all but dead for this Congress, they promise to reintroduce the bills in January.

The severance-tax brouhaha has put such states as Texas and Louisiana in uncomfortable positions. In June, Texas Gov. William Clements and the 18 other governors in the Southern Governors Association told their congressional delegations in a letter: "Market forces will tend to insure reasonable tax structures. We are opposed to federal government actions to set limits on taxes that states can impose on their nonrenewable natural resources."

But most of the Texas delegation supports the legislation. Some members, such as Democratic Rep. J. J. Pickle, are cosponsors. Rep. Pickle says the Montana tax is "so exorbitant" that congressional action is necessary. "There's nothing reluctant about our opposition to the tax," he says.

REP. PICKLE FINDS NO CONFLICT in opposing at the same time any federal moves to limit Texas oil-and-gas severance taxes, which bring in about $1.5 billion a year to the state coffers. But some of his colleagues from other energy-producing states do.

"It's a clear conflict," says Rep. John Breaux (D., La.), another cosponsor of the House bill to limit coal severance taxes. "Any member of Congress has to realize that the bill isn't in the overall interest of producing states. If it is successful, someone might try to do the same thing with oil and gas." Rep. Breaux says he has changed his mind and won't cosponsor the bill in the next Congress.

Rep. Breaux and Mr. Weinstein of the Southern Growth Policies Board also see a natural alliance between Southern energy-producing states and the "Sagebrush Rebellion" states in the Rockies and the West. The bond: states' rights. "Ideologically, they're close," says Mr. Weinstein.

The "rebellion" states, led by Nevada, seek some 175 million acres of land within their borders that is owned by the federal government. Coincidentally, much of the nation's synthetic fuel development is slated for that area, which is particularly rich in oil shale. Rep. William Tauzin (D., La.) is trying to form a congressional caucus of energy-producing states to cement the alliance.

ALASKA HAS the highest per-capita federal tax burden for fiscal 1981 of any state, according to Tax Foundation estimates. Alaska residents will get socked an average of $4,243 for the year, far above the $2,600 national average. But then, the state just did away with its income tax. Second to Alaska is the District of Columbia with an estimated per-capita tax burden of $3,596, followed by Connecticut with $3,266, Illinois with $3,192 and New Jersey with $3,110. Mississippi residents have the lightest load with $1,660, followed by Arkansas with $1,820 and Utah with $1,910.

AKs PAY
The NATIONAL



Energy imbalance: a peril to union

by Neal R. Peirce

Nationally Syndicated Column

Jan, 11, 1981

IF YOU WOULD like a preview of the most bitterly divisive issue likely to strain the bonds of this Union of states in the coming years, just look north of the border.

The issue is energy; the conflict is between east and west, between energy "have" and "have-not" provinces. The oil-and gas-rich western provinces, led by Alberta, now the source of 85 percent of Canada's crude oil, are enraged by plans of Prime Minister Pierre Trudeau to tax away much of their energy bonanza and redistribute the wealth to Quebec, Ontario and the poorer eastern maritime provinces.

So intense are the emotions that the western provinces are muttering of possible separation and preparing either to cut back oil production or withhold energy taxes they assert are a federal "grab" of provincial wealth. Ottawa, by contrast, notes that oil and gas revenues are now pouring into Alberta's treasury at the astounding rate of $6,000 a minute. Annual per capita income from energy is $1,900 in Alberta, a mere $18 in Quebec. The wealth must be shared, says the central government.

The U.S. conflict is not an exact carbon copy; neither the outgoing Carter nor incoming Reagan administrations, for instance, have even acknowledged that the problem exists. But the evidence is fast accumulating.

ALASKA, FOR INSTANCE, is now so awash in oil revenues that it has repealed its state income tax, retroactive to January 1979. Last year the state garnered $2.5 billion in oil revenues; this year the figure is expected to reach $3.9 billion — $10,000 per citizen! There are now estimates that by the year 2000, Alaska will have taken in $200 billion to $450 billion in oil taxes and royalties from its North Slope fields alone — not to mention what it may earn from new oil fields or a gas line to the "Lower 48."

By 1985, Texas will be receiving $3 billion annually in oil and gas severance tax revenues — up 210 percent since 1978 and 790 percent over 1973, according to a New Jersey government study. Louisiana will be taking in $1.3 billion in severance taxes by mid-decade, according to that study — 170 percent more than 1978, 400 percent over 1973. And already, Louisiana has been able to reduce its income taxes, with collections down from $247 million to $75 million a year.

In the meantime, revenue shortfalls have forced some recession-plagued states of the Northeast and Midwest to cut back unmercifully on their budgets. And worse times may just be dawning. The National Journal has reported that only a dozen states produce all the energy they need and that the other 38 "face a bleak future in which their wealth could be drained away to pay for fuel and power."

Based on a study by Chase (Bank) Econometrics, the magazine found that Louisiana produces 406 percent of its energy needs, New Mexico 338 percent, Kentucky 283 percent, Oklahoma 247 percent, Alaska 239 percent, West Virginia 232 percent, Texas 213 percent. California, by contrast, produces only 51 percent of the energy it consumes, Michigan 15 percent, New York 12 percent, Delaware and Hawaii 0 percent.

THE ENERGY EXPORTERS are increasingly placing severance taxes on each barrel of oil, each ton of coal, each thousand cubic feet of natural gas they produce. Who pays? Eventually, the consumers. The net result: Energy-rich states can "export" a major part of their tax burden to consumers in other states.

Indeed, that has already happened. A 1976 study of the tax burden borne by a family of four with a $17,500 annual income in the largest cities of various states showed that a Texas family paid only 4.5 percent of its income for state and local taxes. A Louisiana family paid 4.2 percent, an Oklahoma faaily 5.3 percent. But a New York family of the same size and income paid 11.5 percent. The Illinois figure was 8.0 percent, in Michigan 9.6 percent.

Some of the higher northern tax burdens were doubtless due to higher welfare and social service levels. But now, with the energy states' revenue advantage increasing by leaps and bounds, it's almost inconceivable the energy-poor states can erase the differential — no matter how many budget stringencies and service cutbacks they enforce.

Felix Rohatyn, chairman of New York's Municipal Assistance Corp., paints a picture of "half the country nearly bankrupt, many of its major cities pools of unemployment and unrest, and the other half swimming in oil, industry and wealth. This is not," he adds, "the stuff of a stable democracy; it is not the stuff of a union of states.

THERE ARE, of course, strong arguments for state severance taxes — to build a strong local economic base for the day when the resources are depleted, to pay the immense costs of public services for Western energy "boom towns." In exploiting its coal resources, says North Dakota Tax Commissioner Byron Dorgan, his state should "not be made a national sacrifice area to air-condition Detroit."

But today's enormous expansion of severance tax and royalty income, triggered by energy decontrol, has begun to exceed all reasonable needs of the producing states. It accelerates growth those states can hardly accommodate, while impoverishing energy-poor states. It is prompting such states as New York to attempt a hefty tax on oil company operations within their border. And it may soon trigger an ugly severance tax war between the states, expanded from oil, gas and coal to dozens of other minerals, timber, circles. In the short term, indeed, it seems unlikely either Congress or the Reagan administration will be willing to face the problem. But the issue can only grow in intensity and the dangers to federal union are immense. Our Canadian friends have already shown us that.

Neal Peirce is a writer for the Washington Post.

JUNEAU EMPIRE

"The Voice of Alaska's Capital City"

JUNEAU, ALASKA, TUESDAY MARCH 24, 1981

VOL. 75 NO. 58



Sen. Ted Stevens, flanked by Senate President Jay Kerttula and House Speaker Jim Duncan

Photo by Mark Kelley

Stevens: state's image important

By LORI EVANS
Empire Staff Reporter

Alaska "ought to do more to sell (its) problems" so the Lower 48 realizes the 49th state isn't squandering its oil wealth, U.S. Sen. Ted Stevens told a joint session of the Alaska Legislature this morning.

The state can no longer expect federal help for problems unique to Alaska because of its new riches, but it should monitor federal programs to "make sure we get our fair share," Stevens said.

Reagan's budget cuts "will hurt Alaska," but a new block grant program being proposed will enable the state "to fund programs which make sense on the Alaskan scene."

If approved — and Stevens said he thinks it will be — the proposal will consolidate 90 individual programs into six block grants and the states will be able to choose which programs they want to continue.

For example, a social service block grant would include funding for legal services and juvenile justice programs. States could choose what programs in the grant they wanted funded and in what proportion.

Stevens supported Reagan's cuts, saying "the restraint that President Reagan has proposed is absolutely essential .... If we don't restore our fiscal balance, our monetary system could collapse."

In an interview with the Juneau Empire before his speech, Stevens said he is growing more concerned about the oil rich image others have of Alaska.

"I'm not saying it's a true image, but we must work very hard to avoid it .... There are a tremendous number of problems in the state that can be solved only with money," said Stevens, adding the state needs a public relations effort to show the Lower 48 the state's unique needs and way of life.

Although in terms of federal money spent on a per-capita basis Alaska seems to be favored over other states, more than 50 percent of that is spent on national defense, said Stevens. Alaskans only get a return of $2 for every $3 they send to Washington, D.C., when the money spent on national defense in the state is discounted, he said. On a per-capita basis, Alaskans also pay more in income taxes, than any other state, he said.

Because of its oil wealth, the state can expect its windfall profits tax exemption to come under serious attack in Congress this year, said Stevens. That exemption is the biggest, single concern of those eyeing the state's wealth, he said.

Alaska is in a unique position in Congress this year, "because for the first time I can remember" there is not a single major issue, such as the pipeline or the Alaska lands issue, facing the Alaska congressional delegation, which is now expected to join in working on issues of national concern, said Stevens.

With the settlement of the Alaska lands issue, which Stevens said is still not a perfect measure, the state can probably speed the conveyance of state and native lands by committing some of its financial resources to the conveyance. He expected conveyance could be completed in "three or four years" with the help of state funds.

Stevens was optimistic about the relationship between Alaska and the new Dept. of Interior secretary James Watt during his interview with the Empire.

"He has a new, fresh approach in dealing with Alaska compared to other secretaries who have been there ... We're going to have some disagreements, but he's started out on the right foot. He's trying to lean our way as much as he can and that's refreshing," said Stevens.

"While we know we have friends in the Deptartment of Interior," the state should apply for rights-of-way across federal lands, Stevens told the Legislature. "The time for filing could have a lot to do with the future enjoyment" of those lands, he said.

Stevens said he is not troubled by stories that he is inadvertently doing his part to swell the ranks of environental forces.



Photo by Mark Kelley

Cathy Stevens looks on.

"Maybe one of these days they'll (environmentalists will) realize we ought to establish a dialogue," Stevens told the Empire. "The interesting thing, I think, is people are beginning to realize that you don't have to have extreme views for the environmental position to be represented," he said.

Unlike past years when internal conflicts within Alaska's congressional delegation have hurt its effectiveness, the new delegation with freshman Sen. Frank Murkowski is marked with a spirit of cooperation, said Stevens.

On other issues, Stevens said:

- Now is the time to move the Alaska Railroad into state ownership.
- Increases to the federal agriculture and military budget will be a help to Alaska.
- He doesn't expect the United States to become militarily involved in El Salvador. "What we've really tried to do is send to Russia a very strong warning" that the United States is not going to stand for its interference. "We have to have unquestionable (military) supremacy ... If we are going to preserve the peace of the world," Stevens, who is chairman of the defense appropriations subcommittee, said.

Capital move ad sparks

vironmentalists Sue Over Oil idies On Slope

See Page 3

Panel Ponders Hearings On Abscam Senator

See Page 5

EMPIRE

aska's Capital City"

MONDAY, MAY 4, 1981 12 PAGES 35¢

Murkowski aims at state's poor image

By LORI EVANS
Empire Staff Reporter

Alaska's poor public image, largely created by its oil riches, could be improved by the state using its energy wealth for the benefit the nation, as well as the state, Alaska Sen. Frank Murkowski said today.

In his first speech before a joint session of the state House and Senate, the first-term Republican said he is confronted almost daily with "Alaska's image problem."

"Unlike former years, today in Washington there are few sympathetic to Alaska's problems because of our newly perceived energy wealth .... Many feel that Alaska's prosperity has developed at the expense of other states. That is one reason I have advocated the concept that Alaska use its energy wealth for the benefit of the nation, as well as our state," said the former Fairbanks banker.

Getting the Alaska Natural Gas Pipeline bulit and selling part of the state's royalty oil to the Strategic Petroleum Reserve are ways Alaska can demonstrate its desire to use its resources to help the nation, said Murkowski.

The most important benefit of building the pipeline "would be the dramatic demonstration of our determination to assist our country in reducing our dependence on unreliable, foreign energy sources," said Murkowski.

"Our country still lives under the Damoclean Sword of OPEC .... The sad fact is that nearly a decade after the 1973 oil embargo — the United States still remains dangerously dependent on expensive and unreliable foreign sources of energy in spite of our national commitment to reduce this dependence," he said.



Photo by Monte Poulsen

Sen. Frank Murkowski

Murkowski also said selling of some of the state's royalty oil to the Strategic Petroleum Reserve on a delayed payment basis "would put Alaska in a very favorable light nationally, in offering to assist our nation in providing for national security." The proposal has received considerable support in the Senate Energy Committee, said Murkowski, a member of that panel.

In a speech which centered on Alaska's digressed to back President Reagan's efforts to cut government spending.

Despite widespread concern over proposed cuts in health and human services, Murkowski said, "'social safety net' programs will continue to get a 35 percent slice of the federal budget — considerably higher than the 25 percent budgeted in 1962 under the Kennedy administration."

Murkowski said he thinks Reagan's goals can be met without hurting the country's "truly needy."

While admitting there are major problems with construction of the gas pipeline — specifically the uncertainty of natural gas pricing policies, and questions of supply and demand in the Lower 48 — Murkowski said the project is a "matter of the highest priority" for him.

Murkowski warned relations with Canada could be harmed if the U.S. fails to honor its pledge to complete the gasline project with private financing. Canadians commitment to the project is "considerable," he said.

Murkowski suggetsted the state investigate joining the major owner companies in the pipeline "as a partner in a modest ownership position.

"It should be a good business investment — perhaps better than the gold the state's already invested in," said Murkowski. "It would seem that we could be as comfortable being a partner with owner companies in this project as owning common shares of their stock."

The pipeline company and gas producers are attempting to reach an agreement for a new financing plan for the pipeline, an agreement Murkowski said

ceiling dictated by the OPEC price for oil as an alternative fuel to coal. All the severance tax accomplishes is reducing the amount of profit to the coal companies, he said. If the severance tax were abolished, the coal prices would not be affected, according to Mr. McIntyre.

And Mr. Rolen, the Texas revenue official, said the same result would happen in the case of oil, since the decontrolled price is set by the world market.

But the energy-poor states are still deeply concerned about the huge flow of funds into the state treasuries of the energy-rich states from the taxes and royalties which are placing these states in a strong competitive position in the battle to attract new industry.

And these "have not" states may fall victim to economic warfare even among the energy-rich states. One top expert, Edward M. Parsons, Jr., past public service commissioner in Wisconsin, warned that escalating energy taxes may invite "retaliation" as energy "have" states ratchet up taxes as high as possible.

Such energy-poor states as Maryland would be caught in the middle. That may be one reason Baltimore is searching for investment funds in Alaska.

AMERICA
NEW YORK, N.Y.
W. 40,000

MAR 28 1981

Reversing the Law?

Secretary of Interior James Watt has steadily expounded a single thesis about land use and conservation: The laws on the books are fine; they just need better management. That may sound loyal, but Congress will want to keep track of how well the Secretary understands the laws on the books.

In the first week of March, for instance, he announced that the regulations governing the surface mining of coal do not require returning the surface to its original contour, an announcement that must have astonished the miners and environmentalists who fought bitterly over the regulation. Further, Mr. Watt claimed that the relaxations he would propose require no change in the 1977 Surface Mining Act.

In quick succession during his first six weeks in office, the Secretary has turned other policies and decisions around. He announced that Interior would acquire no more lands for Federal parks and wildernesses. He budgeted the end of the Federal program to coordinate management of the country's coastlines and wetlands. He dropped discussions with Canada about a treaty guarding the migration of caribou herds. He halted the survey of Alaska's wilderness, but mandated the development-oriented Geological Survey to identify oil and gas deposits inside the Arctic National Wildlife Refuge. To expedite the leasing of offshore drilling sites and oil and gas lands in Alaska, he whittled back the funding for environmental impact studies.

Nominees as bureau heads under Secretary Watt also suggest some different thinking. James R. Harris, who led the challenge of the 1977 Strip Mining Law to the Supreme Court, might head the Office of Surface Mining. Robert F. Burford, who led the "Sagebrush Rebellion" to wrest land from the Federal Government for the states, could now lead the Bureau of Land Managment. And there are others.

Secretary Watt may conscientiously believe that his actions and potential deputies are meant to serve the intent of the law, and represent simply better management of the laws now on the books governing land use and conservation. Congress ought not wait too long to investigate whether they may not represent a U-turn taken without its advice and consent, let alone without new laws.

SEATTLE, WASH.

MAR 17 1981

Alaska good place to do business, say state leaders

by Carol Pucci
Times business reporter

Alaska will be a good place to do business in the 1980s, Alaskan business leaders and politicians told a group of 500 Northwest executives yesterday at the Alaska Resource II Conference.

Calling the appointment of James Watt as interior secretary, "the best thing to happen to Alaska since statehood," a top banker predicted oil and construction projects would buoy employment during the decade.

"The decade of the 80s will make the decade of the 70s, even with the pipeline boom, look like kid's play," Robert Richards, president of the Alaska Pacific Bank, told the conference.

Alaska's economy will move from adolescence to young adulthood as the petroleum industry enters "phase two" and the state begins to improve Alaska's transportation and communication systems, Richards said.

His bank predicts employment will rise 3 per cent this year and grow steadily during the 1980s.

But because large projects involve political decisions, he warned that Alaska's economy will be volatile.

"We're looking at another decade of going around all over Robin Hood's barn, but when we come out of the 1980s and into the '90s, Alaska's economy will be more predictable and stable than it is today."

The Seattle and Alaska Chambers of Commerce and the Port of Seattle sponsored the day-long conference set up to boost interest in investing in Alaska.

Seattle has a large stake in Alaska's economy. Alaskan imports and exports account for per cent of the port's business. Many Seattle companies do a good portion of their business in Alaska.

Construction, which normally accounts for 10 per cent of Alaska's employment, hit bottom in 1978 and 1979 during the "post-pipeline slump." Seattle as well as Alaskan businesses felt the economic impact as work on the Alaskan oil pipeline drew to a close.

"Phase two" of the petroleum industry's development in Alaska will include increased activity on the North Slope and the location of processing plants in Alaska, Richards predicted. Prospects are good, he said, for a liquid-gas pipeline and a development of petrochemical plants.

Terry Miller, Alaska's lieutenant governor, told the group more state money will be spent improving transportation and communications systems and making risk-capital loans to businesses investing in Alaska.

"Hopefully we will lower some of the costs (of doing business) for which Alaska is so infamous," he said.

Alaskan businessmen feel encouraged by recent orders by Interior Secretary Watt to implement the Alaska-lands bill.

Watt, who spent many years fighting the Interior Department on behalf of business interests, was appointed secretary by President Reagan.

Watt's recent orders ensured that about half the 104 million acres of Alaskan land designated protected areas will be opened to various timber and mineral leasing.

About 44 million acres will be transferred to Alaskan native corporations, Richards said.

"They will do what all of us would do with land that we owned — develop it."

Environmentalists criticized Watt's decisions, but he won praise from business leaders. Senator Frank Murkowski, Alaska Republican, said he was encouraged by a meeting held last week with Watt and Alaska's congressional delegation.

"There is an awareness that Alaska is a great resource we can no longer afford to leave locked-up," he said.

Business leaders told the conference the economic outlook is good for Alaska's other industries such as fishing, tourism and forest products.

From All-Alaska Weekly

Citing unofficial figures which he said were more reliable than official ones, a former State Commissioner of Natural Resources speaking for himself and private mining interests in the state told the Senate Resources Committee that between 50,000 and 100,000 ounces of gold valued at $25 million to $50 million were produced in Alaska during 1980.

However, most observers agree on a median figure of some 70,000 ounces of production valued at $35 million, assuming a price of $500 per ounce, Phil Holdsworth, of Juneau, said at the first meeting of the committee recently.

The meeting was called by Senator Bettye Fahrenkamp (D-Fairbanks), chairwoman, to listen to an overview of the status of the placer gold and hardrock mining industry in Alaska presented by state and industry

CALIFORNIA MINING
JOURNAL
APTOS, CALIF.
MONTHLY 9,300

MAR 1981

their gold in anticipation of peaking prices and the gold isn't actually included in production statistics until it is sold on the open market.

The former commissioner, consultant and lobbyist, also told the committee that the mining industry employed 3,000 to 4,000 people in 1980 and spent between $65 million and $75 million on exploration operations in the state, about the same amount that was spent in 1978 and 1979.

However, Holdsworth added that mineral exploration and other mining activities are expected to increase significantly this year because of a higher degree of certainty within the industry over the status of land in Alaska following passage by Congress of the Alaska Lands Act late in 1980.

Holdsworth also told the committee that some 700,000 tons of coal were produced from the Healy field in Interior Alaska in 1980, valued at some $10 million.

It is the state's only operating coal field.

With the exception of minor Barite production, he said, those figures cover total mineral production in Alaska during the past year. However, he pointed out, hard rock and placer gold claims staking doubled in 1980 over the two previous years. He said some 19,500 claims were staked in the state last year, roughly half of them on placer gold prospects and the other on hardrock mineral ground.

Arkansas Gazette.
LITTLE ROCK, ARK.
D. 127,997 S. 154,601

MAR 2 1981

Shares of Alaska

EDITORIAL

Resource-rich Alaska, as we saw earlier, not only has eliminated the state income tax but also has started distributing state revenues from oil royalties to its residents and erstwhile taxpayers. But the state still can't give away all of its money and the predicament has led Governor Jay Hammond to propose additional remedial legislation.

Under a bill that Governor Hammond has sent to the state legislature all residents would be part owners in oil and gas reserves and other resources. Shares in these resources would be distributed gratis to Alaskans and they would also have options to purchase additional shares later, according to a report in *The Wall Street Journal*.

In the beginning, each resident would receive a share in Alaska's portion of Prudhoe Bay oil and gas production, but later they would receive shares in other state assets, including industrial development projects, investment funds, a real estate trust and other businesses. British Columbia, Alaska's nearest Canadian neighbor, has a similar program that Hammond has used for his model.

Alaska's governor, like the sheiks of Araby, has a problem that should make him the envy of every public official in America: Alaska has so much money from oil and gas that it really doesn't know what to do with all of it. That's tough duty all right, but Governor Hammond won't be having a great deal of sympathy.

The governor, says an aide, "feels Alaskans would care more about how the state's resources are managed if they had a share of the action." He is probably correct, but it also is an open invitation to foul their — and the nation's — own nest. A prevailing view in Alaska is that economic development, even if the state already has more money than it knows what to do with, should take precedence over environmental concerns. This was an underlying theme in the battle over the Alaska lands bills that cleared Congress, finally, in the closing days of the Carter administration. And the same theme is behind the resurgent movement in this session of Congress to amend (weaken) the protection afforded Alaska's natural wonders in the Alaska lands bill. The federal lands in question, it should be emphasized again, belong not just to Alaskans but to all Americans.

TULSA, OKLA.
121,765 S 210,711

MAR 14 1981

A Proper Shift

EDITORIAL

INTERIOR Secretary James Watts has issued orders under the new Alaska lands bill that signals a return to sanity in the use of the nation's basic resources.

In one, the Secretary designated the U. S. Geological Survey as the lead agency in studying whether to open the 900,000-acre William O. Douglas Arctic National Wildlife Refuge for oil and gas drilling.

Previously, the U. S. Wildlife Service had been the lead agency.

Designation of the Geological Survey to spearhead the job makes sense, because as Watts said, "it's primarily an oil and gas study."

His action predictably prompted screams of outrage from environmenal extremists who wanted to stop any kind of exploration on huge areas of Alaska.

The act passed by Congress last Fall does set aside 104 million acres, an area about 2½ times the size of the State of Oklahoma, for protected areas. About half of the area is off limits to oil and gas drilling.

That obviously is a reasonable compromise. It is true that some areas should be preserved as wilderness areas. But it is equally true that the nation badly needs to develop all of the oil and gas reserves it can.

Watts' action signals the return of sanity in this matter, not, as the extremists contend, a reckless disregard for the environment and wildlife.

of dollar flow to oil states

MAR 29 1981

By Stephen E. Nordlinger
Washington Bureau of The Sun



Washington—Baltimore city is eager to make business rather than war out of what threatens to be the most intense regional battle of the Eighties.

Along with other Frost Belt governments, it is hustling to win back some of the billions of dollars that are flooding the energy-rich states of the West and South in one of the greatest transfers of wealth in American history.

Alaska alone, with its population of 400,000, is reaping enormous gains in taxes and royalties from its oil and natural gas. It is seeking ways to invest these bountiful funds, looking to the day when its nonrenewable energy resources will run out.

Baltimore and the state of Michigan, both of which have been losing industrial jobs and paying heavy energy costs to Southern and Western states, are two of the areas trying to tap into that pool of Alaskan billions.

"There is a staggering accumulation of assets there and we would like them [Alaskan officials] to invest in the city," said Mark Wasserman, of Mayor Schaefer's staff, who is conducting inquiries for Baltimore. "This would bring about some balance in terms of equalizing the regional impact."

The mayor's office was told of Alaska's interest in turning back some of its oil windfall to the hard-hit consuming states by officials of the Northeast-Midwest Congressional Coalition on a recent visit to the city. The states belonging to the coalition are the chief losers in the westward flood of energy dollars.

According to Alaska's Department of Revenue, petroleum production will bring $128 billion into state coffers between 1980 and 1996. The legislature has eliminated the state income tax and is looking outward for business opportunities.

John W. Katz, special counsel to Alaska Governor Jay Hammond, confirms that the outside investment is a live subject in the current legislative session.

Experts at the U.S. Department of Energy and elsewhere estimate that the transfer of wealth from Baltimore and the other "have not" cities and states could reach $500 billion to $1 trillion over the next decade, as the nation removes price controls from oil and natural gas and increasingly exploits its huge supplies of coal.

The movement of this wealth to the producing states is going to enrich directly the energy interests within those states. And it is also going to enhance their appeal for new nonenergy business as their treasuries brim over and they are able to cut taxes and offer other inducements to industry.

The political power of these energy-rich states will increase substantially as their wealth and populations rise.

Cries of a "U.S. brand of OPEC" are being hurled against the energy-rich Western states as members of Congress and other officials from the Frost Belt warn of the coming regional warfare, which the bids by Baltimore and Michigan for Alaskan investments may help to reduce, if they are successful.

Bills have been introduced in Congress to put a ceiling on the taxes states put on coal. And tomorrow, coal companies and Midwestern utilities that depend on coal are going to be arguing before the U.S. Supreme Court that the coal taxes have become so high that they violate the Constitution in imposing an unfair burden on interstate commerce.

Alaska is far from alone in watching its treasury swell from the ever-increasing price of oil and gas. A new light-blue booklet, "1982-1983, Biennial Revenue Estimates," issued by the Texas comptroller, tells the story in that state.

Texas expects to collect $2.5 billion in oil and gas taxes in 1983, compared with $1.5 billion last year. Between 1973 and 1977, after the burst in prices following the Arab oil embargo, revenue from oil and gas taxes to the state rose 170 percent. Almost 2[illegible] percent of the state's revenues comes from severance taxes imposed on the extraction of gas and oil. There is no state personal or corporate income tax, a big attraction for new business. It is the only large state without such a revenue source.

According to the Congressional Budget Office, state and local revenues from severance taxes on oil and gas, based on a petroleum industry model, will amount to $112 billion from 1980 to 1990 and severance taxes on coal will reach $13 billion. The Treasury Department estimates that state revenues from oil will reach $127 billion in this decade.

In Texas, the biggest oil producing state, officials conservatively predict a $13 billion rise in revenues from 1980 to 1990, according to a new study by the General Accounting Office, the investigatory agency of Congress.

But new estimates—called "very conservative"—by the Northeast-Midwest Congressional Coalition said that Texas will reap $35 billion in new revenues from oil alone by 1990. It said that Louisiana will gain $12 billion, and another major oil state, Oklahoma, will receive $7.5 billion.

And this does not include the transfer of wealth generally to the energy producing states. According to recent figures by Energy Action, a consumer group, the immediate decontrol of natural gas prices being considered by the Reagan administration would bring about a transfer of $275 billion from 16 Northern states to the producing states, compared with a $29.7 billion drain from 1976 to 1980.

"There is a widening gap between the regions because of energy," said J. R. Prestidge, a tax expert with the congressional coalition representing the "have-not" states. "Those states which already have a healthy tax base are being able to export their energy taxes to the consumer states which have a declining tax base."

Lawmakers in Congress from the energy-poor states, concerned about the ever-rising flow of wealth to the energy-producing states, contend that oil, gas and coal are national resources and no state should be allowed to impose what these legislators regard as an unreasonable tax on them.

William P. Rogers, the former Secretary of State and now a New York lawyer, is to appear before the Supreme Court next week to argue on behalf of utility and coal interests that Montana's 30 percent tax violates the interstate commerce clause of the Constitution.

Since Montana and Wyoming, which has a 10.5 percent severance tax, account for almost 70 percent of the nation's vital low-sulphur coal supplies, the impact of these taxes is said to be crucial to the utilities in such states as Illinois, Minnesota, Wisconsin and Ohio that depend on Western coal.

Even Texas, which collects severance taxes on oil and gas, is finding rising complaints from electric-power consumers about the costs of coal used by Texas utilities. Austin is one of those suing Montana in the Supreme Court case.

"As a result of worldwide economic events, energy-rich states like Montana have come to hold the country hostage," says the congressional coalition's brief to the Supreme Court. "Montana coal is vital to the energy needs of other regions."

Montana's tax rose in 1975 from 8 cents a ton to 30 percent of the selling price. Almost 90 percent of the tax is paid by coal buyers outside the state. Montana collects more than $60 million a year from the tax and Wyoming collects more than $40 million. This amounts to $80 per capita in Montana a year, and $85 in Wyoming. This compares with $90 per capita produced by the oil tax in Texas, which amounts to 4.6 percent a barrel.

Officials in the energy producing states insist that the tax levels and revenues are reasonable and essential to protect the states' economic interests in view of the declining potential for oil and gas and the long-term downturn in coal production.

"We are never going to see again the 1972 production levels," said Victor Arnold, a professor at the LBJ School of Public Affairs in Austin, who is directing the "Texas 2000" study of the state's economic future. "The crude-oil picture in Texas is not that bright."

Lloyd R. Rolen, a top state revenue estimator, also said much of the Texas energy is consumed within the state, including two-thirds of the natural gas supplies.

Although oil-induced revenues are piling up in the Alaska coffers, Mr. Katz maintained that the state needs them to cope with its high rate of inflation and unemployment and to develop the fledgling industry and roads, sewer and water systems and other parts of the "infrastructure."

"We have only 3,500 miles of roads in a state a sixth the size of the United States," he said.

Officials in Montana and Wyoming are also arguing that the coal tax revenues are vitally needed to prevent their states from becoming "another Appalachia" of boom and bust. Revenues are being put aside to meet environmental and social impacts of rapid coal production. In 1977, Montana and Wyoming accounted for 10 percent of U.S. coal production, but they are expected to make up 35 percent by 1990.

A study by the Congressional Research Service has shown that the actual impact of coal severance taxes on fuel bills is small, with the major cost being the coal itself and particularly rail transportation.

"It is not the tax policies of Montana, Wyoming or any other Western state that is causing the rapid rise in energy bills," said Governor Ed Herschler, of Wyoming. "The real economic cost of fuel has finally caught up with the American public and the public is looking for a scapegoat."

Bernard L. Weinstein, professor of political economics at the University of Texas in Dallas, said the practice of exporting energy taxes does not differ from the "taxes paid by automobile manufacturers to the city of Detroit being passed on to those who buy cars and trucks in Dallas."

And Robert S. McIntyre, past director of the Public Citizens Tax Reform Research Group, affiliated with Ralph Nader, the consumer advocate, supports the coal severance tax on grounds that it is not actually passed on to consumers at all.

CONTINUED →

opinion

Anchorage Daily News

Winner, 1976 Pulitzer Prize Gold Medal for Public Service

Katherine Fanning
Editor and Publisher

Stan Abbott
Executive Editor

Gerald E. Grilly
General Manager

Howard Weaver
Managing Editor

Lawrence Fanning, Editor and Publisher 1967 to 1973
Alaska's Only Morning Newspaper • Founded in 1946 by Norman C. Brown

Taking care of our own image

While Alaska leaders worry about the state's image Outside in the wake of newspaper reports on our oil wealth, Alaska residents continue to fret over a more basic concern: the high cost of living here.

That fact was illustrated again by a report from the Cooperative Extension Service that showed food costs in Alaska's Bush were generally nearly double those in the United States as a whole during the month of December. Fort Yukon residents drew the dubious distinction of paying the most, $151.74 a week for a family of four, to put food on the table. That compares to a nationwide average of $70.40 — and ought to put a whole new light on Alaska's image problem.

The point, we fear, will not be widely recognized Outside. Americans who are watching government services being slashed at all levels are in scant mood to look beyond the surface of Alaska's public prosperity. Their resentment, moreover, will only be fueled if Alaskans are seen to be squandering their wealth.

But people for whom the most basic necessities of life are doubly expensive will not be envied if that fact be known. And state efforts to cope with that expense will only be applauded if real needs be addressed. Those needs — housing, education, health, transportation — remain as basic here as anywhere. They're just more expensive.

Thus we can suggest a partial strategy for alleviating our difficulties both inside and outside the state: sending responsible signals means relating state programs to real needs, planning carefully for future obligations, and avoiding the appearance of being hare-brained dreamers. It means acting together rather than splintering ourselves with unreasonable and competing demands.

Alaska has consciously sold its image as a romantic, exciting frontier — complete with igloos and Eskimos, polar bears and parklands, splendor and opportunity. That image is good for tourism. Now we must sell an image of responsibility, of real people with real challenges.

In the game of political image-making, it's perception that counts. Alaskans found that in the fight over d-2 lands legislation; they'll find it again in the fight to retain their legitimate wealth if they do not act soberly and responsibly today.

Ammendment (HB-295)

There is appropriated $200,000 For "Alaska 1984" to the Commissioner of Economic Development. This appropriation is to cover planning and administration costs for the twenty fifth anniversary celebration of Alaska Statehood.

PLEASE NOTE: THE FOLLOWING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT

Alaska State Legislature

House of Representatives

Pouch V
State Capitol
Juneau, Alaska 99811

Official Business

MEMORANDUM

TO: Carol Burnside
Administrative Aide, House Transportation

FROM: Dave Hammock
Administrative Aide, Rep. Metcalfe

DATE: 10 May 1981

RE: Additional proposed ammendment to HB 295

Careful study of the Municipality of Anchorage's CIP request has revealed the presense of another project that was underfunded. Representative Metcalfe has directed me to bring it to your attention as a possible ammendment to HB 295.

Montague Manor Storm Drain (Extension) $275,000

In 1980 the legislature granted the Municipality of Anchorage some $220,000 to construct a 36" drain pipe system from the Montegue Manor Trailer Park to an outfall point west of the New Seward highway. The Municipality has been unable to obtain a permit from DOT/PF to make an open cut across the New Seward Highway so additional funds are needed to bore underneath the roadway. Moreover the planned outfall west of New Seward was viewed as only a temporary measure. Municipal plans called for eventually outletting the drain west of the Old Seward Highway. Adoption of this ammendment will allow completion of the drain system inclusive of crossing the New Seward Highway and extending the drain pipe to an outfall west of the Old Seward Highway.

I have attached some back up information on this item for the committee's use. I have also enclosed back up packets for the Girdwood Container Site Shortfall and the Glen Alps Emergency Road/Drainage Improvement requests.

Please let me know if I can be of any further assistance.

xc: Representative Metcalfe

encl: Committee information packets on HB 295 proposed ammendments by Metcalfe.

PROJECT TITLE: Montague Manor Storm Drain Extension

PROJECT COST: $275,000

HOUSE REPRESENTATIVES: Bylsma, Metcalfe

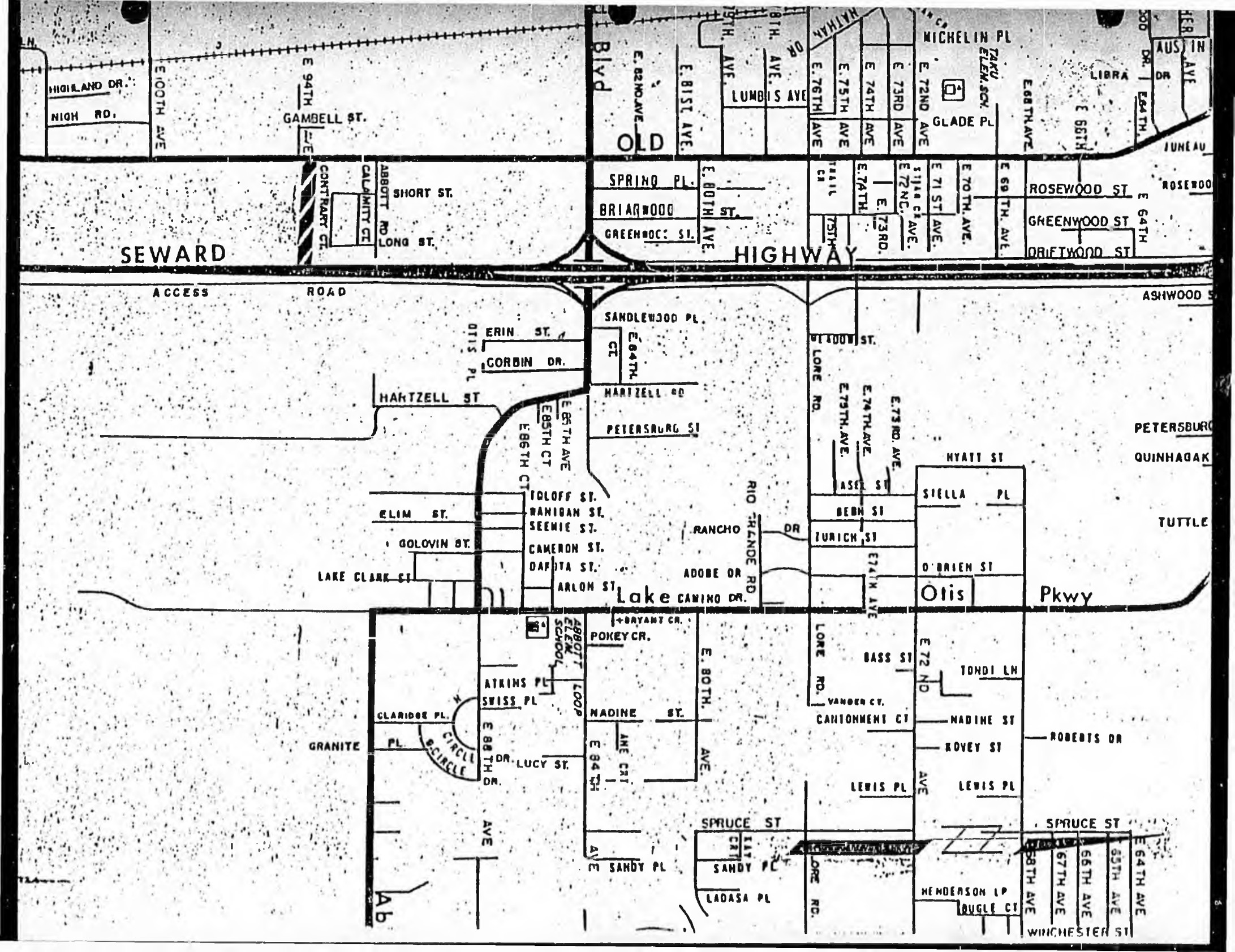
SENATOR: Colletta

PROJECT DESCRIPTION AND JUSTIFICATION:

This project is to provide a storm drain outfall between the New Seward and Old Seward Highways. The 1980 Grant is intended to bring the drainage system from the east side of the New Seward Highway to the west side, but the project will not be functional unless extended on westward to the Old Seward Highway where the pipe can daylight.

For further information on this project, contact Lee Browning at 263-8109.

PROJECT COMPLETION ESTIMATE: December 1982


SEWARD
HIGHWAY
ACCESS ROAD
OLD
Blvd
MICHELIN PL
GLADE PL
LIBRA
JUNEAU
ROSEWOOD ST
GREENWOOD ST
DRIFTWOOD ST
SPRING PL
BRIARWOOD
GREENWOOD ST
GAMBELL ST.
HIGHLAND DR.
NIGH RD.
LUMBIS AVE
SHORT ST.
LONG ST.
ABBOTT RD
CONTRARY CT.
CALAMITY CT.
SANDLEWOOD PL.
ERIN ST.
CORBIN DR.
HARTZELL ST
HARTZELL RD
PETERSBURG ST
OTIS PL
E 85TH CT
E 86TH CT
E 85TH AVE
E 84TH CT
LORE RD.
HYATT ST
ASEL ST
BERN ST
ZURICH ST
SIELLA PL
O'BRIEN ST
PETERSBURG
QUINHAGAK
TUTTLE
ELIM ST.
GOLOVIN ST.
LAKE CLARK ST
TOLOFF ST.
RANIGAN ST.
SEEMIE ST.
CAMERON ST.
DAKOTA ST.
ARLON ST
RANCHO DR
ADOBE DR
RIO GRANDE RD
CAMINO DR.
Lake
Otis
Pkwy
BRYANT CR.
POKEY CR.
ABBOTT ELEM. SCHOOL
ATKINS PL
SWISS PL
CLARIDGE PL.
CIRCLE
E 88TH DR.
LUCY ST.
GRANITE
PL
LOOP
NADINE ST.
ANE CRT
E 84TH
E. 80TH. AVE.
SANDY PL
SPRUCE ST
CRT
LADASA PL
LORE RD.
BASS ST
VANDER CY.
CANTONMENT CT
TONDI LN
E 72 ND
NADINE ST
ROVEY ST
LEWIS PL
LEWIS PL
ROBERTS DR
HENDERSON LP
BUGLE CT
SPRUCE ST
E 64TH AVE
65TH AVE
66TH AVE
67TH AVE
68TH AVE
WINCHESTER ST
E 100TH AVE
E 94TH
E. 82ND AVE.
E. 81ST AVE.
E. 80TH AVE.
E. 79TH AVE.
E. 76TH AVE
E. 75TH AVE
E 74TH AVE
E 73RD AVE
E 72ND AVE
E 71 ST AVE.
E 70TH AVE.
E 69TH AVE.
E. 68TH AVE.
E 66TH
E 64TH
AUSTIN AVE
DR
TAKU ELEM. SCH.
E. 74TH.
E. 73RD.
E 72ND.
E. 74TH AVE.
E. 73RD. AVE.
E. 79TH. AVE.
E. 64TH.
E. 80TH ST.
75TH
TRAIL CR

Alaska State Legislature

House of Representatives

Official Business

Pouch V
State Capitol
Juneau, Alaska 99811

MEMORANDUM

TO: Carol Burnside
Administrative Aide, House Transportation

FROM: Dave Hammock

DATE: 6 May 1981

RE: Ammendments to HB 295

Representative Metcalfe has asked me submit the following items as proposed ammendments to HB 295. Each item is either a request to make up a shortfall in an underfunded project or is of an emergency nature. It was our feeling that these projects would be appropreate to address in this bill due to the need to grant them funding prior to July 1, 1981. They are listed in priority of need, according to Rep. Metcalfe.

1. Hillside Drive Paving & Improvement shortfall. $ 715,000

   Legislative action included funds for paving Hillside Drive in last year's bond package. However, only enough money was allocated to pave Hillside from DeArmoun Road north to O'Malley. The section from O'Malley north to the intersection with Abbott and then west along Abbott to Birch road will not be included unless these additional funds are made availible. Inclusion of this item in HB 295 and the resulting availibility of the monies earlier than July 1 would have the effect of expediting construction. Tis item is our highest priority for transportation category CIP requests in District 11.

2. Girdwood Container Site Paving/Canopy Shortfall. $ 55,000

   A 1980 legislative municipal grant started construction on this project, but the appropriation was inadaquate to insure completion. The Municipality of Anchorage has requested this amount in its annual CIP request. Inclusion in HB 295 will help guarantee an on schedule conclusion to the project.

3. Glen Alps Service District Emergency Road/Drainage Improvements. $ 120,000

This project would be a grant to the Municipality of Anchorage to insure improvement of rapidly deteriorating roadways in this area. The Glen Alps Service District suffers not only from extreme environmental conditions, but is subject to heavy non-resident traffic associated with Chugach State Park. Substantial remedial work is mandated this construction season to keep these park access routes usable. Inclusion in HB 295 could serve to accelerate the start of construction work. This item also includes funds to improve winter glaciation control.

If you have any questions about these requested ammendments I will be happy to respond at your convenience.

xc: Rep. Metcalfe
Rep. Bylsma

PROJECT TITLE: Girdwood Container Site, Access Road and Covering of Refuse Containers

PROJECT COST: $55,000

HOUSE REPRESENTATIVES: Bylsma, Metcalfe

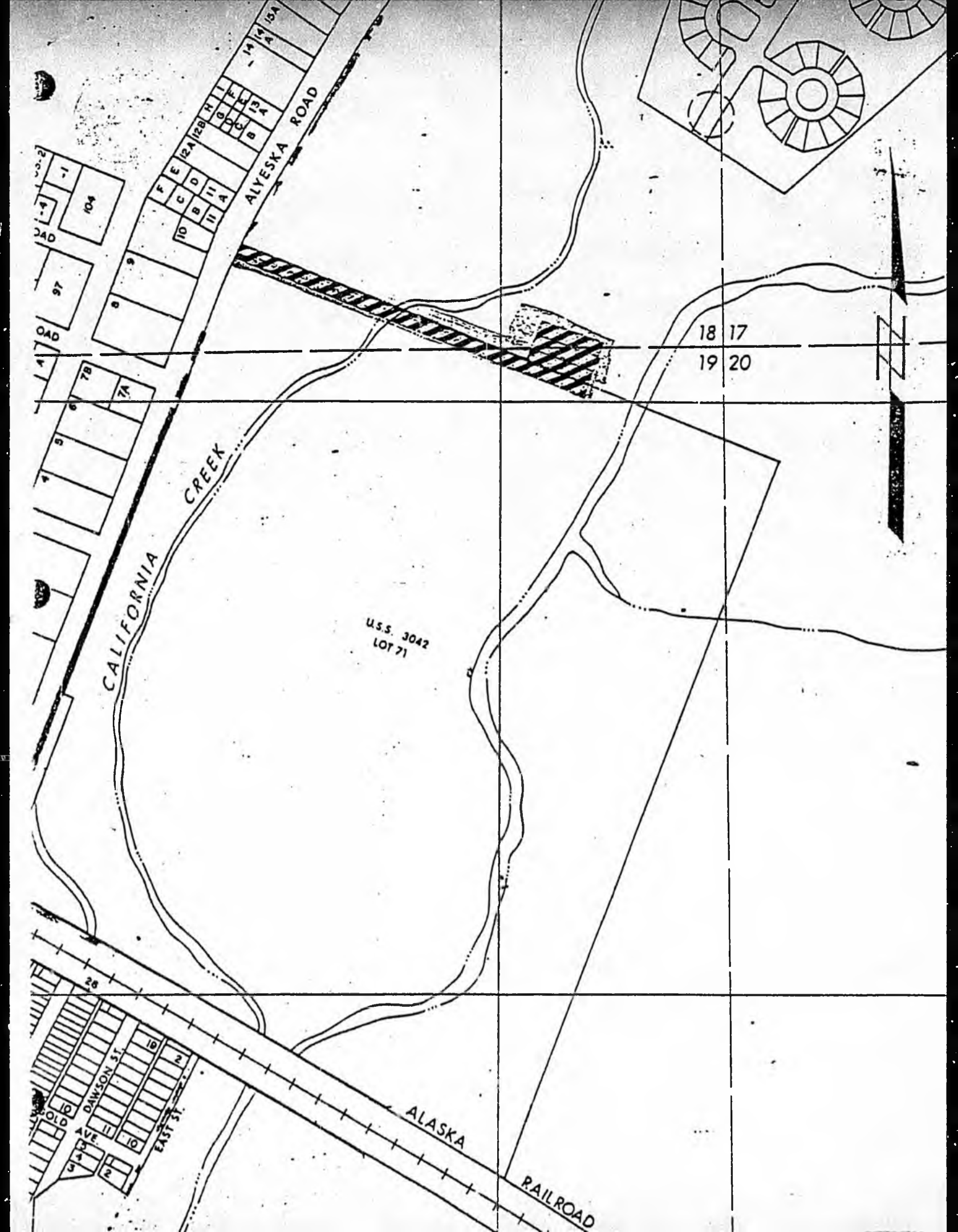
SENATOR: Colletta

PROJECT DESCRIPTION AND JUSTIFICATION:

This project will complete paving of the access road to the Girdwood Refuse Container Site as well as provide a covering for vehicles off-loading refuse in the container area. Design work has been partially completed, but there are insufficient funds in the 1980 Grant to complete construction work.

For further information on this project, contact Lee Browning at 263-8109.

PROJECT COMPLETION ESTIMATE: December 1982


ALYESKA ROAD
CALIFORNIA CREEK
U.S.S. 3042
LOT 71
18 17
19 20
DAWSON ST.
EAST ST.
OLD
AVE
ALASKA
RAILROAD

GLEN ALPS ROAD SERVICE DISTRICT

Robert T. Kean
SRA 382-V
Anchorage, Alaska 99507
(907) 345-2098

April 20, 1981

The Honorable Ray H. Metcalfe
House of Representatives
State of Alaska
Pouch V
Juneau, Alaska 99811

SUBJECT: GLEN ALPS SERVICE DISTRICT EMERGENCY ROAD MAINTENANCE FUNDS

Dear Representative Metcalfe:

Enclosed is a petition signed by practically every resident of the Glen Alps Road Service District. The petition requests $120,000.00 in emergency funds to correct deficiencies in our road system.

Also enclosed is correspondence which is our normal maintenance budget to the city, this budget basically provides for 3 gradings during the summer and snow removal in winter. We have also sent this budget and petition to Mayor Sullivan with a similar request.

Thank you for your help in this pressing matter.

Sincerely,

Robert T. Kean
Glen Alps Road Service District

RTK:bjs

Enclosures- petition
budget

Robert T. Kean
SRA 382-V
Anchorage, Alaska 99507

April 15, 1981

Maureen Alyea, Jr. Administrative Officer
Street Maintenance Division
Pouch 6-650
Anchorage, Alaska 99502

BUDGET REQUEST FOR GLEN ALPS SERVICE AREA
ROAD MAINTENANCE

Following our meetings with residents of the Glen ALps Road Service Area, we have come up with the following broad budget suggestions, was well as the specific needs listed below:

CONTRACTUAL SERVICES	$68,000.00
INTRAGOVERNMENTAL SERVICES	15,000.00

Light summer oiling of Toilsome Hill switchback

Gravel fill or guard rail above switchback by Bosworth's house

Replace culverts and reditch and improve road bed on Canyon Road, View Heights Way, Upper DeArmoun, Jeanne Drive, Spendlove Drive, etc.

General grading on all roads

Winter snow plowing and sanding on all roads.

Enclosed is a copy of the petition which has been sent to the legislature requesting $120,000.00 in emergency repair funds additional to the above budget amount.

Respectfully,

Judy Burtner
JUDY BURTNER - 345-1598

Robert T. Kean
ROBERT T. KEAN - 345-2098

GLEN ALPS ROAD SERVICE DISTRICT

Robert T. Kean
SRA 382-V
Anchorage, Alaska 99507

April 18, 1981

Mayor
City of Anchorage
632 W 6th Ave.
Anchorage, Alaska
99507

Subj: Glen Alps Service District Emergency Road Maintenance Funds

Dear Mayor Sullivan:

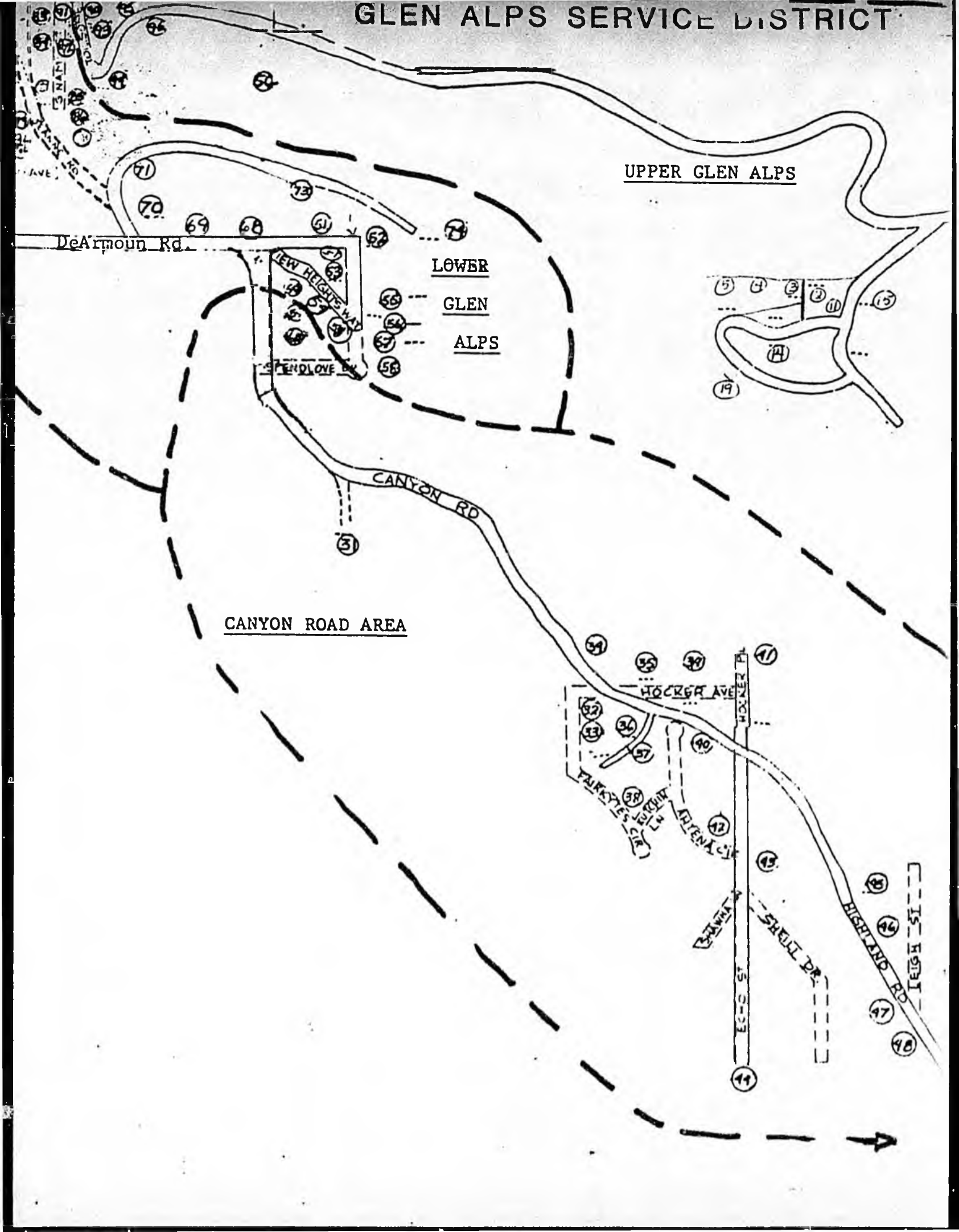
The people of the Glen Alps Service District have prepared the enclosed petition for the purpose of obtaining emergency funds for the maintenance and preparation of our roads for the forthcoming summer season and impending winter.

The already poor road bed and drainage culverts and ditches have been severely damaged by extreme environmental and traffic factors rendering the roads impassable many times and difficult to negotiate the majority of the time. As these roads are public access to the Chugach State Park we would appreciate both the Municipality and the State's attention and cooperation toward solving the problems at hand. The funds we are requesting will merely improve the immediate problem, a plan of larger scope will be necessary for a lasting remedy to our road conditions.

The enclosed petition has been forwarded to the State Legislature as well as your office in hopes of obtaining assistance.

Sincerely,

Robert T. Kean
Glen Alps Road Service District


GLEN ALPS SERVICE DISTRICT
UPPER GLEN ALPS
DeArmoun Rd.
LOWER
GLEN
ALPS
NEW HEIGHTS WAY
CANYON RD
CANYON ROAD AREA
HOCKER AVE
HOCKER PL
FAIRYTALE CIR
JESTER LN
ARIENA CIR
ARIENA PL
SHELL DR.
HIGHLAND RD
HEIGHTS

18, 1981

PETITION FOR ROAD IMPROVEMENT IN THE GLEN ALPS SERVICE AREA

The Glen Alps Service Area encompasses the area shown on the enclosed map. This area is a special service area due to its unique problems resultant from severe climatic conditions and extreme topographical relief. The topography ranges from glently sloping to rather precipitous inclines, and the climatic conditions range from howling winds and driving rains to howling winds and drifting snow depending on the season. The effects on our roads are dramatic. These natural conditions coupled with an extremely poor road bed (in the Lower Glen Alps and Canyon Road portions expecially) and inadequate drainage throughout the area have made travel on these roads uncomfortable at best. Many times the roads are rendered impassable by bottomless mud, drifting snow, glaciation, or washout.

Certain access and R.O.W. problems further complicates the overall picture particularly concerning the three main R.O.W.'s - Upper Huffman (Toilsome road) Jeanne Road and Canyon Road as well as portions of Upper DeArmoun. Most of the R.O.W. problems are so acute (Tabbytite case) that the road system has evolved as a series of perscriptive easements connecting platted R.O.W.'s.

The roads in the Glen Alps Service Area are used not only by the residents of the area but by the majority of outdoorsmen in the Anchorage Bowl as they are direct access to the Chugach State Park. The extra non-resident traffic further depreciates what little road bed there is.

GLEN ALPS PETITION

The past year's unusual winter has exposed the extent of the drainage and road bed problems. As residents of the Glen Alps Service area we the undersigned hereby respectfully request$ from the Legislature emergency funds in the form of a State Grant of $120,000 to the municipality of Anchorage to assist in the repair and maintenance of the follow specific items:

1. Repair drainage and s[illegible]ve glaciation problems
2. Reditch all roadways and install culverts
3. Improve and maintain roadbed.
4. Replace inadequate and crushed culverts.

The above represents approximately 6 miles of roads and ditches and 25± culverts.

Petitioners

	Name	Address	Telephone
(36)	ROBERT T KEAN	SRA 382 V ANCH	345 2098
(40)	Brooks H Wade	SRA 381-R ANC 11	345-2282
(38)	Rick S Carpenter	SRA 382 Anch	345-2370
(39)	Linda Carpenter	SRA 382 Anch	345-2370
(41)	David McElroy	P.O. Box 10-2243 Anch 99511	345-277
(42)	Lucy R Hollingshead	SRA 380 N Anch 99504	345-1355
(43)	Charles Carlson	" "	"
(35)	DWANE A. RUDGESS	SRA BOX 374 ANCH AK	99504
(34)	Joseph H Frances	SRA 401-A ANCH AK	99507
(60)	David W Hannan	P.O. BOX 4-1274 " "	99509
(37)	[illegible]	SRA 381-[illegible] Anch AK 99507	345-2140

CANYON RD.

GLEN ALPS PETITION

No. on Map	Name	Address	Tel.
5	Mary Peters	P.O. Box 10-1485 99511	345-1057
5	" "	" "	"
3	[illegible] Butler	SRA Box 2393-M 99511	345-1578
15	Marian T Baker	Box 10-646 99511	345-1418
11	[illegible]	Box 10-1491 99511	345-1031
13	[illegible]	PO Box 10-1059 99511	345-1565
14	C. Thomas Beirne	P.O. Box 4-BB 99509	345-1194
19	[illegible]	SRA Box 2395-L 99507	345-1565
3	E. J. [illegible]	SRA Box 2393R 99507	345-1045
2	Les Burtner	Box 10-1041 99511	345-1598
3	Helen Schmidt	SRA Box 2393 R, 99507	345-1045
42	[illegible]	SRA Box 2393D 99507	345-3670
82	Donna Sundeen	SRA Box 2390-D 99507	345-0207
82	Sundell Federici	SRA Box 2390-D 99507	345-0207
↑	Ryland Roberta	SRA Box 2387-R 99507	345-5331
Binami Road	[illegible]	SRA Box 2390-C 99507	345-0296
↓	[illegible]	SRA Box 2391-Z 99507	345-5465
	[illegible]	SRA Box 2397-Z 99507	345-5465
	[illegible]	SRA Box 2397-Z 99507	345-5465
95	Jane E. Berge	SRA Box 2394-K 99507	345-5020
Tulsbine Hill	[illegible]	SRA Box 2393-Z 99507	345-3621
96	[illegible]	SRA Box 2395-G 99507	345-2800
96	Gilbert M Farnsworth	SRA Box 2395 G 99507	345-2800

(GLEN ALPS AREA)

GLEN ALPS PETITION

Gp.	Name	Address	Tel.
	Richard A. Cline	SRA Box 382K	345-2151
	Wanda Cline	SRA Box 382K	345-2151
	Patty Brooks	SRA Box 383E	345-1919
	Eugene A Brooks Jr	" "	" "
	Eldon Eggers Franklin	PO Box 10-521 ANCH 99511	345-2303
	Irene Franklin	PO Box 10-521 ANCH 99511	345-2303
	Lucia R. Smith	SRA Box 380-S Anch 99507	345-1815
	Robert B Pistorese	SRA-381-T Anchorage	345-2159
	Joan M Pistorese	SRA 381-T Anchorage AK	345-2159
	Jay Conley	SRA 379B Anch AK	345-2153
	Karen Conley	SRA Bx 379B Anch 99507	345-2153
	Mike Richards	SRA Bx 5196 ANCH 99507	345-2153
	Carolyn Conley	SRA Box 379B Anch	345-2153
	Kent Eastman	SRA Box 379-P Anch	345-1807

JEANNE & Michael Rd.

GLEN ALPS PETITION

Gp.	Name	Address	Tel.
	Justin & Jeanne Olson	SRA 2393K (Jeanne Anch. 99507 Rd.)	345-0383
	Mary Ellen Sledge	SRA 2422 (MICHAEL Anch. Ak. 99507 (JEANNE RD	345-2983
	Derrick Douglass	SRA BOX # 2422 (MICHAEL ANCH. AK 99507 JEANNE RD)	345-2983
	Deborah Mueller	SRA Box 382 X Anchorage Ak 99507	345-3638
	Peter J Hitchcock	SRB Box 377-Z Anchorage Ak 99507	345-7301
	Jennifer Walter	Box 10-2196 Stamp Circle	345-2150
	Robert Hughes	SRA Box 383-D	
	Jeanne Ann Hughes	Anch AK 99507	345-4097
	F. Ross	SR Box 2426 Anch. 99507 Jeanne Rd.	345 2796
	Barbara M Hayes	SR Box 2426 Anch 99507	345-2796

CANYON RD

GLEN ALPS PETITION

Gp.	Name	Address	Tel.
59	Virginia B. Jacobs	SRA 381-1 Anchorage	345-2160
31	Stephen Denton	Box-4-1476 99509	345 1802
35	William L. Burgess	SRA Box 387 Anchorage 99507	345-1690
37	Daniel J. Fuszara	SRA 382-V ANCH. 99507	345-2133
56	Elizabeth A. Kean	SRA 382-V Anch. 99507	345-2098
36	Belinda J. Smith	834 E 73rd #4 99507	344-3657

PLEASE NOTE: THE PRECEDING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT.

PLEASE NOTE: THE FOLLOWING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT

STATE OF ALASKA

OFFICE OF THE GOVERNOR

JAY S. HAMMOND, GOVERNOR

BUDGET & MANAGEMENT

POUCH AM
JUNEAU, ALASKA 99811
PHONE: (907) 465-2211

Send Sam a memo re the DOT portion of 295 — Trades & Crafts Union

May 20, 1981

Honorable Sam Cotten
Chairman, House Finance Committee
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

Amendments to CSHB295

Dear Representative Cotten:

Your committee will soon be reviewing HB 295, which makes supplemental appropriations to the General Government and Transportation budget categories. This bill has recently been reported out of the Transportation Committee as a committee substitute. Since the time that the Transportation Committee held hearings on the bill, the need for two additional amendments has been brought to our attention. We request that you include these amendments in a finance committee substitute for HB 295.

The first amendment is to make a minor change in an existing section of the bill. Section 14 of CSHB295 appropriates $225,100 in general funds and $16,000 in program receipts to the Division of Retirement. The $16,000 in program receipts is to pay for legal expenses pertaining to the overall tax status of the supplemental benefits program annuity plan. We have received verbal notification from the Department of Administration that the increase in legal services costs is expected to be $20,000 instead of $16,000. Therefore, please change the program receipts appropriation in Section 14 from $16,000 to $20,000.

The second amendment also changes an existing section of the bill. Section 2 appropriates $613,100 in general funds to the Department of Transportation and Public Facilities to pay cost overruns for various projects in the state. We have recently received notification of an additional project falling into this group for which funds need to be appropriated. The cost overrun for this project, a roof repair project in Atmautluak and Twin Hills, totals $35,421.40. Please increase the amount appropriated in Section 2 to $648,521.40. Attachments to this letter provide additional documentation of the request.

Your assistance in incorporating these amendments into a finance committee substitute for HB 295 will be appreciated.

Sincerely,

Ron Lehr

Dr. Ronald D. Lehr
Director

Attachments

cc: Commissioner Hudson, Department of Administration
Commissioner Ward, Department of Transportation and Public Facilities
Judy Crondahl, Department of Administration
Honorable Don Bennett and Ed Dankworth, Co-Chairmen Senate Finance Committee
Honorable Bette Cato, Chairwoman, House Transportation Committee

MEMORANDUM

State of Alaska

Department of Transportation & Public Facilities

RECEIVED
APR 15 1981
BUDGET AND MANAGEMENT

TO: Ron Lehr, Director
Division of Budget & Management
Office of the Governor

DATE: April 1, 1981

FILE NO:

TELEPHONE NO:

FROM: John C. Bates
Deputy Commissioner
Department of Transportation
and Public Facilities

SUBJECT: Supplemental Appropriation

The Department of Transportation and Public Facilities requests a supplemental appropriation of $35,421.40. This supplemental appropriation will provide final payment for work on the Atmautluak and Twin Hills School in 1977.

Attachments

25A - 130

MEMORANDUM State of Alaska

RECEIVED
APR 15 1981
BUDGET AND MANAGEMENT

TO Kit Duke, Director
Planning & Programming

DATE January 5, 1981

FILE NO 220H-4000

TELEPHONE NO 266-1580

FROM R. S. Armstrong, Director
Division of General Design
and Construction

SUBJECT Atmautluak School
Twin Hills School

It seems that unpaid bills never go away. The attached correspondence indicates that the file has been going around between Planning, M & O, and what was then Buildings. I asked Pat Ryan if he could get the bill paid, he consulted with Ray, and they decided I should ask you to put in a supplemental request for the money. We owe Alaska Plumbing & Heating $35,421.40 for work they did on the subject schools. Since there does not appear to be any question regarding the validity of the billings, then I feel we are morally obligated to pay up - even if funds had lapsed which would be out of APH's control.

If there is no money laying around in umbrella accounts, NO then could you put this in for a supplemental? The complete folder is attached.

Attachment

cc: R. D. Shumway, P.E., Deputy Commissioner

2-001A(Rev.10/79)

STATE
of ALASKA

MEMORANDUM

RECEIVED
APR 15 1981
BUDGET AND MANAGEMENT

TO: Jim O'Sullivan
Maintenance & Operations
Department of Transportation
and Public Facilities

DATE: April 7, 1978

FILE NO:

TELEPHONE NO:

FROM: Roy Peratrovich, Jr., Director
Facility Procurement Policy
Department of Transportation
and Public Facilities

SUBJECT: Alaska Plumbing & Heating Company, Billings on Atmautluak and Twin Hills

The subject project billings are about to make the full circle. By this memo I am returning copies of all the latest correspondence we have relating to these projects.

As I understand the problem, before we became DOT/PF, Maintenance within the Division of Buildings tried to have some work done by force account at the subject sites. This became a problem so the work was finally done by competitive bidding. For some reason or other, the work in question was never completed until about two years after the contract was awarded but apparently, was done in accordance with the contract. Somehow, perhaps due to the contractor's delay in completing the work or through mismanagement, funding that was originally available for the project lapsed.

We now have no funds with which to pay this $35,421.40 debt. In the process of investigating the history of this project we did some searching for additional funding sources but had no luck. We can do no more.

Responsibility for obtaining or identifying proper funding sources for capital improvement projects normally rests with the client agencies, not with our Division. Once a funding source has been identified we assist the client agency in the procurement process including the budgetary process i.e., developing project budgets and assisting in processing related reimbursable agreements as required etc. Since the project appears to have originated in Maintenance, I am returning the problem for your resolution and response to the contractor.

Attachements:

cc: Kit Duke
Richard Holden w/attachments
David Chauvin w/attachments
George Porter w/attachments
George McCurry

RECEIVED
APR 11 1978
M & O BUILDINGS
DEPT. OF TRANSPORTATION
& PUBLIC FACILITIES

STATE of ALASKA

RECEIVED
APR 15 1981
BUDGET AND MANAGEMENT

TO: Ray Peratrovich, Jr.
Director
Facilities and Procurement

DATE: April 3, 1978

FILE NO:

TELEPHONE NO:

FROM: David L. Chauvin
Director
Design & Construction

SUBJECT: DB-131-4-29034
DB-131-4-29453

Reference to your letter of March 21, 1978, to Alaska Plumbing and Heating Company, Inc. concerning payment for work in 1971 at Atmautluak and Twin Hills, the contracts were maintenance contracts. The files for these projects were turned over to Maintenance and Operations in November 1977.

According to George McCurry he furnished Carl Johnson information in the project files and also checked with G. Lee. Hayes about the availability of any funds in these projects. Mr. Hayes has apparently informed McCurry that the projects have lapsed and no funding remains.

If AP&H wants payment it would appear there recourse is to go to the legistature through their representative and obtain a special appropriation. The other option would be that Department of Transportation & Public Facilities go to the legistature with a special bill to obtain funding to pay the old account.

Since no obtaining funding and verifing sources of funding is within your area of responsibility we are turning resolution of this problem over to you. If you need any additional information as to the history of the problem it is recommended you contact Carl Johnson or George McCurry and obtain the old project records.

cc: George McCurry
Carl Johnson
G. Lee Hayes

4/6/78
Kit
Your recommendations pls. Dl Seal
management of this project was with DL; O
& Field mgmt there.
Roy

MEMORANDUM State of Alaska

TO: Roy Peratrovich
Facility Procurement Policy

DATE: March 31, 1978

FILE NO:

TELEPHONE NO:

FROM: Kit Duke
Facility Procurement Policy
Anchorage

SUBJECT: Alaska Plumbing & Heating Company
Billings on Atmautluak and Twin
Hills - Letter of March 13, 1978

Attached is a package of material which you asked me to respond directly to. I have done some research and find that it is more appropriate for George Porter to respond. After talking to both George McCreary and George Porter, I am told that these two projects have no funding (in fact, the funding has lapsed) and that the sub-contractor was not paid by a general contractor. The only way that he can be paid, in all likelihood, is to request a supplemental appropriation. At any rate, I suggest that this answer be drafted by George Porter and not our Division.

ALASKAN PLUMBING AND HEATING COMPANY, INC.
2132 POST ROAD P. O. BOX 2119 PHONE (907) 272-2451 ANCHORAGE, ALASKA 99510
TELEX 90[illegible]

RECEIVED APR 7 1978 DIVISION OF FACILITIES AND MANAGEMENT

106

IN REPLY REFER TO SERIAL NO.

March 17, 1978

RECEIVED MAR 17 1978

Mr. Roy Petatrovich
Director of Facility Procurement Policy
Department of Transportation and Public Facilities
Pouch Z
Juneau, Alaska 99811

Dear Sir:

For several years we have been attempting to collect final payment on Contracts P-479 and P-480 which were with the old State of Alaska, Department of Public Works, Division of Buildings. Following is information regarding contract numbers etc, on these two projects together with the final amount due:

Contract P-479	Atmautluak School, Project DB-131-4-20-39,	$18,348.65
Contract P-480	Twin Hills School, Project DB-131-4-29455,	$16,572.75

For your ready reference we are enclosing copies of the final estimates that are due on these two contracts together with copies of Release of Contract which was signed and returned with the final estimate. In addition, we are enclosing copy of our letter No. 690 dated September 22, 1977 to Mr. Carl Johnson, Chief Engineer - Buildings, State Maintenance and Operations, requesting his help in trying to effect collection of these two long past due contracts. We have been recently advised by Mr. Johnson that he has been unable to do anything to bring about these payments.

We are at a complete loss as to what we will have to do in order to obtain payment of these two long past due billings.

It would be appreciated if you would check into this matter and advise what is holding up payment and when we may expect to receive payment on this account.

Very truly yours,

ALASKAN PLUMBING & HEATING COMPANY, INC.

L. E. Jeffs
General Manager

Received ANCHORAGE, ALASKA MAR 20 1978 DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

LEJ:jas
956-3
957-3

MEMORANDUM

State of Alaska

RECEIVED
MAY 1-8 1981
BUDGET AND MANAGEMENT

DEPARTMENT OF PUBLIC WORKS

TO: George McCurry
Chief of Maintenance
Division of Buildings
Juneau

DATE: May 19, 1976

FILE NO: 131-4-23039

TELEPHONE NO: 131-4-23455

FROM: Jesse R. Boyer
Building Management Supervisor
Division of Buildings
Anchorage

SUBJECT: Atqautluak School
Contract P-479

Twin Hill School
Contract P-480

The attached is the final pay estimate for subject contracts. Mr. Ernie Jeffs brought the paperwork in yesterday (5/18/76). I believe it is all in order and is worked out in a reasonable form. The files were taken by A.S.O.S.S. when they moved out, but I believe you will find the Contractors' estimate satisfactory. I would recommend the contracts be closed out and payment as requested be made.

JRB/cs

Attachments

AP & H
Ernie Jeffs
272-2451

DPW-374
(10/65)

SHEET 1

STATE OF ALASKA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF BUILDINGS

PERIODIC ESTIMATE FOR PARTIAL PAYMENT

Name and Location of Project Twin Hills School, Twin Hills, Alaska Project No DB131-4-29475

Name of Contractor Arctic Structures, Inc. & Assoc. Address PO Box 2119, Anch., Ak 99510 Contract No P-480

Periodic Estimate No 6 for Period _____, 19____, to Final, 19____

1. COST OF WORK COMPLETED TO DATE UNDER ORIGINAL CONTRACT ONLY
Entries must be limited to work and costs under the original contract only.
(Work and cost data under change orders is to be shown on Sheet 2.)
Columns (6) and (7): Show all work completed to date under original contract.
Column (8): Enter the difference between entries in columns (5) and (7).
Column (9): Show percent ratio of column (7) to column (5).

ITEM NO. (1)	DESCRIPTION OF ITEM (2)	CONTRACT			COMP. TO DATE		COST OF UNCOMP. WORK (8)	% COMP. (9)
		QUANT. (3)	COST PER UNIT (4)	TOTAL COST OF ITEM (5)	QUANT. (6)	TOTAL COST (7)		
1	Site work and piling Cutoff	L.S.		1,000.		1,000.		
2	Exterior Framing, Incl. Floor, walls & roof	L.S.		52,000.		52,000.		
3	Electrical	L.S.		15,000.		15,000.		
4	Mechanical Incl. Exterior	L.S.		20,000.		20,000.		
5	Drilling Well	L.S.		7,500.		7,500.		
6	Interior Framing and Finish	L.S.		50,495.		50,495.		
				145,995.		145,995.	-0-	100

oject Name Twin Hills School
Contract No. P-480
Estimate No. 6

CHANGE ORDERS

NO.	RELATED ITEMS ON SHEET 1	DESCRIPTIONS	(1) INCREASE	(2) DECREASE	(3) AMOUNT DUE FOR COMPLETED ITEMS
1		Complete construction of Power House	1,983.		1,983.
2		Install third generator	1,265.		1,265.
TOTALS			3,248.		3,248.

djusted Contract Amount to Date
Total Col. 5, Sheet 1, plus 1 and less 2 above) $ 149,243.00

PAYMENT ESTIMATES

nalysis of Work Performed

a. Total Work completed to date (Col. 7)	145,995.00
b. Material Stored on Site	
c. Change Orders Performed (3 minus 2 above)	3,248.00
d. Subtotal	149,243.00
e. Less _____% retained	-
f. Less Previous Payments	132,670.25
g. Amount Payable this estimate	16,572.75

ertification of Contractor

I certify that all items and amounts are correct in accordance with the contract requirements and that the undersigned ave complied with the labor provisions of said contract, or that there is an honest dispute with respect to such provisions.

CONTRACTOR Arctic Structures, Inc. & Assoc. Date 12-15-75
PO Box 2219, Anchorage, Alaska

roject Engineer Carl [illegible] Date 4/28/81

epartment of Public Works [illegible] Date 4/29/81

RELEASE ON CONTRACT

STATE OF ALASKA

DEPARTMENT OF PUBLIC WORKS

WHEREAS, by the terms of a contract dated May 6, 1971, Number P-480, entered into by the State of Alaska, represented by George W. Easley, Commissioner, Department of Public Works, and Arctic Structures, Inc. & Assoc., PO Box 2119, Anchorage, Alaska 99510, for the construction of Two classroom school, hot lunch kitchen and teachers quarters, Twin Hills, Alaska, it is provided that: "Upon completion and acceptance of all work required hereunder, the amount due the Contractor under this Contract will be paid upon the presentation of a properly executed and duly certified voucher therefore, after the Contractor shall have furnished the State with a release, if required, of all claims against the State arising under and by virtue of this Contract, other than such claims, if any, as may be specifically excepted by the Contractor from the operation of the Release in stated amounts to be set forth therein.".

NOW THEREFORE, in consideration of the premises and the payment by the State of Alaska to the Contractor of the amount due under the Contract to wit, the sum of _____, the Contractor hereby remises, releases, and forever discharges the State of Alaska its architects, engineers, agents, employees and independent contractors of and from all manner of debts, dues and sum or sums of money, accounts, claims and demands whatsoever, in Law and in equity, under or by virtue of said contract, and warrants good title to all material, supplies and equipment installed or incorporated in the project and all work delivered to the premises, together with all improvements and appurtenances constructed thereon by Arctic Structures, Inc. and Associates, PO Box 2119, Anchorage, Alaska 99510, to the State of Alaska free of any claims, leins or that neither it nor any person, firm or corporation furnishing material or labor for any work covered by this Contract has any right to a lien upon the premises nor any improvement thereon, except: _____.

IN WITNESS THEREOF, the hand and seal of the Contractor have been hereunto set this 15th day of December 19 75.

ARCTIC STRUCTURES, INC. AND ASSOC.

BY _____

_____

ATTEST:

Witnesses:

_____

_____

MEMORANDUM

State of Alaska

DEPARTMENT OF PUBLIC WORKS

TO: George McCurry
Chief of Maintenance
Division of Buildings
Juneau

DATE: May 19, 1976

FILE NO: 131-4-29039

TELEPHONE NO: 131-4-29455

FROM: Jesse R. Boyer
Building Management Supervisor
Division of Buildings
Anchorage

SUBJECT: Atmautluak School
Contract P-479

Twin Hill School
Contract P-480

The attached is the final pay estimate for subject contracts. Mr. Ernie Jeffs brought the paperwork in yesterday (5/18/76). I believe it is all in order and is worked out in a reasonable form. The files were taken by A.S.O.S.S. when they moved out, but I believe you will find the Contractors' estimate satisfactory. I would recommend the contracts be closed out and payment as requested be made.

JRB/cs

Attachments

BP+H
Ernie Jeffs
272-2451

DPW-374
(10/65)

SHEET 1

STATE OF ALASKA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF BUILDINGS

PERIODIC ESTIMATE FOR PARTIAL PAYMENT

Name and Location of Project Atmautluak School, Atmautluak, Alaska Project No. DB131-4-29039

Name of Contractor Arctic Structures, Inc. and Associates Address PO Box 2119 Anchorage, Alaska 99510 Contract No. P-479

Periodic Estimate No. 6 for Period _____, 19____, to Final, 19____

1. COST OF WORK COMPLETED TO DATE UNDER ORIGINAL CONTRACT ONLY
Entries must be limited to work and costs under the original contract only.
(Work and cost data under change orders is to be shown on Sheet 2.)
Columns (6) and (7): Show all work completed to date under original contract.
Column (8): Enter the difference between entries in columns (5) and (7).
Column (9): Show percent ratio of column (7) to column (5).

ITEM NO. (1)	DESCRIPTION OF ITEM (2)	CONTRACT QUANT. (3)	CONTRACT COST PER UNIT (4)	CONTRACT TOTAL COST OF ITEM (5)	COMP. TO DATE QUANT. (6)	COMP. TO DATE TOTAL COST (7)	COST OF UNCOMP. WORK (8)	% COMP. (9)
1	Exterior Framing incl. floors, walls, roof	L.S.		52,000.00	100	52,000.00	-	
2	Electrical	L.S.		15,000.00	100	15,000.00	-	
3	Mechanical including exterior	L.S.		20,000.00	100	20,000.00	-	
4	Drilling Well	L.S.		7,500.00	100	7,500.00	-	
5	Tank Farm	L.S.		6,000.00	100	6,000.00	-	
6	Interior Framing and Finish	L.S.		46,800.00	100	46,800.00	-	
7	Alt. No. 1 Sewage Treatment Plant	L.S.		7,500.00	100	7,500.00	-	
	TOTAL			154,800.00		154,800.00	-	100

Project Name Atmautluak School
Contract No. P-479
Estimate No. 6

CHANGE ORDERS

NO.	RELATED ITEMS ON SHEET 1	DESCRIPTIONS	(1) INCREASE	(2) DECREASE	(3) AMOUNT DUE FOR COMPLETED ITEMS
1		Foundation Changes	13,739.00		13,739.00
2		Provide labor and equipment for the completion of the power house as per contractors proposal	1,794.00		1,794.00
3		Drill additional depth on well and credit for work deleted and fuel - per contractors proposal attached	no change		no change
TOTALS			15,533 00		15,533.00

Adjusted Contract Amount to Date
(Total Col 5, Sheet 1, plus 1 and less 2 above) $ 170,333.00

PAYMENT ESTIMATES

Analysis of Work Performed

a.	Total Work completed to date (Col. 7)	154,800.00
b.	Material Stored on Site	
c.	Change Orders Performed (3 minus 2 above)	15,533.00
d.	Subtotal	170,333.00
e.	Less ____% retained	-
f.	Less Previous Payments	151,484.35
g.	Amount Payable this estimate	18,848.65

Certification of Contractor

I certify that all items and amounts are correct in accordance with the contract requirements and that the undersigned has complied with the labor provisions of said contract, or that there is an honest dispute with respect to such provisions.

CONTRACTOR Arctic Structures, Inc. and Associates Date May 6, 1976
PO Box 2119, Anchorage, Alaska 99510

Project Engineer Carl P. Johnson Date 4/28/81

Department of Public Works Edwin B. Long Date 4/29/81

STATE OF ALASKA

DEPARTMENT OF PUBLIC WORKS

WHEREAS, by the terms of a contract dated May 1, 1971, Number P-479, entered into by the State of Alaska, represented by George W. Easley, Commissioner, Department of Public Works, and Arctic Structures, Inc. and Associates, PO Box 2119, Anchorage, Alaska 99510, for the construction of two classroom school with hot lunch kitchen and teachers quarters, it is provided that: "Upon completion and acceptance of all work required hereunder, the amount due the Contracton under this Contract will be paid upon the presentation of a properly executed and duly certified voucher therefore, after the Contractor shall have furnished the State with a release, if required, of all claims against the State arising under and by virtue of this Contract, other than such claims, if any, as may be specifically excepted by the Contractor from the operation of the Release in stated amounts to be set forth therein."

NOW THEREFORE, in consideration of the premises and the payment by the State of Alaska to the Contractor of the amount due under the Contract to wit, the sum of _____, the Contractor hereby remises, releases, and forever discharges the State of Alaska its architects, engineers, agents, employees and independent contractors of and from all manner of debts, dues and sum or sums of money, accounts, claims and demands whatsoever, in Law and in equity, under or by virtue of said contract, and warrants good title to all material, supplies and equipment installed or incorporated in the project and all work delivered to the premises, together with all improvements and appurtenances constructed thereon by Arctic Structures, Inc. and Associates, PO Box 2119, Anchorage, Alaska 99510 to the State of Alaska free of any claims, leins or that neither it nor any person, firm or corporation furnishing material or labor for any work covered by this Contract has any right to a lien upon the premises nor any improvement thereon, except: _____.

IN WITNESS THEREOF, the hand and seal of the Contractor have been hereunto set this 6 day of May 1976.

Arctic Structures, Inc. & Associates

BY _____

_____

ATTEST:

Witnesses:

_____

_____

PLEASE NOTE: THE PRECEDING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT.

PLEASE NOTE: THE FOLLOWING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT

Karla

S091403

March 23, 1981

The Honorable Sam Cotten
Chairman, House Finance Committee
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

Re: Amendment to H.B.295
Department of Transportation
& Public Facilities
Delete/add supplemental to
reappropriate $299,400 for
airport weather reporting
equipment.

Dear Representative Cotten:

Please revise H.B.295 to include a net zero (delete/add) supplemental to reappropriate $299,400 from the FY 81 appropriation for Administration Component, Maintenance & Operations BRU (Chapter 120/SLA 1980, page 55, line 10) to the capital appropriation for rural airport weather reporting (Chapter 50/SLA 1980, page 86, line 10). DOTPF received $300,000 in Chapter 50 for rural airport weather reporting equipment. This amount assumed installation of equipment at 50 sites at a cost of $5,000 each. The cost is now estimated at $9,510 each, for a total of $570,600. In Chapter 120, DOTPF received $329,400 for the weather reporting function (basically operations and maintenance). DOTPF has utilized $30,000 of this amount for a consultant contract to recommend a plan for implementation of this function and proposes to use the remaining funds for installation. The FY 82 budget treats the $329,400 as a continuation item, assuring the availability of funds for operations and maintenance after installation.

Please add a new section to H.B.295 to read as follows:

Section 51, Chapter 120, SLA 1980, page 55, lines 9 and 10 are amended to read as follows:

	Allocations	Appropriations	General Funds	Other
Main. & Oper.		$2,433,800 [$2,733,200]	$1,798,900 [$2,098,300]	$634,900
Admin. (9 pos.)	$1,101,300 [$1,400,700]			

Section 286, Chapter 50, SLA 1980, page 86, line 10 is amended to read as follows:

	Appropriations	General Funds
Airport Weather Reporting	$599,400 [$300,000]	$599,400 [$300,000]

Sincerely,

Dr. Ronald D. Lehr
Director

RL/RA/tl

cc: The Honorable Don Bennett and Ed Dankworth, Senate Finance Committee
The Honorable Bette M. Cato, House Transportation Committee

TRANSPORTATION (CONT.)	ALLOCATIONS	APPROPRIATION ITEMS	APPROPRIATION FUND SOURCES GENERAL FUND	OTHER FUNDS
CROSS, HOOPER BAY, MOUNTAIN VILLAGE, PILOT STATION,				
RUSSIAN MISSION, SCAMMON BAY, SHELDON'S POINT,				
SLEETMUTE, STONEY RIVER, UPPER KALSKAG, HUGHES, KALTAG,				
KOYUKUK, MEDFRA, NIKOLAI, RUBY, TELIDA, MUSLIA,				
ALLAKAKET, ARCTIC VILLAGE, BEAVER, BIRCH CREEK,				
CHALKYITSIK, CIRCLE, EAGLE, MANLEY, MINTO, RAMPART,				
STEVENS VILLAGE, VENETIE, CAMBELL, KOTLIK, MALES,				
SAVOONGA, TELLER, BREVIG MISSION, COUNCIL, KONGIGANAK,				
GOODNEWS BAY, KWIGILLINGOK, EGEGIK, UGASHIK, PORT				
HEIDEN, KOKHANOK, MANAKOTAK, NONDALTON, PILOT POINT,				
NAINES, SKAGWAY, MCGRATH,				
AIRPORT TERMINAL-STORAGE		1,950,000	1,950,000	
THE APPROPRIATION FOR AIRPORT TERMINAL-STORAGE IS BASED				
ON THE ALLOCATION OF $75,000 PER VILLAGE FOR A TERMINAL				
STORAGE BUILDING THAT SHALL BE A PREFABRICATED,				
STANDARDIZED BUILDING OF APPROXIMATELY 900 SQUARE FEET				
AND SHALL INCLUDE A WAITING ROOM FOR PASSENGERS, AN				
OFFICE LARGE ENOUGH TO ACCOMMODATE THE INSTALLATION OF				
COMMUNICATIONS AND WEATHER REPORTING EQUIPMENT, A				
STORAGE BAY AND AN EQUIPMENT BAY. THE INVITATION FOR				
BIDS FOR TERMINAL-STORAGE BUILDING CONSTRUCTION SHALL				
INCLUDE A PROVISION THAT THE SUCCESSFUL BIDDER CONSTRUCT				
THE FACILITIES AS MUCH AS POSSIBLE WITH LOCAL LABOR.				
AIRPORT TERMINAL-STORAGE BUILDING PROJECTS ARE FUNDED				

TRANSPORTATION (CONT.)	ALLOCATIONS	APPROPRIATION ITEMS	APPROPRIATION FUND SOURCES GENERAL FUND	OTHER FUNDS
FOR THE FOLLOWING VILLAGES: SHAGELUK, KOBUK, NOORVIK,				
AMBLER, KIVALINA, SHUNGNAK, NOATAK, KIANA, POINT LAY,				
SELAWIK, WHITE MOUNTAIN, STEBBINS, SHAKTOOLIK, DEERING,				
SHISHMAREF, BUCKLAND, GOLOVIN, KWIGILLINGOK, KIPNUK,				
PLATINUM, QUINHAGAK, PILOT STATION, KOKHANOK, SKAGWAY,				
NAINES, MCGRATH,				
AIRPORT WEATHER REPORTING		300,000	300,000	
THE APPROPRIATION FOR AIRPORT WEATHER REPORTING IS BASED				
ON THE ALLOCATION OF $5,000 PER VILLAGE FOR WEATHER				
REPORTING EQUIPMENT DESIGNED BY THE ARCTIC ENVIRONMENTAL				
INFORMATION AND DATA CENTER.				
WEATHER REPORTING EQUIPMENT IS FUNDED FOR THE FOLLOWING				
VILLAGES: GOLOVIN, ALLAKAKET, ARCTIC VILLAGE, BEAVER,				
BIRCH CREEK, CHALKYITSIK, CIRCLE, EAGLE, MANLEY, MINTO,				
RAMPART, STEVENS VILLAGE, VENETIE, ALAKANUK, ANVIK,				
CROOKED CREEK, CHEVAK, EMMONAK, HOLY CROSS, HOOPER BAY,				
MOUNTAIN VILLAGE, PILOT STATION, RUSSIAN MISSION,				
SCAMMON BAY, SHAGELUK, SHELDON'S POINT, SLEETMUTE,				
STONEY RIVER, HUGHES, KALTAG, KOYUKUK, NIKOLAI, NULATO,				
RUBY, TELIDA, MUSLIA, NOORVIK, AMBLER, KIVALINA,				
SHUNGNAK, NOATAK, KIANA, SELAWIK, NEW STUYAHOK, KIPNUK,				
PLATINUM, QUINHAGAK, TOGIAK, BUCKLAND,				
KOBUK, POINT LAY, SELAWIK, WHITE MOUNTAIN, STEBBINS,				
SHAKTOOLIK, DEERING, PILOT POINT, SKAGWAY, NAINES,				

		APPROPRIATION	APPROPRIATION FUND SOURCES	
	ALLOCATIONS	ITEMS	GENERAL FUND	OTHER FUNDS
TRANSPORTATION (CONT.)				
ADMINISTRATIVE SERVICES (57 POSITIONS)	5,656,600			
ADMINISTRATIVE SERVICES CIP (13 POSITIONS)	482,700			
FINANCIAL MANAGEMENT (78 POSITIONS)	2,861,800			
FINANCIAL MANAGEMENT CIP (45 POSITIONS)	1,565,000			
RIGHT OF WAY (14 POSITIONS)	655,500			
MAINTENANCE & OPERATIONS		2,733,200	2,098,300	634,900
ADMINISTRATION (9 POSITIONS)	1,408,700			
THE $617,300 INCLUDED WITHIN THIS ALLOCATION FOR OPERATING COSTS OF THE RURAL AIRPORT IMPROVEMENT PROGRAM MAY BE REALLOCATED AMONG THE REGIONS AS REQUIRED.				
SAFETY & SECURITY (5 POSITIONS)	686,900			
AIRPORT LEASING (18 POSITIONS)	680,298			
AIRPORT LEASING CIP (2 POSITIONS)	45,469			
MARINE TRANSPORTATION		49,250,500	48,677,700	572,800
SOUTHEAST VESSEL OPERATIONS (641.5 POSITIONS)	32,232,100			
SOUTHEAST VESSEL OVERHAUL (34 POSITIONS)	5,116,300			
SOUTHEAST SHORE FACILITIES (39 POSITIONS)	1,917,100			
SOUTHWEST VESSEL OPERATIONS (198.6 POSITIONS)	6,638,000			
SOUTHWEST VESSEL OVERHAUL (7.8 POSITIONS)	985,100			
SOUTHWEST SHORE FACILITIES (13 POSITIONS)	546,400			
ADMINISTRATION (33 POSITIONS)	1,779,200			
ADMINISTRATION CIP (1 POSITION)	38,300			
SOUTHEAST REGION OPERATIONS & MAINTENANCE		6,097,000	5,975,400	122,560

		APPROPRIATION	APPROPRIATION FUND SOURCES	
	ALLOCATIONS	ITEMS	GENERAL FUND	OTHER FUNDS
TRANSPORTATION (CONT.)				
AIRPORTS (2 POSITIONS)	334,000			
HIGHWAYS (60 POSITIONS)	5,438,400			
ADMINISTRATION (6 POSITIONS)	333,900			
CENTRAL REGION OPERATIONS & MAINTENANCE		20,174,400	19,713,200	461,200
AIRPORTS (46 POSITIONS)	4,431,300			
HIGHWAYS (138 POSITIONS)	14,134,100			
$285,000 IS INCLUDED WITHIN THIS ALLOCATION FOR AN AVALANCHE WARNING & CONTROL PROGRAM.				
~~$60,000 IS INCLUDED WITHIN THIS ALLOCATION TO BE PAID AS A MUNICIPAL GRANT (AS 37.05.315) TO THE KODIAK ISLAND BOROUGH FOR A REALIGNMENT STUDY OF THE ANION-LARSON ROAD.~~				
$340,300 IS INCLUDED WITHIN THIS ALLOCATION FOR ADDITIONAL ROAD MAINTENANCE ON THE KENAI PENINSULA				
ADMINISTRATION (24 POSITIONS)	904,000			
SOUTHCENTRAL REGION OPERATIONS & MAINTENANCE		6,912,200	6,861,800	50,400
AIRPORTS (5 POSITIONS)	638,200			
HIGHWAYS (80 POSITIONS)	5,914,500			
ADMINISTRATION (8 POSITIONS)	359,500			
INTERIOR REGION OPERATIONS & MAINTENANCE		16,958,400	16,625,900	332,700
AIRPORTS (16 POSITIONS)	1,632,600			
HIGHWAYS (118 POSITIONS)	9,598,700			
THE DISTRICT SHALL MAINTAIN FOR SCHOOL BUS TRAVEL THROUGHOUT THE SCHOOL YEAR THE 2 MILE SECTION OF ROAD FROM THE HIGHWAY, MILE 91 TOK CUTOFF, TO THE GRAVEL PIT				
ADMINISTRATION (15 POSITIONS)	689,800			
NORTH SLOPE HAUL ROAD (56 POSITIONS)	5,038,300			
WESTERN REGION OPERATIONS & MAINTENANCE		3,378,300	3,348,800	29,500

of ALASKA

MEMORANDUM

TO: Ronald D. Lehr, Director
Budget and Management
Office of the Governor

DATE: March 16, 1981

FILE NO:

TELEPHONE NO:

FROM: Richard Aks, Program Budget Analyst
Budget and Management
Office of the Governor

SUBJECT: Transportation Category
DOTPF
Net Zero Delete/Add
Supplemental to
reappropriate $299,400
for airport weather
reporting equipment

I have reviewed DOTPF's request for a net zero delete/add supplemental to reappropriate $299,400 from Administration component, Maintenance & Operations BRU to a capital appropriation for rural airport weather reporting (Chap. 50/SLA80, page 86, line 10) and recommend approval. This recommendation is based on the following reasons:

1. DOTPF received $300,000 in Chap. 50 for rural airport weather reporting. This amount assumed installation of equipment at 60 sites at a cost of $5,000 each. The cost is now estimated at $9,510 each, for a total cost of $570,600.

2. DOTPF received $329,400 in Chap. 120 for the weather reporting function (basically O&M). $30,000 of this amount has been used for a consultant contract to recommend a plan for implementation of this function. DOTPF would like to reappropriate the remaining funds for use during the installation phase.

3. The FY 82 budget treats the $329,400 as a continuation item, assuring the availability of funds for O&M after installation.

MEMORANDUM State of Alaska 1981

BUDGET AND MANAGEMENT

TO: Ron Lehr, Director
Division of Budget & Management
Office of the Governor

DATE: March 9, 1981

FILE NO:

TELEPHONE NO: 5091403

FROM: John C. Bates
Deputy Commissioner
Planning and Programming
Department of Transportation
and Public Facilities

SUBJECT: Delete-Add Supplemental, Rural Airport Weather Reporting

The Department of Transportation and Public Facilities requests a delete-add supplemental appropriation to delete $299,400 from the Administration Component, Maintenance & Operations BRU Operating Budget (Chapter 120 SLA 80, Page 55, Line 10), and add a similiar amount to the Capital Appropriation for rural airport weather reporting (Chapter 50 SLA 80, Page 86, Line 10).

+ 8%

Chapter 120 SLA 80 allocated $617,300 for operating costs of the rural airport improvement program. Of this amount $329,400 was programmed for the weather reporting function. $30,000 has been expended from this programmed amount for a consultant contract to recommend implementation of the weather reporting phase of the Rural Airport Improvement Program, leaving a balance of $299,400. Chapter 50 SLA 80 appropriated $300,000 for airport weather reporting equipment at various rural Alaskan villages. As of this date, none of these weather reporting stations are operational.

It has been recommended that the weather reporting aspect of the Rural Airport Improvement Program be implemented and administered by the Division of Communications. The reasoning for this in that the Division of Communications will be responsible for the devices used to transmit the data to the National Weather Service and the concerned public. Further, the Division of Communications will be involved with the navigational equipment, which in many cases will be located at the same airports.

Enclosed at Attachment 1 is an estimate of the costs for equipment required for the weather reporting stations at 53 rural airports. The number of stations could presummably increase to the 60 villages specified in Chapter 50 SLA 80. As can be seen from this estimate, the $300,000 appropriation for equipment is insufficient to accommodate purchases. It is therefore proposed to add the $299,400 deleted from the Maintenance and Operations Operating Budget to the Capital Appropriation of Chapter 50 SLA 80, and converting these funds from non-continuing to continuing.

Your favorable consideration of this request and assistance in the preparation of the necessary legislation to the first session of the twelfth Legislature will be appreciated. If I can be of further assistance in this matter, please contact me.

Attachment

cc: Pat Ryan
Ron Lind
Warren Sparks

ITEM	UNIT PRICE	TOTAL PRICE	SPARE STOCK
Psychrometric Calculator	$72.00	$ 3,960.00	
Ceiling Balloons (red & black)	$68.00	$ 7,480.00	
Sight Clinometer	$258.00	$14,190.00	
Stop Watch	$80.00	$ 4,400.00	
8" Rain & Snow Gauge	$120.00	$ 6,600.00	
Heavy Duty Support Stand for Rain Gauge	$33.00	$ 1,815.00	
Ceiling Light Projector	$440.00	$24,000.00	
Sling Psychrometer	$30.00	$ 1,650.00	
Rohn Tower	$595.00 (53)	$31,535.00	
Digital Readout Thermometer with Due Point	$1,900 (53)	$100,700.00	(2) $3,000.00
Wind Indicator Set	$1,950 (53)	$107,250.00	(2) $3,900.00
Aneroid Barometer 2 at each location	$1,000 (53)	$106,000.00	(2) $2,000.00
Ceiling Balloon Inflation Kit	$55.00	$ 3,025.00	
Helium Tank Regulator	$128.00	$ 7,040.00	
Rain Measuring Stick	$10.00 (110)	$ 1,100.00	
Snow Measuring Stick	$7.00 (55)	$ 400.00	
6 foot Snow Stake	$50.00	$ 2,650.00	
Helium Tanks & Helium	$100.00 (106)	$10,600.00	
UL Power Cable (8,000 feet)	$2.57 per foot	$20,560.00	
Lighting for Rohn Tower	$100.00	$ 5,300.00	
SUBTOTAL	$6,998.57	$460,255.00	$8,900.00
Freight		$ 25,000.00	
		$ 8,900.00	
SUBTOTAL		$494,155.00	
20 percent inflation		$ 9,883.00	
GRAND TOTAL	$6,998.57	$504,038.00	

2/25/81

RECEIVED
MAR 12 1981
BUDGET AND MANAGEMENT

MEMORANDUM State of Alaska

TO: Ron Lehr, Director
Division of Budget & Management
Office of the Governor

DATE: March 9, 1981

FILE NO: 891403

TELEPHONE NO:

FROM: John C. Bates
Deputy Commissioner
Planning and Programming
Department of Transportation
and Public Facilities

SUBJECT: Delete-Add Supplemental, Rural Airport Weather Reporting

The Department of Transportation and Public Facilities requests a delete-add supplemental appropriation to delete $299,400 from the Administration Component, Maintenance & Operations BRU Operating Budget (Chapter 120 SLA 80, Page 55, Line 10), and add a similiar amount to the Capital Appropriation for rural airport weather reporting (Chapter 50 SLA 80, Page 86, Line 10).

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Your favorable consideration of this request and assistance in the preparation of the necessary legislation to the first session of the twelfth Legislature will be appreciated. If I can be of further assistance in this matter, please contact me.

Attachment

cc: Pat Ryan
Ron Lind
Warren Sparks

PLEASE NOTE: THE PRECEDING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT.

PLEASE NOTE: THE FOLLOWING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT

Karla

March 27, 1981

S100110

The Honorable Sam Cotten
Chairman, House Finance Committee
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

Amendment to HB 295
FY 82 Supplemental Appropriation
General Government Category
Office of the Governor
National Communications Program
Increase of $2,000,000 General Funds
1.8 million

Dear Representative Cotten:

Your Committee will soon be reviewing HB 295, which makes supplemental appropriations to the Transportation and General Government budget categories. This bill is currently in the Transportation Committee. Please amend the bill to add an additional $2,000,000 in general funds to fund a National Communications Program.

The program will be a major effort to present a positive image of Alaska to a National audience through printed and telecommunications media. The funds are requested as a supplemental in order to begin this effort as soon as possible; however, it will be necessary to continue these funds into FY 82. The following language is suggested to be added as a new section in HB 295:

> The sum of $2,000,000 is appropriated from the general fund to the Office of the Governor to fund the National Communications Program. This appropriate shall lapse June 30, 1982.

Your assistance in amending HB 295 as requested will be appreciated.

Sincerely,

Dr. Ronald D. Lehr
Director

Attachment

cc: The Honorable Don Bennett and Ed Dankworth
The Honorable Jim Duncan
The Honorable Jalmar Kerttula
The Honorable Bette Cato
Rod Mourant

MEMORANDUM

State of Alaska

TO: Ron Lehr, Director
Budget and Management
Office of the Governor

DATE: March 25, 1981

FILE NO: S100110

TELEPHONE NO: 465-3500

FROM: Rod Mourant, Director
Administrative Services
Office of the Governor

SUBJECT: Supplemental Budget Request for National Communications

Attached is an FY 81 Supplemental Budget Request for National Communications. The purpose of this request is as follows: To fund a national public opinion survey and analysis to identify, locate and measure public opinion and attitudes toward Alaska; to monitor national media which are working on Alaska stories; to initiate and develop new and comprehensive news and feature stories about the state; to support special ongoing visitations to selected media to brief and provide more comprehensive background about the state and the issues to the nation's print and broadcast media; and, in addition, to establish a national television program presenting to the nation the full dimensions of Alaska in a positive way.

The budget summary is as follows:

200	Travel	$ 200,000
300	Contractual Services	1,800,000
	TOTAL BUDGET REQUEST	$ 2,000,000

The national communications program will be invaluable and advantageous for the state of Alaska. Your approval of this supplemental budget request will be appreciated.

If you have any questions regarding this request, please contact me.

ABBREV. TITLE OF POLICY BUDGET PROGRAM DECISION INCREMENT OF WHICH THIS IS PART.
1

NATIONAL COMMUNICATIONS

EXPLAIN WHICH POLICY BUDGET PROGRAM OBJECTIVE IS AFFECTED, AND HOW.
2

BRIEFLY DESCRIBE WHAT THIS INCREMENT PURCHASES.
3

I. NATIONAL PUBLIC OPINION SURVEY COST: $100,000

A professionally conducted survey and analysis to identify, locate and measure national public opinion and attitudes toward Alaska, and the information upon which they are based. The poll and its analysis will produce valuable and necessary insights into national attitudes existing toward the state and the information upon which they are based.

4

CODE	EXPENDITURES BY OBJECT	AMOUNT
100	PERSONAL SERVICES	
200	TRAVEL	200.0
300	CONTRACTUAL SERVICES	1,800.0
400	COMMODITIES	
500	EQUIPMENT	
600	LANDS, BLDGS., ETC.	
700	GRANTS, CLAIMS, ETC.	
800	MISCELLANEOUS	
	TOTAL	2,000.0
	I-A TRANS. (non-add)	
FED. RECEIPTS – CODE:		
GF MATCH.		
GEN. FUND		2,000.0
I-A RCPTS.		
PGM RCPTS.		
OTHER		
OTHER		

5	PFT	PPT/Seas	NON PERM	TOTAL
NO. POSITIONS				
NO. STAFF MONTHS				

6 PRIORITIES

This increment is part of a Policy Budget increment which was classified as:
(Check Only One)
LEVEL I ☐
LEVEL II ☐

GOVERNOR
ACCEPT
REJECT

THIS INCREMENT REQUESTS FUNDS FOR		
	CURRENTLY EXISTING SERVICE	
	NEW SERVICE	X

AGENCY Office of the Governor

PROGRAM Executive Operations
BRU Executive Office
COMPONENT National Communications

6 COMPONENT DECISION INCREMENT

FY 82

REVISED DATE

01-1122(8/80)

II. NATIONAL INFORMATION CAMPAIGN COST: $300,000

A qualified national communications firm will be retained to establish:

A. Media monitors - an ongoing monitoring of national media which are working on Alaska stories, and to provide these media with complete, accurate and updated information about the state, generally and specifically, as it relates to the articles in process. Cost: $100,000

B. New story developments - concurrently, this firm will conduct an aggressive effort to initiate and develop new and comprehensive news and feature stories about the state, its resources and situation. This effort will draw upon all elements of the state, its scenic wonders, energy, agriculture and fisheries, events and lifestyles, and the dimensions of the state too often missing from existing national media coverage. Cost: $100,000

C. Editorial visitation - supporting these efforts, special ongoing visitations to selected media to brief and provide more comprehensive background about the state, and the issues there, to the nation's smaller and medium-sized print and broadcast media. Cost: $100,000

III. NATIONAL TELEVISION PROGRAM COST: $1,100,000

The FCC mandated prime time access rule banning all network owned or originated programming from one hour of daily prime time television has opened access to the national television audience for an Alaska television program which contains the complete and accurate story of the state. This program will present to the nation the full dimensions of the Alaska story in a positive and entertaining way. A national television distribution firm has developed a system of placing such programming on local television stations in selected cities in the prime time access period. The program will be produced to address attitudes existing in specific outside localities as shown by the national opinion poll.

IV. SPECIAL EVENTS - CONTINGENCY COST: $300,000

V. TRAVEL COST: $200,000

TO SUMMARIZE NATIONAL COMMUNICATIONS SUPPLEMENTAL BUDGET:

Object Group			Amount	
200	-	Travel	$ 200,000	
300	-	Contractual Services	1,800,000	
		TOTAL SUPPLEMENTAL BUDGET REQUEST	$ 2,000,000	GENERAL FUND

AGENCY Office of the Governor

PROGRAM Executive Operations

BRU Executive Office

COMPONENT National Communications

Page 3 of 3

REVISED DATE

FY82

23 6 CONTINUED

01-1154(II/80)

STATE OF ALASKA
Office of the Governor
Budget & Management Div.

SUPPLEMENTAL BUDGET SUMMARY
by
BUDGET COMPONENT

CATEGORY	General Government
COVER PROGRAM	Executive Operations
AGENCY	Office of the Governor
DIVISION	Executive Office
BUDGET REQUEST UNIT	Executive Office
BUDGET COMPONENT	National Communications
APPROPRIATION	Executive Office
ALLOCATION	National Communications

		INITIAL AUTHORIZATION	Supplemental Budget Request	RP	RP	RP	RP	RP	RP	AMENDED AUTHORIZATION
01	PERSONAL SERVICES									
02	TRAVEL		200.0							200.0
03	CONTRACTUAL		1,800.0							1,800.0
04	COMMODITIES									
05	EQUIPMENT									
06	LANDS, BUILDINGS									
07	GRANTS, CLAIMS									
08	MISCELLANEOUS									
	TOTAL	-0-	2,000.0							2,000.0
1002	FEDERAL RECEIPTS									
1003	G/F MATCH									
1004	GENERAL FUND		2,000.0							2,000.0
1005	I/A RECEIPTS									
1028	PROGRAM RECEIPTS									
15	FULL TIME									
16	PART TIME									
17	TEMPORARY									
18	MAN-MONTHS									

STATE OF ALASKA
Office of the Governor
Budget & Management Div.

SUPPLEMENTAL BUDGET SUMMARY

CATEGORY	General Government
COVER PROGRAM	Executive Operations
AGENCY	Office of the Governor
DIVISION	Executive Office
BUDGET REQUEST UNIT	Executive Office
APPROPRIATION	Executive Office
ALLOCATION	National Communications

BRU COMPONENTS	INITIAL AUTHORIZATION	Supplemental Budget Request	RP	RP	RP	RP	RP	RP	AMENDED AUTHORIZATION
National Communications	-0-	2,000.0							2,000.0
TOTAL	-0-	2,000.0							2,000.0
FEDERAL RECEIPTS									
G/F MATCH									
GENERAL FUND		2,000.0							2,000.0
I/A RECEIPTS									
PROGRAM RECEIPTS									
FULL TIME									
PART TIME									
TEMPORARY									
MAN - MONTHS									

PLEASE NOTE: THE PRECEDING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT.

PLEASE NOTE: THE FOLLOWING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT

Karla

S 100213

March 26, 1981

Honorable Sam Cotten
Chairman, House Finance Committee
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

Amendment to HB 295
Increase of $225,100 GF
and $ 16,000 FR
Department of Administration

Dear Representative Cotten:

Your committee will soon be reviewing HB 295, which makes supplemental appropriations to the Departments of Administration and Transportation and Public Facilities. This bill is currently in the Transportation Committee. Please amend this bill to provide additional funding to the Department of Administration for the purpose of paying benefits to participants in the Elected Public Official Retirement System (EPORS), and for funding additional legal services for the Supplemental Benefits Program (SBP).

The amount of $225,100 in general funds is required for FY 79 through FY 81 benefits of the EPORS system. A recent ruling of the Supreme Court has validated the EPORS system for all participants who became enrolled in the system during its limited life (from January 1, 1976 until repealed by the voters on October 14, 1976). The EPORS system requires general fund appropriations to pay whatever benefits are not funded by contributions of the partcipants. For FY 79 through FY 81 this totals $225,100. A budget amendment will be submitted to pay for the FY 82 costs.

The establishment of the Supplemental Benefits program required additional legal expenses in the Department of Law for contracted counsel pertaining to the overall tax status of the SBP annuity plan. A supplemental appropriation of $16,000 in program receipts is requested to cover these expenses.

The following language is suggested to amend HB 295.

> The sum of $225,100 is appropriated from the general fund and the sum of $16,000 is appropriated from program receipts to the Department of Administration, Division of Retirement and Benefits, to pay for FY 79 through FY 81 costs of the Elected Public Officials Retirement System, and to pay for additional legal expenses for the Supplemental Benefits Program.

Please note, this amendment makes the assumption that the amendment to HB 295 requested for the Division of Elections ($227,700 GF) has also been approved. Your assistance in incorporating this amendment into HB 295 will be appreciated.

Sincerely,

Dr. Ronald D. Lehr
Director

cc: Commissioner Hudson
Jay Hogan
Senators Dankworth & Bennett, Co-Chairmen, Senate Finance Committee
Representative Cato, Chairperson, House Transportation Committee
Keith Specking

RDL/JM/kl

MEMORANDUM State of Alaska

RECEIVED
MAR 20 1981
BUDGET AND MANAGEMENT

TO: Ron Lehr, Director
Division of Budget and Management
Office of the Governor

DATE: March 19, 1981

FILE NO: S100213

TELEPHONE NO: 465-2200

FROM: Commissioner W. R. Hudson
Department of Administration

SUBJECT: FY 81 Supplemental
Division of Retirement
and Benefits

The Department of Administration, Division of Retirement and Benefits, Other Benefits component requests an FY 81 supplemental appropriation of $241.1. These funds are required to pay FY 79 thru FY 81 obligations of the Elected Public Officials Retirement System (EPORS) resulting from the Alaska Supreme Court Opinion No. 2278 and legal expenses for counsel for the Supplemental Benefits System (SBS) annuity plan. Funds required to pay estimated EPORS benefits for FY 81 total $154.3 G.F. $70.8 G.F. is required for the two prior fiscal years. Further information is included on the attached memorandum from Ken Humphreys to Judy Crondahl.

The establishment of the Supplemental Benefits program required additional legal expenses in the Department of Law for contracted counsel pertaining to the overall tax status of the SBS annuity plan. A supplemental appropriation of $16.0 SBS funds is requested to cover these expenses.

If you desire further information, please call me at the above number or Judy Crondahl at 2277.

WRH/mjc
cc: Judy Crondahl
Paul B. Arnoldt
Attachment

STATE
of ALASKA

MEMORANDUM

TO: Judy Crondahl
Director
Division of Administrative Services
Department of Administration

DATE: March 18, 1981

FILE NO:

TELEPHONE NO: 465-4462

FROM: Ken Humphreys
Deputy Director
Division of Retirement & Benefits
Department of Administration

SUBJECT: FY81 Supplemental
Budget Request EPORS

By mandate of the Alaska Supreme Court (file No. 5056 - Opinion No. 2278) dated January 30, 1981, upholding the decision of the Superior Court of Alaska (CA No. 77-886), the Elected Public Officers Retirement System is to be considered in effect for those members participating in the system or receiving benefits from the system at the time of its repeal by referendum, insofar as they are eligible.

An estimated amount, sufficient to pay all retroactive and current benefit entitlements is requested on the attached budget forms. Our BRU Activity Plan (Form 3, Detailed Budget) is not affected by this request.

Failure to appropriate these funds would result in serious legal problems, because the courts have ordered that payment be made.

Thank you for your attention to this matter.

KH/kw
Attachments
cc: Paul Arnoldt
Jan Quinn

FY 81 SUPPLEMENTAL REQUEST ANALYSIS

	1	2	3	4	5	6	7	8			
	FY 79 ACTUAL	FY 80 FINAL AUTH.	FY 80 ACTUAL	FY 81 GOV. BUDGET	FY 81 INITIAL AUTH.	FY 81 CURRENT AUTH.	FY 81 EXPENDITURES + ENCUMBRANCES 7/1/ to ___	FY 81 OTHER OBLIGATIONS 7/1/ to ___	FY 81 PROJECTED EXPENDITURES + ENCUMBRANCES ___ to 6/30	FY 81 (DEFICIT) OR EXCESS	FY 82 CONTINU
SONAL SERVICES	167.9	277.3	256.2	332.6	456.1	456.1	196.0		260.1		598.4
VEL	4.2	5.4	2.6	11.8	13.8	13.8	1.9		11.9		15.5
TRACTUAL SERVICES	41.4	382.7	384.3	296.7	424.2	424.2	134.1		306.1	(16.0)	677.5
MODITIES	1.0	4.8	4.2	3.9	4.3	4.3	1.0		3.3		5.4
IPMENT	3.9	41.0	40.8	1.9	6.2	6.2	.9		5.3		1.8
DS, BLDG. ...		9.7	9.7	9.3	9.3	9.3	9.3				
NTS, CLAIMS, ...											
CELLANEOUS		31.3	28.8	31.3	43.9	43.9			269.0	(225.1)	240.8
TOTAL	218.4	752.2	726.6	687.5	957.8	957.8	343.2		855.7	(241.1)	539.4
ERAL RECEIPTS											
UIRED GF MATCHING											
ER GENERAL FUND	170.9	217.5	187.1	201.6	213.4	213.4	139.4		368.0	(294.0)*	412.6
ER-AGENCY RECEIPTS											
Program Receipts		463.7	475.5	408.4	633.3	633.3	164.7		415.7	52.9*	1033.8
Other Funds	47.5	71.0	64.0	77.5	111.1	111.1	39.1		72.0		93.0

* Includes excess 68.9 Program Receipts and deficit General Funds requested in House Bill 295.

Administration BRU: Retirement COMPONENT: Other Benefits REVISED: 3-20-81

ITEM	UNIT PRICE	TOTAL PRICE	SPARE STOCK
Psychrometric Calculator	$72.00	$ 3,960.00	
Ceiling Balloons (red & black)	$68.00	$ 7,480.00	
Sight Clinometer	$258.00	$14,190.00	
Stop Watch	$80.00	$ 4,400.00	
8" Rain & Snow Gauge	$120.00	$ 6,600.00	
Heavy Duty Support Stand for Rain Gauge	$33.00	$ 1,815.00	
Ceiling Light Projector	$440.00	$24,000.00	
Sling Psychrometer	$30.00	$ 1,650.00	
Rohn Tower	$595.00 (53)	$31,535.00	
Digital Readout Thermometer with Due Point	$1,900 (53)	$100,700.00	(2) $3,000.00
Wind Indicator Set	$1,950 (53)	$107,250.00	(2) $3,900.00
Aneroid Barometer 2 at each location	$1,000 (53)	$106,000.00	(2) $2,000.00
Ceiling Balloon Inflation Kit	$55.00	$ 3,025.00	
Helium Tank Regulator	$128.00	$ 7,040.00	
Rain Measuring Stick	$10.00 (110)	$ 1,100.00	
Snow Measuring Stick	$7.00 (55)	$ 400.00	
6 foot Snow Stake	$50.00	$ 2,650.00	
Helium Tanks & Helium	$100.00 (106)	$10,600.00	
UL Power Cable (8,000 feet)	$2.57 per foot	$20,560.00	
Lighting for Rohn Tower	$100.00	$ 5,300.00	
SUBTOTAL	$6,998.57	$460,255.00	$8,900.00
Freight		$ 25,000.00	
		$ 8,900.00	
SUBTOTAL		$494,155.00	
20 percent inflation		$ 9,883.00	
GRAND TOTAL	$6,998.57	$504,038.00	

2/25/81

5100112

March 26, 1981

Honorable Sam Cotten
Chairman, House Finance Committee
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

Amendment to HB 295
Increase of $227,700 GF
Office of the Governor

Dear Representative Cotten:

Your committee will soon be reviewing HB 295, which makes supplemental appropriations to the General Government and Transportation budget categories. This bill is currently in the House Transportation Committee. We request that HB 295 be amended to add the funding necessary to pay the projected FY 81 costs of the Division of Elections. This will require an additional $227,700 in general funds.

The new election laws passed by the 1980 legislature (SLA 80, Ch 100) were originally accompanied by a fiscal note totaling $123,600. That fiscal note was not included in the general appropriations bill, but the additional costs were still necessary. In addition, the Division of Elections took action to insure that the problems or perceptions of problems experienced in 1978 did not occur in the 1980 elections. The original FY 81 budget for printing and data processing services was underestimated, and generated a shortfall in funds. The combination of all these factors results in a total shortfall of $227,700.

An attachment to this letter proposes language to amend HB 295, so that the necessary costs will be funded. Your assistance in amending the bill would be appreciated.

Sincerely,

Ronald D. Lehr
Director

cc: Representative Cato, Chairperson, House Transportation Committee
Senators Dankworth & Bennett, Co-Chairmen, Senate Finance Committee
Rod Mourant
Jay Hogan
Keith Specking

RDL/JH/kl

02-001B

STATE
of ALASKA

MEMORANDUM

RECEIVED
MAR 17 1981
BUDGET AND MANAGEMENT

TO: Budget Review Committee

S100112

DATE : March 9, 1981

FROM: Patty Ann Polley
Director
Division of Elections

SUBJECT: Request for Supplemental Appropriation for FY81

Following a complete review of the budget and appropriation made to the Division of Elections for FY81, I find that an additional $227,700 will be needed to complete this fiscal year's operation.

Background information which leads to this request for additional funds includes:

1. The new election laws were passed later in the 1980 legislative session and the law was signed by the Governor on June 20, 1980. Beginning in April 1980, the Division of Elections began to express concern regarding the possible effective date of any changes. All printing of materials and supplies was halted rather than attempting to second guess the changes in the law or the effective date of the changes.

2. A fiscal note in the amount of $123,600, attached to FCCS HB3, the bill containing the election law changes, was not approved. I have been unable to determine if there was a particular reason for nonreceipt of those funds. (Copy of fiscal note attached.)

3. I instructed the Election Supervisors to proceed in the conduct of the elections to ensure that the problems or perception of problems suffered in 1978 did not occur in 1980 even though we were operating under the same laws. This instruction affected the number of persons and hours worked by the permanent, permanent part-time and temporary employees. Internal changes were implemented which included strict accounting procedures for all official ballots, recording and verification procedures for accounting for questioned ballots, and changes to prevent the distribution of personal representative ballots for non-physically disabled voters at Prudhoe Bay and the pump stations.

4. Expenses associated with printing ran almost double the amount budgeted. A comparison of the ballot printing costs for the 1980 election with the 1978 cost showed that the items were budgeted at the same rate - and even inflation was not included.

5. The amount of money spent on data processing costs was higher than expected. Several contracts were in effect for the preparation of the vote counting systems in Anchorage, Fairbanks and Juneau. Following the problems relating to the reporting of the Primary Election returns, the procedures and tests were expanded.

Attached is a breakdown which shows the additional funds needed in each area. The following level of service is anticipated for the rest of the fiscal year:

1. The request for an additional personnel service allocation is based on fully-funding the permanent and permanent part-time positions. Currently one permanent part-time position is vacant and will remain vacant until the next fiscal year. No overtime is authorized.

2. The only travel anticipated is in relation to the in-house study occurring to select the voter registration system to be implemented.

3. The contractual area has been projected to pay for Data Processing related costs, funds to begin the changes in the voter registration system which relates to the two-year notification and purge of voters, the revision to place municipal and REAA voter history on the file, and the design of the original register. Funds are included for postage to notify 31,000 persons with no four-year voting history of the purge, initiative work, and other expenses and fees.

4. Commodities and equipment are cut to a minimum for the rest of the year.

If I may be of further assistance, please call on me.

THE LEGISLATURE OF THE STATE OF ALASKA
ELEVENTH LEGISLATURE

RECEIVED
MAR 17 1981
BUDGET AND MANAGEMENT

FISCAL NOTE

I. REQUEST

Bill/Resolution No. FCCS HB 3

Title "An Act relating to elections and revising the Alaska Elections Code; and providing for an effective date." Date April 21, 1980

Requested by

II. FISCAL DETAIL

Agency Affected Division of Elections

Program Category Affected

BRU, Program, or Subprogram(s) Affected

(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 80	FY 81	FY 82	FY 83	FY 84	FY 85
100 PERSONAL SERVICES						
200 TRAVEL		15.0	9.0			
300 CONTRACTUAL		108.6	500.0			
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL		123.6	509.0			

FUNDING (Thousands of Dollars)

GENERAL FUND		123.6	509.0			
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME						
PART TIME						

		Authorization	Year-to-Date Expenditures (includes payments in process)	Anticipated Additional Expenses	Balance
100	Personal Services	$ 719,660	$ 505,244	$311,167	(-96,751)
200	Travel	35,000	47,243	1,830	(-14,073)
300	Contractual Services	1,263,600	1,318,452	63,733	(-118,585)
400	Commodities	17,900	9,542	6,815	1,543
500	Equipment	71,300	69,051	2,570	(-321)
600	Capital Outlay	30,300	19,808	-0-	10,492
	Totals	$2,137,760	$1,969,340	$386,115	($-217,695)

Miscellaneous Unanticipated Expenses	-10,000
Amount Needed to Pay Expenses through 6/30/81	($-227,695)

(assuming we could use the $10,492 excess in 600 category to pay other expenses)

PLEASE NOTE: THE PRECEDING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT.

PLEASE NOTE: THE FOLLOWING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT

Karla.

April 27, 1981

Honorable Sam Cotten
Chairman, House Finance Committee
Alaska State Legislature
Pouch V
Juneau, AK 99811

Amendment to HB 295 (S100116)
Increase of $2,084,600 Total
1,551,700 GF
Office of the Governor
Salary Increase for LTC Unit

Dear Representative Cotten:

Your committee will soon be reviewing HB 295, which makes supplemental appropriations to the General Government and Transportation budget categories. This bill is currently in the House Transportation Committee. We request that HB 295 be amended to add the funding necessary to pay the cost of the recently concluded agreement with the Labor, Trades, and Crafts bargaining unit covering calendar years 1981 and 1982. This will require an additional $2,084,600 in total funds from the following funding sources: $1,551,700 general fund; $90,700 federal funds; $248,500 highway working capital fund; $189,900 international airport revenue fund; $3,800 surplus property revolving fund.

The terms of the contract provide for the following increases: 1) an 8.8% increase on straight time and overtime effective January 1, 1981; 2) a 3.07% increase on area differential effective April 1, 1981; 3) an additional 6.38% increase (compounded) on area differential effective October 1, 1981; and 4) additional 7.9% increase (compounded) on straight time and overtime effective January 1, 1982.

The necessary funds are requested to be appropriated to the Office of the Governor, Division of Budget and Management. The funds will then be redistributed to State agencies as indicated on the attached distribution schedule. The following language is suggested to be added as an amendment to HB 295:

> Section _____. The sum of $2,084,600 is appropriated to the Office of the Governor for FY 81 costs of the negotiated agreement with the Labor, Trades and Crafts bargaining unit signed on April 20,. 1981. The funding sources for the total of $2,084,600 are as

follows: $1,551,700 general fund; $90,700 federal funds; $248,500 highway working capital fund; $189,900 international airport revenue funds; and $3,800 surplus property revolving fund.

Your assistance in amending the bill would be appreciated.

Sincerely,

Dr. Ronald D. Lehr
Director

Attachments

cc: Honorable Bette Cato, Chairperson, House Transportation Committee
Honorable Ed Dankworth & Don Bennett, Co-Chairmen, Senate Finance Committee
Commissioner Hudson, Department of Administration
Jay Hogan
Keith Specking

RDL/JH/kl

Fiscal Impact of LTC Agreement for 1981-82

Figures provided by Ken Cates in the Division of Labor Relations show that the current annual sources of pay for LTC members are as follows: 1) straight time pay $34,932,000; 2) overtime pay $3,266,100 (at 9.35% of straight time pay); and 3) area differential pay $2,675,000. Total compensation is $40,873,100. The negotiated agreement requires the following increases in pay:

1) 8.8% increase on straight time (and overtime) effective 1/1/81;
2. 7¢ increase (3.07%) in area differential effective 4/1/81;
3) additional 15¢ increase (6.38%) in area differential effective 10/1/81;
4) 7.9% increase on straight time (and overtime) effective 1/1/81;

Benefits to be applied to the above increases are as follows:

	FY 81	FY 82
PERS	.1366	.1269
Unemployment Insurance	.0070	.0100
Terminal Leave	.0100	.0100
Workers Comp (1)	.0132	.0171
Liability (1)	.0292	.0280
Supplemental Benefits (2)	.0306	.0306
Total Benefits	.2266	.2226

(1) Most LTC members are in DOT/PF. Therefore, DOT/PF variable figures are used (see pp. 53-54 of FY 82 budget instructions).

(2) Assumes 50% of LTC workers will be below annual maximum amount subject to SBP program benefits of .0613. Calculation of benefits is .5 x .0613 = .0306

FY 81 Impact

1/1/81 - 6/30/81	1.	Straight time $34,932.0 x .088 x .5 x 1.2266 =	1,855.3
1/1/81 - 6/30/81	2.	Overtime 3,266.1 x .088 x .5 x 1.2266 =	174.1
4/1/81 - 6/30/81	3.	Area Differential 2,675.0 x .0307 x .25 x 1.2266 =	25.2
		Total FY 81	2,084.6

FY 82 Impact

7/1/81 - 6/30/82	1.	Straight time $34,932.0 x .088 x 1 x 1.2226 =	3,758.3
7/1/81 - 6/30/82	2.	Overtime 3,226.1 x .088 x 1 x 1.2226 =	347.1
7/1/81 - 6/30/82	3.	Area Differential (4/1) 2,675.0 x .0307 x 1 x 1.2226 =	100.4
10/1/81 - 6/30/82	4.	Area Differential (10/1) (2,675.0 x 1.0307) x .0638 x .75 x 1.2226 =	161.3
1/1/82 - 6/30/82	5.	Straight time (34,932.0 x 1.088) x .079 x .5 x 1.2226 =	1,835.4
1/1/82 - 6/30/82	6.	Overtime (3,266.1 x 1.088) x .079 x .5 x 1.2226 =	171.6
		Total FY 82	6,374.1

The attached schedules shows the funding sources and agency distribution of the funds requested.

Attachment to FY 82 Budget Amendment Request # B100133

FY 82 Distribution of Salary Increase Funds
LTC Unit

DEPARTMENT		FUNDING SOURCE/ARF GENERAL FUND	FEDERAL	HWCF	ARF	SURPLUS PROP
Administration		602.6				11.5
Education		23.7				
H&SS		517.2	49.9			
Labor		71.7	94.3			
Military Affairs		75.9	130.3			
Natural Resources		99.6	2.8			
Fish & Game		90.1				
Public Safety		71.7				
DOT/PF		3008.2		759.8	580.7	
Reserve		184.1				
TOTAL	6,374.1	4744.8	277.3	759.8	580.7	11.5

Distribution by agency and funding source is based on the assumption that relative distribution of LTC members by agency is essentially unchanged from FY 80, for which actual base data is available.

Attachment to FY 81 Supplemental Amendment Request # S100116

FY 81 Distribution of Salary Increase Funds*
LTC Unit

DEPARTMENT		FUNDING SOURCE/ARF				
		GENERAL FUND	FEDERAL	HWCF	ARF	SURPLUS PROP
Administration		197.1				3.8
Education		7.8				
H&SS		169.1	16.3			
Labor		23.3	30.8			
Military Affairs		24.8	42.7			
Natural Resources		32.6	.9			
Fish & Game		29.5				
Public Safety		23.3				
DOT/PF		983.8		248.5	189.9	
Reserve		60.4				
TOTAL	2,084.6	1551.7	90.7	248.5	189.9	3.8

Distribution by agency and funding source is based on the assumption that relative distribution of LTC members by agency is essentially unchanged from FY 80, for which actual base data is available.

PLEASE NOTE: THE PRECEDING PAGES HERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT.

PLEASE NOTE: THE FOLLOWING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT

Karla

April 8, 1981

Honorable Sam Cotten
Chairman, House Finance Committee
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

Amendment to HB 295
Department of Transportation and
Public Facilities
Supplemental Appropriation of $477,989 GF
for FY 79 and FY 80 for State Equipment
Fleet Rental Payments

Dear Representative Cotten:

Please revise HB 295 to include a supplemental appropriation of $477,989 in general funds to the Department of Transportation and Public Facilities. This supplemental will be used to pay the State Equipment Fleet for FY 79 and FY 80 equipment rentals. The amounts of the unpaid bills are $360,088 for FY 79 and $117,901 for FY 80.

It should be noted that the amount requested for FY 79 payments is in addition to a $863,538 supplemental for this purpose passed during the 1980 legislative session (Ch. 50 SLA 1980, sec. 228). The additional unpaid amount was a finding and recommendation of a recent Legislative Audit report on DOT/PF's operations.

Please add a section to HB 295 to read as follows:

> The sum of $477,989 is appropriated from the general fund to the Department of Transportation and Public Facilities for payment of FY 79 and FY 80 State Equipment Fleet rentals.

Sincerely,

Dr. Ronald D. Lehr
Director

CC: Honorable Senators Don Bennett and Ed Dankworth
Senate Finance Committee
Honorable Bette M. Cato
House Transportation Committee

MEMORANDUM State of Alaska

to Trans Cat fm

S09405

RECEIVED
MAR 26 1981
BUDGET AND MGMT.

TO: Ronald D. Lehr, Director
Division of Budget & Management
Office of the Governor

DATE: March 26, 1981

FILE NO: 000H - 0001

TELEPHONE NO: 465-3900

FROM: Robert W. Ward, Commissioner
Department of Transportation
& Public Facilities

SUBJECT: Request for Supplemental Appropriation for State Equipment Fleet Rental Payments

The Department of Transportation and Public Facilities requests a supplemental appropriation to pay the State Equipment Fleet for equipment utilized during FY 1979 and 1980. We requested a supplemental appropriation for FY 1979 during the 1980 Legislative Session, which was approved, however, $360,087.47 was inadvertently omitted from our request. This was a finding and recommendation in a recent Legislative Audit report on the Department's operation.

The supplemental appropriation request for FY 1980 is $117,900.77 as indicated on Attachment A. The Southeast and South Central Highway Maintenance and Operations components did lapse $116,456.51, essentially in Personal Services. The actual expenditures and unpaid bills for the State Equipment Fleet rental was in each instance in excess of the amounts appropriated for that purpose.

Thank you for your assistance in this matter.

Attachment

cc: R. Lind
T. Gallagher
T. Johnson
C. Heussler

Southeastern Region M & O Highways - $58,798.82

The FY 1980 authorization to pay the Working Capital Fund was $2,293,800, actual expenditures were $2,352,598.82, and $55,529.38 remains unpaid, $3,269.44 was paid with FY 1981 funds. In excess of $65,000 in the personal services category was lapsed for FY 1980.

South Central Region M & O Highways - $59,101.95

The FY 1980 authorization to pay the Working Capital Fund was $2,158,800, actual expenditures were $2,217,901.95, and $57,678.59 remains unpaid, $1,423.36 was paid with FY 1981 funds. In excess of $51,000 was lapsed in FY 1980 of which $50,000 was in the personal services category.

The Department is not requesting a Revised Program to move the personal services lapsed balances because these expenses would adversely affect FY 1981 balances.

ATTACHMENT A
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
DETAIL OF STATE EQUIPMENT FLEET
RENTAL PAYMENTS - FY 79 AND FY 80
SUPPLEMENTAL APPROPRIATION REQUEST

FY 1979

Southeast M & O	
Administration	$ 537.51
Highways	179,199.75
Airports	1,797.46
Western M & O	
Administration	347.78
Highways	87,004.26
Airports	341.75
Buildings	291.69
South Central M & O	
Administration	1,461.88
Highways	77,602.11
Airports	7,798.17
Buildings	1,635.67
Central M & O	
Buildings	1,317.65
Communications M & O	76.13
Administration M & O	487.71
General D & C - Operating	24.65
Highways D & C - Operating	163.30
TOTALS	$360,087.47

FY 1980

Southeast M & O - Highways	$ 58,798.82
South Central - Highways	59,101.95
TOTALS	$117,900.77

MEMORANDUM State of Alaska

RECEIVED
MAR 26 1981
BUDGET AND MANAGEMENT

TO: Ronald D. Lehr, Director
Division of Budget & Management
Office of the Governor

DATE: March 26, 1981

FILE NO: 000H - 0001

TELEPHONE NO: 465-3900

sa91405

FROM: Robert W. Ward, Commissioner
Department of Transportation
& Public Facilities

SUBJECT: Request for Supplemental Appropriation for State Equipment Fleet Rental Payments

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Thank you for your assistance in this matter.

Attachment

cc: R. Lind
T. Gallagher
T. Johnson
C. Heussler

ATTACHMENT A
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
DETAIL OF STATE EQUIPMENT FLEET
RENTAL PAYMENTS - FY 79 AND FY 80
SUPPLEMENTAL APPROPRIATION REQUEST

FY 1979

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Highways D & C - Operating	163.30
TOTALS	$360,087.47

FY 1980

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South Central - Highways	59,101.95
TOTALS	$117,900.77

Southeastern Region M & O Highways - $58,798.82

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South Central Region M & O Highways - $59,101.95

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PLEASE NOTE: THE PRECEDING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT.

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE: 5/2
LOCATION: HB295
SUBJECT:

NAME	REPRESENTING	ADDRESS	PHONE	HERE TO TESTIFY	HERE TO OBSERVE
✓ Robt. CLARKE	Gov's Office	Pouch A	465 3500	✓	
✓ Jeff Hogan	Legislative Fin	Pouch W	3795	✓	
Sarah Anderson	Division of Elections	Pouch AF	586-6181		✓
✓ Patty Ann Pelle	Division of Elections	Pouch AF	586-6181	✓	
✓ Sandra Withers	Dept of Admin	Pouch C	465-4404		✓
✓ Jeff Morrison	Gov Ofc - Budget + Mgt	Pouch AM	465-4580	✓	
Fred Mueller	DOA	Pouch C	465-2200	✓	
✓ Dick Brandt	Gov Ofc - Budget & Mgmt	Pouch AM	465-2466	✓	AA
✓ PAUL B. ARNOLDT	DIVISION OF RETIREMENT	Pouch CR	4460	X	
✓ John Bates	DOT		3900	✓ by Dept of Better	

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

OFFICE OF THE GOVERNOR

BUDGET & MANAGEMENT

POUCH AM
JUNEAU, ALASKA 99811
PHONE: (907) 465-2211

May 1, 1981

Honorable Bette Cato
Chairwoman, House Transportation Committee
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

Amendments to HB 295

Dear Representative Cato:

We appreciate the notification of your intent to schedule HB 295 for a hearing in the near future. You and your staff are undoubtedly aware that there have been numerous amendments requested to this bill, which is essentially an omnibus supplemental appropriations bill covering both the transportation and general government budget categories.

In order to satisfy your desire to have the most current information on the requested amendments, we have prepared a summary of all the requested amendments as an attachment to this letter. Also included are the cover letters which explain the reason for each of the requested amendments. Additional detailed justification is available upon request from the staffs of Legislative Finance or Budget and Management.

We would appreciate it very much if your committee reported out a committee substitute for for HB 295 which included all the requested amendments. Thank you for your consideration of this request.

Sincerely,

Dr. Ronald D. Lehr,
Director

cc: Jay Hogan, Legislative Finance

PLEASE NOTE: THE FOLLOWING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT

John

MEMORANDUM State of Alaska

S101602

TO: Art Peterson *
Assistant Attorney General

DATE: February 19, 1981

FILE NO:

TELEPHONE NO:

FROM: Ronald D. Lehr, Director
Division of Budget and Management
Office of the Governor

SUBJECT: General Government
Department of Administration
$68.9 GF
Deferred Compensation Program
Costs

Appropriation Request

Please prepare a bill for the Governor's introduction making a Supplemental appropriation in the amount of $68.9 to the Department of Administration, Division of Retirement and Benefits, for the purpose of meeting Deferred Compensation Program Administration Costs.

This $68.9 should be appropriated from the general fund. This act should take effect immediately and include a lapse date of June 30, 1981.

Special Comments

When the FY 81 budget was prepared it was deemed more equitable to have these special purpose costs met --paid for-- by the users and not the general public. They were then budgeted as program receipts; however, the Department of Law later ruled this could not be done without statutory authority. Thus a supplemental appropriation to pay these costs with general funds is now necessary.

For additional information contact John Nixon, telephone 465-3580 in Budget and Management.

* Art - this should be added to the other Gen'l Government [illegible]

MEMORANDUM

State of Alaska

RECEIVED
JAN 28 1981
BUDGET AND MANAGEMENT

S100402

TO: Ron Lehr, Director
Division of Budget and Management
Office of the Governor

DATE: January 27, 1981

FILE NO:

TELEPHONE NO: 465-2200

FROM: Commissioner W. R. Hudson
Department of Administration

SUBJECT: FY 81 Supplemental
Deferred Compensation

The Department of Administration, Division of Retirement and Benefits, Deferred Compensation Program requests a supplemental appropriation for FY 81 of 68.9 General Funds.

As explained in the attached memorandum from Paul Arnoldt, it was planned that the recipients of this program would be assessed a fee to pay the administrative costs. This plan, however, was not implemented due to a lack of specific statutory authority. This authority is being requested in the Department's legislative package for the 1981 session.

If you have any questions, please call me or Judy Crondahl at 465-2277.

WRH/mjc
cc: Paul B. Arnoldt
Judy Crondahl
Attachment

To Typists
2/17/81

MEMORANDUM State of Alaska

TO: Judy Crondahl
Director
Division of Administrative Services
Department of Administration

DATE: January 24, 1981

FILE NO:

TELEPHONE NO: 465-4460

FROM: Paul B. Arnoldt
Director
Division of Retirement & Benefits
Department of Administration

SUBJECT: Supplemental Budget Request

Our FY 81 budget request contained a provision which shifted the cost of administering the Deferred Compensation Plan from General Funding to Program Receipts. This transfer was accomplished in an effort to shift the cost of the program from the general public to those deriving benefits from the plan and was based on the Governor's policy guidelines.

Subsequent to the legislature's authorization of funds under Program Receipts for the Deferred Compensation Plan, it was our intent to assess a $5.00 monthly fee upon every participant of the plan to fund the administrative costs of the program. However, the Department of Law deemed the charge of a fee inappropriate without specific statutory authority.

Therefore, in FY 81 we are overfunded in Program Receipts by $68.9 (thousands) and underfunded in General Funds by the same amount. We are requesting a supplement to our FY 81 budget in the General Fund area to cover the deficit. Our Supplemental Request Analysis for the Other Benefits component is attached.

We shall be seriously underfunded in the General Fund area, if our request is not fulfilled. Your assistance with our supplemental request is appreciated.

PBA/ch

RECEIVED
JAN 27 1981
Dept. of Administration
Administrative Services

FY 81 SUPPLEMENTAL REQUEST ANALYSIS

	1	2	3	4	5	6	7	8	9	
	FY 79 ACTUAL	FY 80 FINAL AUTH.	FY 80 ACTUAL	FY 81 GOV. BUDGET	FY 81 INITIAL AUTH.	FY 81 CURRENT AUTH.	FY 81 EXPENDITURES + ENCUMBRANCES 7/1/ to 12/31/81	FY 81 OTHER OBLIGATIONS 7/1/ to ___	FY 81 PROJECTED EXPENDITURES + ENCUMBRANCES to 6/30	
ONAL SERVICES	167.9	277.3	256.2	332.6	456.1	456.1	196.0		260.1	
L	4.2	5.4	2.6	11.8	13.8	13.8	1.9		11.9	
RACTUAL SERVICES	41.4	382.7	38[illegible].3	296.7	424.2	424.2	134.1		290.1	
PPLIES	1.0	4.8	4.2	3.9	4.3	4.3	1.0		3.3	
PMENT	3.9	41.0	40.8	1.9	6.2	6.2	.9		5.3	
S, BLDG. ...		9.7	9.7	9.3	9.3	9.3	9.3			
ES, CLAIMS										
LLANEOUS		31.3	28.8	31.3	43.9	43.9			43.9	
TOTAL	218.4	752.2	726.6	687.5	957.8	957.8	343.2		614.6	
AL RECEIPTS										
RED OF MATCHING										
R GENERAL FUND	170.9	217.5	[illegible]	201.6	213.4	213.4	139.4		142.9	
Program AGENCY RECEIPTS		463.7	475.5	408.4	633.3	633.3	164.7		399.7	
Other Funds	47.5	71.0	61.0	77.5	77.5	77.5	34.1		43.4	
P/E Ret					14.3	14.3			14.3	
Teachers Ret					14.3	14.3			14.3	
N.G.					5.0	5.0	5.0			

BRU: Labor Services COMPONENT: Other Benefits REVISED: ___

PLEASE NOTE: THE PRECEDING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT.

PLEASE NOTE: THE FOLLOWING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT

STATE OF ALASKA
OFFICE OF THE GOVERNOR

JAY S. HAMMOND, GOVERNOR

BUDGET & MANAGEMENT

POUCH AM
JUNEAU, ALASKA 99811
PHONE: (907) 465-2211

March 26, 1981

Karla

Honorable Sam Cotten
Chairman, House Finance Committee
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

SB91402

Amendment to HB 295
Supplemental Appropriation of $1,769,500 GF
Department of Transportation & Public Facilities
Highway and Aviation Maintenance and Operations

Dear Representative Cotten:

Please revise HB 295 to include a supplemental appropriation of $1,769,500 GF to the Department of Transportation and Public Facilities for the regional Maintenance and Operations BRU's. This supplemental will provide the additional funding necessary for maintenance and repair services above minimum levels for airports and highways. It will restore part of a $2,124,000 reduction made by the department during the FY 81 budget preparation. Experience so far this year has indicated that while some economies have been accomplished, the current budget is not sufficient to provide adequate repair and preventive maintenance activities.

In order to preclude large supplemental requests in the future, the department has indicated that the FY 83 Budget will be based on a lane-mile cost formula for highways.

Please add a new section to HB 295 to read as follows:

The sum of $1,769,500 is appropriated from the general fund to the Department of Transportation and Public Facilities for the allocation and appropriation items indicated as follows for the fiscal year ending June 30, 1981:

	Allocations	Appropriation Items
Southeast Region Operations & Maintenance		111,900
Airports	4,500	
Highways	107,400	
Central Region Operations & Maintenance		771,100
Airports	175,000	
Highways	596,100	

Southcentral Region Operation & Maintenance		185,700
Airports	22,300	
Highways	147,700	
Administration	15,700	
Interior Region Operation & Maintenance		534,500
Airports	179,400	
Highways	330,800	
North Slope Haul Road	24,300	
Western Region Operations & Maintenance		166,300
Airports	63,200	
Highways	102,400	
Administration	700	

Sincerely,

Dr. Donald D. Lehr
Director

Attachments

cc: Honorable Don Bennett and Ed Dankworth, Senate Finance Committee
Honorable Bette M. Cato, House Transportation Committee

MEMORANDUM State of Alaska

TO: Ronald Lehr, Director
Division of Budget and Management
Office of the Governor

DATE: March 25, 1981

FILE NO: 000H-0004

TELEPHONE NO: 465-3900

RECEIVED
MAR 25 1981
BUDGET AND MANAGEMENT

FROM: Robert W. Ward, Commissioner
Department of Transportation
and Public Facilities

SUBJECT: Transportation Category
FY81 Supplemental Request
For the M & O BRU's

In response to your request, we have attached the FY83 Budget Plan for formula funding to the FY81 Supplemental Budget Request for the Maintenance and Operations BRU's within the Transportation Category.

Your favorable consideration and approval of this Supplemental Budget Request will be appreciated. If I can be of further assistance, please contact me.

Attachment

cc: Patrick Ryan
Bertram Wagnon
Charles Heussler

To: Pat Ryan
From: Marge Gutberger

RECEIVED
MAR 2 0 1981
BUDGET AND MANAGEMENT

EXC Request: Identify the FY83 Budget Plan for formula funding for the Maintenance and Operations BAU's within the Transportation Category to be included with the FY81 Supplemental Budget Request.

Response: The FY83 Budget Plan will include a formula funding based on lane mile costs to preclude large Supplemental Budget Requests for Highways Maintenance and Operations in the future.

This formula will be broken into major categories for various types of highways, roads and trails, and allow for refinements for the conditions contributed to the many variables within the State using historical data.

Concur: Patrick D. Ryan 3-19-81

MEMORANDUM

State of Alaska

MAR 06 1981

BUDGET AND MANAGEMENT

TO: Ron Lehr, Director
Budget & Management
Office of the Governor

DATE: March 5, 1981

FILE NO:

TELEPHONE NO: 465-3900

FROM: Robert W. Ward
Commissioner
Department of Transportation
and Public Facilities

SUBJECT: M&O FY 81 and 82
Budget Changes

$1,769,500

We have carefully reviewed our current transportation maintenance operations and find that even though we are having a very mild winter, allowing us to make sparing use of maintenance equipment, we are in need of additional funding for the current year in the amount of $1,769,500. The attached memos from Pat Ryan explain this request as well as a projection which shows that we could make it for 1982 only if we again experienced a very mild winter. Since this is highly unlikely and there is considerable public interest and a need for increasing the level of service available for our transportation system, I am proposing that we add $1,975,900 to the 1982 Transportation Maintenance and Operation Budget.

During the preparation of the 1981 budget, the M&O units reduced their requests by $2,124,400 through the use of Form 8's. At the time this budget was submitted, I was aware that the request for the M&O units was going to be tight, but I felt that the year should be started at this reduced level. Now that we are into the year, I am convinced that the public will be much better served through the funding of the supplemental and the budget amendment.

One possible source of funding for part of the supplemental would be the funds appropriated for the rural airport program which will not be required this year. While this will not solve the entire problem, it could account for approximately $600,000 of the request. We, of course, would need to notify the legislature of intention in this regard before this course of action was undertaken.

The first Finance Committee Hearings on the M&O budgets is Friday, March 5, and I feel that we should make them aware of our request to you. I don't think that it would be very wise for us to go through the legislative hearings without making them aware of our needs.

MEMORANDUM State of Alaska

TO: Ron Lind, Deputy Commissioner
Administration

DATE: February 25, 1981

FILE NO: 400H

Patrick P. Ryan, Deputy Commissioner
Maintenance & Operations

TELEPHONE NO: 266-1443

FROM: B.L. Wagnon; Assistant Deputy Commissioner
Maintenance and Operations

SUBJECT: Supplemental Request

The attached supplemental request for Maintenance and Operations totals $1,769.5 million. The underlying cause for this short fall is that the curtailment of expenditures planned for FY 81 was less than completely successful. The total of form 8s amount to $2,124.4 million so the attempt at an across the board reduction was not completely futile.

The overall effect of not receiving the supplemental would be a curtailment of maintenance activities during the 4th quarter of FY 81.

The FY82 budget amendment shall be in Juneau by February 27. The amount will be approximately $2,124.4 million. The same as the attempted reductions in FY 81.

Attachment

RECEIVED

FEB 26 1981

DOT/PF
COMMISSIONER'S OFFICE

FY 81 SUPPLEMENTAL REQUEST ANALYSIS

	1	2	3	4	5	6	7	8	9		11
	FY 79 ACTUAL	FY 80 FINAL AUTH.	FY 80 ACTUAL	FY 81 GOV. BUDGET	FY 81 INITIAL AUTH.	FY 81 CURRENT AUTH.	FY 81 EXPENDITURES + ENCUMBRANCES 7/1/ to 12/31	FY 81 OTHER OBLIGATIONS 7/1/ to ___	FY 81 PROJECTED EXPENDI-TURES + ENCUMBRANCES 1/1 to 6/30	FY 81 (DEFICIT) OR EXCESS	FY 82 CONTIN
SONAL SERVICES	72.8	110.5	110.1	94.8	94.8	111.0	60.1		50.0	.6	111
VEL	5.1	7.5	2.8	2.1	2.1	2.1	3.2		1.0	<2.1>	3.7
TRACTUAL SERVICES	125.8	160.7	136.2	153.8	153.8	153.8	56.8		100.0	<3.0>	193.
MODITIES	93.3	69.0	84.4	93.3	93.3	93.3	57.3		34.0	-0-	114.
IPMENT			2.1								
DS, BLDG. ...	.3										
NTS, CLAIMS, ...											
CELLANEOUS											
TOTAL	297.3	347.7	335.6	334.0	334.0	360.2	177.7		185.0	<4.5>	432.
ERAL RECEIPTS											
UIRED GF MATCHING											
R GENERAL FUND	297.3	347.7	335.6	334.0	334.0	360.2					
R-AGENCY RECEIPTS											

CY: TRANSPORTATION/FACILITIES BRU: SOUTHEAST REGIONAL OFFICE COMPONENT: AIRPORTS REVISED: ___

FY 81 SUPPLEMENTAL REQUEST ANALYSIS

	1	2	3	4	5	6	7	8	9	10	11
	FY 79 ACTUAL	FY 80 FINAL AUTH.	FY 80 ACTUAL	FY 81 GOV. BUDGET	FY 81 INITIAL AUTH.	FY 81 CURRENT AUTH.	FY 81 EXPENDITURES + ENCUMBRANCES 7/1/ to 12/31/81	FY 81 OTHER OBLIGATIONS 7/1/ to __	FY 81 PROJECTED EXPENDI-TURES + ENCUMBRANCES 1/1 to 6/30	FY 81 (DEFICIT) OR EXCESS	FY 82 CONTIN
SONAL SERVICES	1866.7	1939.3	1874.0	1968.8	1969.8	2161.3	1,111.2		1050.0	:1	2346
VEL	15.7	11.5	13.6	10.9	10.9	10.9	8.1		4.0	<1.2>	22.
TRACTUAL SERVICES	2320.3	2879.6	2767.1	2685.1	2685.1	2688.1	1,293.3		1515.0	<100.2>	3307
MODITIES	918.3	753.6	899.6	672.3	672.3	672.3	397.7		275.0	<.4>	731
IPMENT	25.9	20.7	15.8	25.8	25.8	25.8	20.6		5.0	<7.8>	39
DS, BLDG. ...	50.9	53.6	93.6	57.5	57.5	53.5	53.5		0.	0	
NTS, CLAIMS. ...											
CELLANEOUS											
TOTAL	5229.8	5658.3	5592.7	5430.4	5430.4	5621.9	2882.4		2849.0	<109.5>	6349
ERAL RECEIPTS											
UIRED GF MATCHING											
ER GENERAL FUND	5193.0	5556.3	5490.7	5307.9	5307.9	5498.4					
ER-AGENCY RECEIPTS	104.8	102.0	102.0	122.5	122.5	122.5					

KEY: TRANSPORTATION & PUBLIC FACILITIES BRU: SOUTHEAST REGION CAMP COMPONENT: HIGHWAYS REVISED: ____

FY 81 SUPPLEMENTAL REQUEST ANALYSIS

	1	2	3	4	5	6	7	8	9	10	11
	FY 79 ACTUAL	FY 80 FINAL AUTH.	FY 80 ACTUAL	FY 81 GOV. BUDGET	FY 81 INITIAL AUTH.	FY 81 CURRENT AUTH.	FY 81 EXPENDITURES + ENCUMBRANCES 7/1/ to 11/1/81	FY 81 OTHER OBLIGATIONS 7/1/ to ___	FY 81 PROJECTED EXPENDI-TURES + ENCUMBRANCES 2/1 to 6/30	FY 81 (DEFICIT) OR EXCESS	FY 82 CONTIN
SONAL SERVICES	279.2	351.0	353.6	301.7	289.6	319.6	181.3		138.0	.4	335
VEL	21.4	26.5	21.9	34.5	25.0	25.0	11.8		12.0	1.2	21.
TRACTUAL SERVICES	14.8	20.3	10.7	18.2	15.0	15.0	8.8		6.0	.2	1
MODITIES	1.4	3.7	2.5	3.9	3.9	3.9	.6		3.0	.3	4
IPMENT	1.3										
DS, BLDG. ...											
NTS, CLAIMS. ...											
CELLANEOUS											
TOTAL	315.1	401.5	388.7	358.3	333.5	363.5	202.1		159.0	2.1	393
ERAL RECEIPTS											
UIRED GF MATCHING											
ER GENERAL FUND	315.1	401.5	388.7	358.3	333.5	303.5	202.1				
ER-AGENCY RECEIPTS											

NCY: TRANSPORTATION & PUBLIC FACILITIES DIV: SOUTHEAST REGION DIV COMPONENT: ADMINISTRATION REVISED: ___

FY 81 SUPPLEMENTAL REQUEST ANALYSIS

	1	2	3	4	5	7	8	9	10	11
	FY 79 ACTUAL	FY 80 FINAL AUTH.	FY 80 ACTUAL	FY 81 GOV. BUDGET	FY 81 INITIAL AUTH.	FY 81 CURRENT AUTH.	FY 81 EXPENDITURES + ENCUMBRANCES 7/1/ to 1/31/	FY 81 OTHER OBLIGATIONS 7/1/ to ___	FY 81 PROJECTED EXPENDITURES + ENCUMBRANCES 2/1 to 6/30	FY 81 (DEFICIT) OR EXCESS	FY 82 CONTIN
SONAL SERVICES	1523.1	1607.8	1587.8	1709.0	1769.0	1939.2	935.7		1000.0	3.5	1931.
VEL	49.6	40.0	47.6	54.2	46.7	46.7	36.9		10.0	(1.2)	67.
TRACTUAL SERVICES	1552.6	1615.2	1664.5	1740.3	1700.0	1700.0	1088.5		996.0	(103.5)	2961.
MODITIES	477.7	462.2	433.8	522.0	522.0	522.0	300.2		900	(70.2)	640.
IPMENT	23.2		1.3	4.7	4.8	4.8	2.5		2.3	0	9
DS, BLDG. ...	340.9	389.0	389.0	388.8	388.8	388.8	385.6		—	.2	
NTS, CLAIMS ...											
CELLANEOUS											
TOTAL	4012.1	4134.2	4114.0	4428.0	4431.3	4601.5 4,601.5	2,3372		1931.1	(175.0)	17
ERAL RECEIPTS											
UIRED GF MATCHING											
ER GENERAL FUND	3763.1	3,834.6		4082.1	4125.4	4285.6					
ER-AGENCY RECEIPTS	254.0	294.6		305.9	305.9	305.9					

NCY: Transportation & Public Facilities BRU: Central Region Otm COMPONENT: Airports REVISED: ___

FY 81 SUPPLEMENTAL REQUEST ANALYSIS

	1	2	3	4	5	6	7	8	9	0	1
	FY 79 ACTUAL	FY 80 FINAL AUTH.	FY 80 ACTUAL	FY 81 GOV. BUDGET	FY 81 INITIAL AUTH.	FY 81 CURRENT AUTH.	FY 81 EXPENDITURES + ENCUMBRANCES 7/1/ to 11/31/	FY 81 OTHER OBLIGATIONS 7/1/ to ___	FY 81 PROJECTED EXPENDI-TURES + ENCUMBRANCES 2/1 to 6/30	FY 81 (DEFICIT) OR EXCESS	FY 8 CONTI
RSONAL SERVICES	4779.4	4851.3	4850.6	4908.6	4908.6	5523.4	2735.7		2735.0	<.37	5151
VEL	25.5	25.2	21.0	30.2	30.2	30.2	7.1		20.0	3.2	22
TRACTUAL SERVICES	6582.0	7313.9	7498.8	6819.0	7254.0	7099.7	3609.4		3900.0	<407.7>	111
MODITIES	2060.6	2727.3	2555.2	2514.1	2514.1	2514.1	1511.9		900.0	<111.8>	2 11
UIPMENT	33.3	25.0	10.4	30.9	30.9	30.9	3.2		25.0	.7	21
DS, BLDG. ...	272.9	74.1	24.1	101.3	101.3	101.3	101.3				
NTS, CLAIMS. ...											
SCELLANEOUS											
TOTAL	13752.7	15019.8	15010.1	14404.1	14584.1	14,574.1 15,259.6	8,320.5		7513.0	<600.9>	16
ERAL RECEIPTS											
UIRED OF MATCHING											
ER GENERAL FUND	13752.7			14311.6	14796.6						
ER-AGENCY RECEIPTS				42.5	42.5						
PROGRAM RECEIPTS				50.0	50.0						

NCY: Transportation & Public Facilities BRU: Central Region O+M COMPONENT: Highways REVISED: ___

FY 81 SUPPLEMENTAL REQUEST ANALYSIS

	1	2	3	4	5	6	7	8	9	10	11
	FY 79 ACTUAL	FY 80 FINAL AUTH.	FY 80 ACTUAL	FY 81 GOV. BUDGET	FY 81 INITIAL AUTH.	FY 81 CURRENT AUTH.	FY 81 EXPENDITURES + ENCUMBRANCES 7/1/ to 12/31	FY 81 OTHER OBLIGATIONS 7/1/ to ___	FY 81 PROJECTED EXPENDI-TURES + ENCUMBRANCES 1/1 to 6/30	FY 81 (DEFICIT) OR EXCESS	FY 82 CONTIN
SONAL SERVICES	723.9	752.4	751.4	812.9	786.6	918.3	464.1		455.0	(.8)	90.
VEL	31.5	35.0	28.4	41.8	35.0	35.0	14.1		20.0	.9	27.
TRACTUAL SERVICES	125.4	79.0	72.4	67.2	67.2	67.2	32.1		30.0	5.1	16.
MODITIES	5.2	9.8	8.4	10.5	5.2	5.2	3.1		1.0	(.1)	5.
IPMENT			.6								
DS, BLDG. ...											
NTS, CLAIMS. ...											
CELLANEOUS											
TOTAL	886.0	876.7	866.7	932.4	904.0	1025.7 1024.6	513.9		506.0	4.8	1078
ERAL RECEIPTS											
UIRED GF MATCHING											
ER GENERAL FUND	826.3			868.6	841.2	960.4					
FR-AGENCY RECEIPTS					*						
INCF	59.2			63.8	62.8	62.8					

NCY: Transportation & Public Facilities BRU: Central Region Ops COMPONENT: Administration REVISED: ___

FY 81 SUPPLEMENTAL REQUEST ANALYSIS

	1	2	3	4	5	6	7	8	9	10	11
	FY 79 ACTUAL	FY 80 FINAL AUTH.	FY 80 ACTUAL	FY 81 GOV. BUDGET	FY 81 INITIAL AUTH.	FY 81 CURRENT AUTH.	FY 81 EXPENDITURES + ENCUMBRANCES 7/1/ to 12/31/81	FY 81 OTHER OBLIGATIONS 7/1/ to ___	FY 81 PROJECTED EXPENDITURES + ENCUMBRANCES 2/1 to 6/30	FY 81 (DEFICIT) OR EXCESS	FY 8 CONT
RSONAL SERVICES	165.0	204.5	205.1	219.2	219.2	234.7	124.5		110.0	1.2	24
AVEL	2.4	5.0	1.6	7.4	5.0	5.0	1.1		3.0	.7	
NTRACTUAL SERVICES	330.5	414.0	383.1	381.7	381.7	391.7	136.5		240.0	5.2	47
MODITIES	20.3	15.2	17.4	37.3	30.0	30.0	33.6		25.0	(28.6)	2
UIPMENT	2.3		.4	4.9	2.3	2.3	1.7		.6	-0-	
NDS, BLDG. ...											
ANTS, CLAIMS, ...											
ISCELLANEOUS											
TOTAL	520.5	638.7	607.6	650.5	638.2	653.7	297.4		378.6	(22.3)	9
DERAL RECEIPTS											
QUIRED OF MATCHING											
ER GENERAL FUND	520.5	638.7	607.6	625.8	613.5	628.0					6
ER-AGENCY RECEIPTS											
Program Receipts				24.7	24.7	24.7					2

ENCY: Transportation & Public Facilities DRU: Southcentral Region Adm COMPONENT: Airports REVISED: ___

FY 81 SUPPLEMENTAL REQUEST ANALYSIS

	1	2	3	4	5	6	7	8	9	0	
	FY 79 ACTUAL	FY 80 FINAL AUTH.	FY 80 ACTUAL	FY 81 GOV. BUDGET	FY 81 INITIAL AUTH.	FY 81 CURRENT AUTH.	FY 81 EXPENDITURES + ENCUMBRANCES 7/1/ to 1-31-81	FY 81 OTHER OBLIGATIONS 7/1/ to ___	FY 81 PROJECTED EXPENDI-TURES + ENCUMBRANCES 2/1 to 6/30	FY 81 (DEFICIT) OR EXCESS	FY CONT
RSONAL SERVICES	2317.1	2368.3	2318.4	2430.4	2430.4	2656.0	1434.6		1210.0	11.4	21
AVEL	50.8	57.5	63.2	61.5	61.5	61.5	64.3		96.0	(33.8)	6
TRACTUAL SERVICES	2313.7	2889.0	3184.9	2518.8	2518.8	2515.8	1167.0		1355.0	(3.2)	
MODITIES	861.6	953.4	643.0	760.3	760.3	760.3	743.2		150.0	(132.9)	7
UIPMENT	30.7	10.4	9.4	32.8	32.8	32.8	32.3		10.0	.5	3
DS, BLDG. ...	157.7	78.2	78.2	110.7	110.7	110.7	111.4		-0-	(.7)	
ANTS, CLAIMS. ...											
SCELLANEOUS											
TOTAL	5731.6	6356.8	6097.1	5914.5	5914.5	6140.1	3512.8		2745.0	(147.7)	1
DERAL RECEIPTS											
QUIRED GF MATCHING											
ER GENERAL FUND	5677.6			5888.8	5888.8	6114.4					
ER-AGENCY RECEIPTS	54.0			25.7	25.7	25.7					

NCY: Transportation & Public Facilities BRU: Southcentral Region Stmt COMPONENT: Airports REVISED: ___

FY 81 SUPPLEMENTAL REQUEST ANALYSIS

	1	2	3	4	5	6	7	8	9	10	11
	FY 79 ACTUAL	FY 80 FINAL AUTH.	FY 80 ACTUAL	FY 81 GOV. BUDGET	FY 81 INITIAL AUTH.	FY 81 CURRENT AUTH.	FY 81 EXPENDITURES + ENCUMBRANCES 7/1/ to 12/31	FY 81 OTHER OBLIGATIONS 7/1/ to __	FY 81 PROJECTED EXPENDITURES + ENCUMBRANCES 1/1 to 6/30	FY 81 (DEFICIT) OR EXCESS	FY 82 CONTIN
SONAL SERVICES	300.8	361.3	362.5	327.9	327.9	378.4	209.2		165.0	11.2	391.
VEL	8.1	9.0	11.0	6.0	6.0	6.0	6.7		5.0	(5.7)	7.
TRACTUAL SERVICES	14.4	46.3	46.7	18.3	18.3	18.3	32.6		13.0	(14.3)	7.
MODITIES	1.3	2.3	2.4	2.3	2.3	2.3	2.2		5.0	.1	7.
IPMENT	2.5			5.8			0			0	
OS, BLDG. ...											
NTS, CLAIMS. ...											
CELLANEOUS											
TOTAL	329.1	423.9	423.1 403.3	365.3	359.5	430.3 410.0	250.7		185.0	(15.1)	407.
ERAL RECEIPTS											
UIRED GF MATCHING											
ER GENERAL FUND	329.1	423.9	423.3	365.3	359.5	410.0	250.7				
ER-AGENCY RECEIPTS											

NCY: Transportation & Public Facilities BRU: Southcentral Region Ofcs COMPONENT: Administration REVISED: ____

FY 81 SUPPLEMENTAL REQUEST ANALYSIS

	1	2	3	4	5	6	7	8	9	0	1
	FY 79 ACTUAL	FY 80 FINAL AUTH.	FY 80 ACTUAL	FY 81 GOV. BUDGET	FY 81 INITIAL AUTH.	FY 81 CURRENT AUTH.	FY 81 EXPENDITURES + ENCUMBRANCES 7/1/ to 12/31	FY 81 OTHER OBLIGATIONS 7/1/ to ___	FY 81 PROJECTED EXPENDI-TURES + ENCUMBRANCES 1/ to 6/30	FY 81 (DEFICIT) OR EXCESS	FY 8 CONTI
RSONAL SERVICES	724.2	743.5	733.0	635.3	635.3	878.7	508.6		400.0	(30.3)	759
AVEL	32.1	36.4	35.5	25.6	25.6	41.5	20.0		25.0	(3.5)	47.
NTRACTUAL SERVICES	736.2	745.3	743.7	801.3	801.3	830.9	411.4		450.0	(110.5)	1141.
MODITIES	131.4	136.1	188.2	168.9	168.9	197.0	128.2		100.0	(31.2)	188.3
UIPMENT	4.0.		3.7	1.5	1.5	1.5	2.7		2.0	(3.2)	17.2
NDS, BLDG. ...							.2			(.2)	
ANTS, CLAIMS. ...											
SCELLANEOUS											
TOTAL	1632.9	1731.8	1707.1	1632.6	1632.6	2010.5 1949.6	1152.0		977.0	(179.4)	2155
DERAL RECEIPTS											
QUIRED GF MATCHING											
ER GENERAL FUND	1295.8			1323.4	1323.4	1640.4					
ER-AGENCY RECEIPTS											
Program Receipts	337.1			309.2	309.2	309.2					

Based on 7 months actual expenditures as of 1-23-81.

ENCY: Transportation & Public Facilities BRU: Airports System COMPONENT: Airports REVISED: ___

FY 81 SUPPLEMENTAL REQUEST ANALYSIS

	1	2	3	4	5	6	7	8	9	10	11
	FY 79 ACTUAL	FY 80 FINAL AUTH.	FY 80 ACTUAL	FY 81 GOV. BUDGET	FY 81 INITIAL AUTH.	FY 81 CURRENT AUTH.	FY 81 EXPENDITURES + ENCUMBRANCES 7/1/ to 1-31-81	FY 81 OTHER OBLIGATIONS 7/1/ to ___	FY 81 PROJECTED EXPENDITURES + ENCUMBRANCES 2/1 to 6/30	FY 81 (DEFICIT) OR EXCESS	FY 8 CONTI
RSONAL SERVICES	3668.8	3775.2	3702.0	3902.0	3802.0	4124.7	2214.2		1910.0	.5	4030
AVEL	67.8	80.2	62.6	75.0	75.0	68.0	52.3		35.0	(17.3)	84.
NTRACTUAL SERVICES	3801.3	4792.8	4660.9	4475.0	4475.0	4701.9	1957.6		2750.0	(205.1)	4939.
MODITIES	1100.2	1024.6	1144.7	1075.0	1075.0	1206.3	919.2		400.0	(113.9)	1329.
UIPMENT	6.0	10.0	5.5	10.0	10.0	10.0	2.3		5.0	2.7	
NDS, BLDG. ...	160.0	161.7	161.6	161.7	161.7	161.7	161.7				
ANTS, CLAIMS, ...											
SCELLANEOUS											
TOTAL	8804.1		9737.5	9548.7	9528.7	10,273.0 10,272.6	5307.3		5	(334.7)	11,11
DERAL RECEIPTS											
QUIRED GF MATCHING											
HER GENERAL FUND	8713.3			9575.2	9525.2	10,248.1					
HER-AGENCY RECEIPTS	7.7			5.0	5.0	5.0					
Program Receipts	74.1			18.5	18.5	18.5					

Basis of Revised Request Equates to EF 1-23-81

ENCY: Transportation & Public Facilities BRU: Interior Program Area COMPONENT: Highways REVISED: ___

FY 81 SUPPLEMENTAL REQUEST ANALYSIS

	1	2	3	4	5	6	7	8	9	0	1
	FY 79 ACTUAL	FY 80 FINAL AUTH.	FY 80 ACTUAL	FY 81 GOV. BUDGET	FY 81 INITIAL AUTH.	FY 81 CURRENT AUTH.	FY 81 EXPENDITURES + ENCUMBRANCES 7/1/ to 1/31	FY 81 OTHER OBLIGATIONS 7/1/ to ___	FY 81 PROJECTED EXPENDI-TURES + ENCUMBRANCES 2/1 to 6/30	FY 81 (DEFICIT) OR EXCESS	FY 8 CONTI
SONAL SERVICES	450.6	558.4	554.7	631.7	631.7	714.7	357.2		385.0	2.5	
VEL	19.4	15.5	12.1	15.5	15.5	15.5	5.6		10.0	< .17	
TRACTUAL SERVICES	58.0	60.1	65.7	33.1	33.1	66.0	39.9		25.0	1.1	
MODITIES	-6.0	8.7	2.5	8.7	8.7	3.0	1.5		1.5	-0-	
IPMENT	.6			.5		1.0	.1		.5	.4	
DS, BLDG. ...											
NTS, CLAIMS ...											
CELLANEOUS											
TOTAL	522.6	642.7	640.0	689.5	689.5	800.2	374.3		421.0	3.9	
ERAL RECEIPTS											
UIRED GF MATCHING											
ER GENERAL FUND	522.6	642.7	640.0	689.5	689.5	800.2	374.3				
ER-AGENCY RECEIPTS											

Based on Revised Program Request 1-23-81

NCY: Transportation & Public Facilities BRU: Marine Highway Sys COMPONENT: ..... REVISED: ___

FY 81 SUPPLEMENTAL REQUEST ANALYSIS

	1	2	3	4	5	6	7	8	9	0	1
	FY 79 ACTUAL	FY 80 FINAL AUTH.	FY 80 ACTUAL	FY 81 GOV. BUDGET	FY 81 INITIAL AUTH.	FY 81 CURRENT AUTH.	FY 81 EXPENDITURES + ENCUMBRANCES 7/1/ to 1/31/81	FY 81 OTHER OBLIGATIONS 7/1/ to ___	FY 81 PROJECTED EXPENDI-TURES + ENCUMBRANCES 2/1 to 6/30	FY 81 (DEFICIT) OR EXCESS	FY 8 CONTI
SONAL SERVICES	621.0	744.9	823.1	2043.0	2043.0	1,281.1	819.5		1460.0	1.3	2146
VEL	93.2	67.3	24.7	91.2	91.2	65.0	53.1		20.0	<8.1>	101.
TRACTUAL SERVICES	3473.6	5088.0	5001.8	2450.0	2450.0	2767.4	2117.8		650.0	17.6	2767
MODITIES	89.4	167.7	159.0	334.7	334.7	243.0	243.8		75.0	<21.8>	318
IPMENT	153.7		7.6	114.4	114.4	114.4	11.7		50.0	52.7	
DS, BLDG. ...											
NTS, CLAIMS, ...											
CELLANEOUS											
TOTAL	4430.9	6117.9	6.016.2	4902.9	5038.3	4 470.9	3244.2		1 [illegible]	<24.3>	[illegible]
ERAL RECEIPTS											
UIRED GF MATCHING											
ER GENERAL FUND	4430.9	6117.9	6016.2	4902.9	5038.3	4 470.9	3240 2				
ER-AGENCY RECEIPTS											

↑ TAKEN FROM FY 80 AMD REVISED DATED 12-31-80.

↑ TAKEN FROM REVISED PROGRAM REQUEST DATE 1-23-81

NCY: TRANSPORTATION & PUBLIC FACILITIES BRU: INTERIOR ADM COMPONENT: NORTH SLOPE HAUL ROAD REVISED:

FY 81 SUPPLEMENTAL REQUEST ANALYSIS

	1	2	3	4	5	6	7	8	9	0	1
	FY 79 ACTUAL	FY 80 FINAL AUTH.	FY 80 ACTUAL	FY 81 GOV. BUDGET	FY 81 INITIAL AUTH.	FY 81 CURRENT AUTH.	FY 81 EXPENDITURES + ENCUMBRANCES 7/1/ to 1-31-81	FY 81 OTHER OBLIGATIONS 7/1/ to ___	FY 81 PROJECTED EXPENDI-TURES + ENCUMBRANCES 2/1 to 6/30	FY 81 (DEFICIT) OR EXCESS	FY 8 CONTI
RSONAL SERVICES	560.2	525.0	527.6	642.7	642.7	714.7	376.3		367.0	4	1/2
VEL	44.6	35.0	31.1	33.2	33.2	33.2	20.7		20.0	<7.5>	1-4
TRACTUAL SERVICES	520.8	734.3	642.7	636.7	636.7	636.7	288.7		351.0	<52.7>	1/2
MODITIES	255.9	274.7	269.4	260.7	260.7	260.7	128.1		130.0	2.6	4/3
UIPMENT	35.		42.1				6.5		0	<6.5>	
DS, BLDG. ...	3.5		<3.5>								
NTS, CLAIMS. ...											
SCELLANEOUS											
TOTAL	1438.4	1559.0	1523.6	1573.3	1573.3	1645.3	540.5		868	<63.2>	
ERAL RECEIPTS											
QUIRED GF MATCHING											
ER GENERAL FUND	1435.4			1559.8	1559.8	1631.8					
ER-AGENCY RECEIPTS											
Program Receipts				13.5	13.5	13.5					

ENCY: Transportation & Public Facilities BRU: Western Region O+M COMPONENT: Airports REVISED: ___

FY 81 SUPPLEMENTAL REQUEST ANALYSIS

	1	2	3	4	5	6	7	8	9	10	
	FY 79 ACTUAL	FY 80 FINAL AUTH.	FY 80 ACTUAL	FY 81 GOV. BUDGET	FY 81 INITIAL AUTH.	FY 81 CURRENT AUTH.	FY 81 EXPENDITURES + ENCUMBRANCES 7/1/ to 1-31-81	FY 81 OTHER OBLIGATIONS 7/1/ to ___	FY 81 PROJECTED EXPENDI-TURES + ENCUMBRANCES 2/1 to 6/30	FY 81 (DEFICIT) OR EXCESS	FY [illegible] CO. T
RSONAL SERVICES	533.3	605.8	541.0	643.1	693.1	751.7	365.9		385.0	.9	75
AVEL	10.2	9.3	7.6	8.8	9.8	8.8	3.1		10.0	(4.3)	9
NTRACTUAL SERVICES	524.2	740.3	760.7	668.7	668.7	668.7	341.2		425.0	(97.5)	78
MODITIES	82.9	80.0	56.5	119.1	119.1	119.1	50.3		67.0	(.2)	12
UIPMENT	2.0	2.2	.9	2.0	2.0	2.0	.7		.5	(1.2)	
NDS, BLDG. ...	4.6	4.7	4.6	4.7	4.7	4.7	4.7		—	—	
ANTS, CLAIMS.											
SCELLANEOUS											
TOTAL	1367.2	1452.3	1371.3	1486.4	1496.4	1555.0	769.9		887.5	(102.4)	167
ERAL RECEIPTS											
QUIRED GF MATCHING											
HER GENERAL FUND	1251.2	1436.3	1355.3	1480.4	1480.4	1539.0					
TER-AGENCY RECEIPTS											
PROGRAM RECEIPTS	16.0	16.0	16.0	16.0	16.0	16.0					

ENCY: TRANSPORTATION PUBLIC FACILITIES BRU: WESTERN REGION BWM COMPONENT: HIGHWAYS REVISED: ___

FY 81 SUPPLEMENTAL REQUEST ANALYSIS

	1	2	3	4	5	6	7	8	9	10	11
	FY 79 ACTUAL	FY 80 FINAL AUTH.	FY 80 ACTUAL	FY 81 GOV. BUDGET	FY 81 INITIAL AUTH.	FY 81 CURRENT AUTH.	FY 81 EXPENDITURES + ENCUMBRANCES 7/1/ to 12/31	FY 81 OTHER OBLIGATIONS 7/1/ to ___	FY 81 PROJECTED EXPENDI-TURES + ENCUMBRANCES 1/1 to 6/30	FY 81 (DEFICIT) OR EXCESS	FY 82 CONTIN
:SONAL SERVICES	197.9	285.5	284.9	267.6	258.6	296.2	113.8		180.0	2.4	30?
.VEL	1.7	16.5	12.3	16.4	10.0	10.0	8.9		4.0	(3.7)	11.
TRACTUAL SERVICES	54.8	30.0	7.2	43.1	35.0	35.0	4.5		30.0	.5	19.
MODITIES		10.0	.3	10.2	5.0	5.0	.8		4.9	.1	5.
IPMENT				.9			.2		.5	(.7)	
OS, BLDG. ...											
NTS, CLAIMS. ...											
SCELLANEOUS											
TOTAL	254.3	342.0	304.7	338.7	308.6	346.2	127.2		219.1	(.7)	34?
ERAL RECEIPTS											
UIRED OF MATCHING											
ER GENERAL FUND											
ER-AGENCY RECEIPTS	254.3	342.0	304.7	338.7	308.6	346.2	127.2				

NCY: TRANSPORTATION & PUBLIC FACILITIES BRU: WESTERN REGION OFFICE COMPONENT: ADMINISTRATION REVISED: ___

1 BRIEFLY DESCRIBED WHAT FY 80 COMPONENT ACTIVITIES HAVE BEEN DISCONTINUED.

A planned reduction in equipment rental of Highway Working Capital Fund vehicles will result in a savings of (677.9) in contractual services. This is the result of the elimination of excess equipment and the full utilization of the remaining vehicles.
A reduction in the purchase of agriculture supplies, structural materials, and supplies and other operating supplies will be affected during FY'81.

These reductions are required to conform to the BRU allocations for this BRU.

2 EXPLAIN WHICH POLICY BUDGET PROGRAM OBJECTIVE IS AFFECTED AND HOW.

To continue the level of maintenance at an acceptable level on existing facilities as well as assuming maintenance responsibilities on newly constructed or reconstructed facilities. This should not have an adverse impact on the Region's ability to accomplish this objective. The bulk of the reduction is the result of the elimination of excess HWCF equipment and the full utilization of the remaining vehicles.

3

CODE	EXPENDITURES BY OBJECT	AMOUNT
100	PERSONAL SERVICES	( )
200	TRAVEL	( )
300	CONTRACTUAL SERVICES	(677.9)
400	COMMODITIES	(368.5)
500	EQUIPMENT	( )
600	LANDS, BLDGS., ETC.	( )
700	GRANTS, CLAIMS, ETC.	( )
800	MISCELLANEOUS	( )
	TOTAL	(1046.4)
	I-A TRANS. (non-add)	
FED. RECEIPTS-CODE:		( )
GF MATCH		( )
GEN. FUND		(1046.4)
I-A RCPTS.		( )
PGM RCPTS.		( )
OTHER		( )
OTHER		( )

4	PFT/SEAS	PPT	NON PERM.	TOTAL
NO. POSITIONS DISCONTINUED				
NO. STAFF MONTHS LOST				

AGENCY DOT/PF

PROGRAM AREA Highway & Airport M & O

BRU Central Region

COMPONENT Highways

8 COMPONENT DECREASE (BELOW CONTINUATION)

REVISED DATE

FY 81

000977

02-1000 (8/79)

1 BRIEFLY DESCRIBED WHAT FY 80 COMPONENT ACTIVITIES HAVE BEEN DISCONTINUED.

Reduction to stay within the allowed budget ceilings.

2 EXPLAIN WHICH POLICY BUDGET PROGRAM OBJECTIVE IS AFFECTED AND HOW.

3

CODE	EXPENDITURES BY OBJECT	AMOUNT
100	PERSONAL SERVICES	( )
200	TRAVEL	( )
300	CONTRACTUAL SERVICES	( )
400	COMMODITIES	(44.3)
500	EQUIPMENT	( )
600	LANDS, BLDGS., ETC.	( )
700	GRANTS, CLAIMS, ETC.	( )
800	MISCELLANEOUS	( )
	TOTAL	(44.3)
	I-A TRANS. (non-add)	
FED. RECEIPTS-CODE:		( )
GF MATCH		( )
GEN. FUND		(44.3)
I-A RCPTS.		( )
PGM RCPTS.		( )
OTHER		( )
OTHER		( )

4	PFT/SEAS	PPT	NON PERM.	TOTAL
NO. POSITIONS DISCONTINUED				
NO. STAFF MONTHS LOST				

AGENCY DOT/PF

PROGRAM AREA Highways & Aviation M&O

BRU Southcentral Region

COMPONENT Airports

8 COMPONENT DECREASE (BELOW CONTINUATION)

REVISED DATE 01 1050

FY 81

(P-1000 (8/79))

1 BRIEFLY DESCRIBED WHAT FY 80 COMPONENT ACTIVITIES HAVE BEEN DISCONTINUED.

Reduction to stay within the allowed budget ceilings.

2 EXPLAIN WHICH POLICY BUDGET PROGRAM OBJECTIVE IS AFFECTED AND HOW.

3

CODE	EXPENDITURES BY OBJECT	AMOUNT
100	PERSONAL SERVICES	( )
200	TRAVEL	( )
300	CONTRACTUAL SERVICES	(121.7)
400	COMMODITIES	(178.5)
500	EQUIPMENT	( )
600	LANDS, BLDGS., ETC.	( )
700	GRANTS, CLAIMS, ETC.	( )
800	MISCELLANEOUS	( )
	TOTAL	(300.2)
	I-A TRANS. (non-add)	
FED. RECEIPTS-CODE:		( )
GF MATCH		( )
GEN. FUND		(300.2)
I-A RCPTS.		( )
PGM RCPTS.		( )
OTHER		( )
OTHER		( )

4	PFT/SEAS	PPT	NON PERM.	TOTAL
NO. POSITIONS DISCONTINUED				
NO. STAFF MONTHS LOST				

AGENCY DOT/PF

PROGRAM AREA Highways & Aviation M&O

BRU Southcentral Region

COMPONENT Highways

8 COMPONENT DECREASE (BELOW CONTINUATION)

REVISED DATE

FY 81

901069

02-1000 (0679)

1 BRIEFLY DESCRIBED WHAT FY 80 COMPONENT ACTIVITIES HAVE BEEN DISCONTINUED.

Reduction of funding to stay within the allowed budget ceiling.

2 EXPLAIN WHICH POLICY BUDGET PROGRAM OBJECTIVE IS AFFECTED AND HOW.

3

CODE	EXPENDITURES BY OBJECT	AMOUNT
100	PERSONAL SERVICES	( )
200	TRAVEL	( )
300	CONTRACTUAL SERVICES	(21.8)
400	COMMODITIES	( )
500	EQUIPMENT	( )
600	LANDS, BLDGS., ETC.	( )
700	GRANTS, CLAIMS, ETC.	( )
800	MISCELLANEOUS	( )
	TOTAL	(21.8)
	I-A TRANS. (non-add)	
FED. RECEIPTS-CODE:		( )
GF MATCH		( )
GEN. FUND		(21.8)
I-A RCPTS.		( )
PGM RCPTS.		( )
OTHER		( )
OTHER		( )

4	PFT/SEAS	PPT	NON PERM.	TOTAL
NO. POSITIONS DISCONTINUED				
NO. STAFF MONTHS LOST				

AGENCY DOT/PF

PROGRAM AREA Highways & Aviation M&O

BRU Southcentral Region

COMPONENT Administration

8 COMPONENT DECREASE (BELOW CONTINUATION)

REVISED DATE 01102

FY 81

02-1000 (10/5)

1 BRIEFLY DESCRIBED WHAT FY 80 COMPONENT ACTIVITIES HAVE BEEN DISCONTINUED.

Reduction in personal services in this component to allow for additional funding for the North Slope Haul Road. No positions are being discontinued. Vacancies will be maintained to make the funds available. Decreases in available services to allow for reduction in 200 - 400 accounts.

2 EXPLAIN WHICH POLICY BUDGET PROGRAM OBJECTIVE IS AFFECTED AND HOW.

Less funds will be available for preventative maintenance.

3

CODE	EXPENDITURES BY OBJECT	AMOUNT
100	PERSONAL SERVICES	56.5
200	TRAVEL	1.7
300	CONTRACTUAL SERVICES	56.1
400	COMMODITIES	9.8
500	EQUIPMENT	
600	LANDS, BLDGS., ETC.	
700	GRANTS, CLAIMS, ETC.	
800	MISCELLANEOUS	
	TOTAL	124.1
	I-A TRANS. (non-add)	
FED. RECEIPTS-CODE:		
GF MATCH		
GEN. FUND		124.1
I-A RCPTS.		
PGM RCPTS.		
OTHER		
OTHER		

4	PFT/SEAS	PPT	NON PERM.	TOTAL
NO. POSITIONS DISCONTINUED				
NO. STAFF MONTHS LOST				

AGENCY DOT/PF

PROGRAM AREA Highways & Aviation

BRU Interior Region M&O

COMPONENT Airports

REVISED DATE

FY 81

001135

8 COMPONENT DECREASE (BELOW CONTINUATION)

02-1000 (0672)

1 BRIEFLY DESCRIBED WHAT FY 00 COMPONENT ACTIVITIES HAVE BEEN DISCONTINUED.

Reduction in personal services to allow for additional funding for the Haul Road. No positions are being discontinued. Vacancies will be maintained to make funds available. Decreases in available services to allow for reduction in 200 - 400 accounts.

2 EXPLAIN WHICH POLICY BUDGET PROGRAM OBJECTIVE IS AFFECTED AND HOW.

Reduce funding available for preventative maintenance.

3

CODE	EXPENDITURES BY OBJECT	AMOUNT
100	PERSONAL SERVICES	(194.1)
200	TRAVEL	(37.6)
300	CONTRACTUAL SERVICES	(92.0)
400	COMMODITIES	(102.6)
500	EQUIPMENT	( )
600	LANDS, BLDGS., ETC.	( )
700	GRANTS, CLAIMS, ETC.	( )
800	MISCELLANEOUS	( )
	TOTAL	(426.3)
	I-A TRANS. (non-add)	
FED. RECEIPTS-CODE:		( )
GF MATCH		( )
GEN. FUND		(426.3)
I-A RCPTS.		( )
PGM RCPTS.		( )
OTHER		( )
OTHER		( )

4	PFT/SEAS	PPT	NON PERM.	TOTAL
NO. POSITIONS DISCONTINUED				
NO. STAFF MONTHS LOST				

AGENCY DOT/PF

PROGRAM AREA Highways & Aviation

BRU Interior Region M&O

COMPONENT Highways

8 COMPONENT DECREASE (BELOW CONTINUATION)

REVISED DATE

FY 01

001167

1 · BRIEFLY DESCRIBED WHAT FY 00 COMPONENT ACTIVITIES HAVE BEEN DISCONTINUED.

· A planned reduction in Travel (1.8); Contractual Services as follows: Communications (0.4); Repair & Maintenance (30.0); Utilities (7.2); Equipment Rental - other that NWCF (20.1); Commodities (2.0)

2 EXPLAIN WHICH POLICY BUDGET PROGRAM OBJECTIVE IS AFFECTED AND HOW.

To continue the level of maintenance at an acceptable level on existing facilities as well as assuming maintenance responsibilities on newly constructed or reconstructed facilities. This should not have an adverse effect on the regions ability to accomplish this objective.

3

CODE	EXPENDITURES BY OBJECT	AMOUNT
100	PERSONAL SERVICES	( )
200	TRAVEL	(1.8)
300	CONTRACTUAL SERVICES	(57.7)
400	COMMODITIES	(2.0)
500	EQUIPMENT	( )
600	LANDS, BLDGS., ETC.	( )
700	GRANTS, CLAIMS, ETC.	( )
800	MISCELLANEOUS	( )
	TOTAL	(59.7)
	I-A TRANS. (non-add)	
FED. RECEIPTS-CODE:		( )
GF MATCH		( )
GEN. FUND		(59.7)
I-A RCPTS.		( )
PGM RCPTS.		( )
OTHER		( )
OTHER		( )

4	PFT/SEAS	PPT	NON PERM.	TOTAL
NO. POSITIONS DISCONTINUED				
NO. STAFF MONTHS LOST				

AGENCY Transportation & Public Facilities

PROGRAM AREA Highway & Aviation M & O

BRU Western Region

COMPONENT Aviation

REVISED DATE

FY 81

001266

8 COMPONENT DECREASE (BELOW CONTINUATION)

1 BRIEFLY DESCRIBED WHAT FY 80 COMPONENT ACTIVITIES HAVE BEEN DISCONTINUED.

A planned reduction in Travel (0.5); Contractual Services as follows: Communications (0.4), Repair & Maintenance (13.4), Utilities (0.1), Equipment Rental-other than HWCF (1.2), HWCF Equipment Rental (85.6), and Professional Fees & Services (0.1); -- Commodities as follows: Household Supplies (0.2), Professional Supplies (5.5).

2 EXPLAIN WHICH POLICY BUDGET PROGRAM OBJECTIVE IS AFFECTED AND HOW.

To continue the level of maintenance at an acceptable level on existing facilities as well as assuming maintenance responsibilities on newly constructed or reconstructed facilities. This should not have an adverse impact on the region's ability to accomplish this objective. The bulk of the reduction is the result of the elimination of excess HWCF equipment and the full utilization of the remaining vehicles.

3

CODE	EXPENDITURES BY OBJECT	AMOUNT
100	PERSONAL SERVICES	( )
200	TRAVEL	(0.5)
300	CONTRACTUAL SERVICES	(101.1)
400	COMMODITIES	( )
500	EQUIPMENT	( )
600	LANDS, BLDGS., ETC.	( )
700	GRANTS, CLAIMS, ETC.	( )
800	MISCELLANEOUS	( )
	TOTAL	(101.6)
	I-A TRANS. (non-add)	
FED. RECEIPTS-CODE:		( )
GF MATCH		( )
GEN. FUND		(101.6)
I-A RCPTS.		( )
PGM RCPTS.		( )
OTHER		( )
OTHER		( )

4	PFT/SEAS	PPT	NON PERM.	TOTAL
NO. POSITIONS DISCONTINUED				
NO. STAFF MONTHS LOST				

AGENCY DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

PROGRAM AREA HIGHWAYS & AVIATION MAINTENANCE & OPERATIONS

BRU WESTERN REGION MAINTENANCE & OPERATIONS

COMPONENT HIGHWAYS

8 COMPONENT DECREASE (BELOW CONTINUATION)

REVISED DATE

FY 81

0T1292

PLEASE NOTE: THE PRECEDING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT.

Attachment to Representative Cato letter of May 1, 1981

Requested Amendments to HB 295

Section 4 — The sum of $118,000 is appropriated from the general fund to the Department of Transportation and Public Facilities for capital costs related to the opening of the North Slope Haul Road.

Section 5 — The sum of $187,000 is appropriated from the general fund to the Department of Transportation and Public Facilities, Interior Region Maintenance and Operations, for the opening of the North Slope Haul Road.

Section 6 — The sum of $477,989 is appropriated from the general fund to the Department of Transportation and Public Facilities for payment of the FY 79 and FY 80 State Equipment Fleet rentals.

Section 7 — The sum of $46,748 is appropriated from the general fund to the Department of Transportation and Public Facilities for payment of Bering Sea storm repaid costs.

Section 8 — Section 51, Chapter 120, SLA 1980, page 55, lines 9 and 10 are amended to read as follows:

	Allocations	Appropriations	General Funds	Other
Main & Op.		$2,433,800 [$2,733,200]	$1,798,900 [$2,098,300]	$634,900
Admin. (9 pos.)	$1,101,300 [$1,400,700]			

Section 9 — Section 286, Chapter 50, SLA 1980, page 86, line 10 is amended to read as follows:

	Appropriations	General Funds
Airport Weather Reporting	$599,400 [$300,000]	$599,400 [$300,000]

Section 10 — The sum of $1,769,500 is appropriated from the general fund to the Department of Transportation and Public Facilities for the allocation and appropriation items indicated as follows for the fiscal year ending June 30, 1981:

	Allocations	Appropriation Items
Southeast Region Operations and Maintenance		111,900
Airports	4,500	
Highways	107,400	
Central Region Operations and Maintenance		771,100
Airports	175,000	
Highways	596,100	
Southcentral Region Operations & Maintenance		185,700
Airports	22,300	
Highways	147,700	
Administration	15,700	
Interior Region Operations and Maintenance		534,500
Airports	179,400	
Highways	330,800	
North Slope Haul Road	24,300	
Western Region Operations and Maintenance		166,300
Airports	63,200	
Highways	102,400	
Administration	700	

Section 11 The sum of $227,700 is appropriated from the general fund to the Office of the Governor, Division of Elections for additional fiscal year 1981 operating costs.

Section 12 The sum of $225,100 is appropriated from the general fund and the sum of $16,000 is appropriated from program receipts to the Department of Administration, Division of Retirement and Benefits, to pay for FY 79 through FY 81 costs of the Elected Public Officials Retirement System, and to pay for additional legal expenses for the Supplemental Benefits Program.

Section 13 The sum of $2,084,600 is appropriated to the Office of the Governor for FY 81 costs of the negotiated agreement with the Labor, Trades and Crafts bargaining unit signed on April 20, 1981. The fund sources for the total of $2,084,600 are as follows: $1,551,700 general fund; $90,700 federal funds; $248,500 highway working capital fund; $189,900 international airport revenue funds; and $3,800 surplus property revolving fund.

Section 14 The sum of $2,000,000 is appropriated from the general fund to the Office of the Governor to fund the National Communications Program.

Section 15 The unexpended and unobligated parts of the appropriations made in sections 1-13 of this Act lapse into the general fund June 30, 1981.

Section 16 The unexpended and unobligated parts of the appropriations made in section 14 of this Act lapses into the general fund June 30, 1982.

Section 17 This Act takes effect immediately in accordance with AS 01.10.070(c).

Ammendment (HB-295)

There is appropriated $200,000 For "Alaska 1984" to the Commissioner of Economic Development. This appropriation is to cover planning and administration costs for the twenty fifth anniversary celebration of Alaska Statehood.

HB 295 Amendment -- $13,700 to Maintenance and Operations/ Western Region

In 1979, Maintenance and Operations for the Western Region entered into an agreement with Frank McIntyre to make a winter airstrip closer to the village of Shaktoolik by leveling the tundra. The job was expected to take 100 hours at a cost of $100/hour for cat time, therefore costing $10,000.

Due to breakdowns, delays in receiving lube oil and bad weather, the job was delayed until February 1980 and was completed in June. Mr. McIntyre did an excellent job and simply continued to work until he felt the job was completed -- a total of 237 hours. The result is an airstrip which DOT finds is almost good enough to be used year-round.

DOT's Maintenance and Operations' budget did not allow enough funds to pay Mr. McIntyre for the additional hours worked. DOT does say that if this work had been put out to bid, it would have cost 10 times the amount paid. The requested $13,700 will cover the additional work performed by Mr. McIntyre.

STATE OF ALASKA
THE LEGISLATURE
LEGISLATIVE AFFAIRS AGENCY

POUCH Y - STATE CAPITOL
JUNEAU, ALASKA 99811
907-465-3800

M E M O R A N D U M May 7, 1981

SUBJECT: CSHB 295

TO: House Transportation Committee

FROM: Donna Spragg Pegues
Co-Revisor of Statutes

I have drafted this bill in the form requested.

I have some questions and observations.

First, I note for your information that the amendments in your Secs. 10 and 11 are identical to the amendments in Sec. 24 of HCS CSSB 321 (Finance) which is on today's calendar in the House.

I assume that the lapse dates I have put in Secs. 13 - 14 suit your purposes. If you want any change, let me know.

In Sec. 9 the term "repaid costs" is used. I have no idea what this means. Repaid by whom to whom?

Please note that I rounded the amounts in Secs. 8 and 9 to the closest hundred dollars. This has been general drafting policy on appropriation bills for a number of years. However, if you want us to include only the exact amount in the request, let me know and I will make the change.

I think that Sec. 7 is needlessly wordy. I think "capital costs related to" should be eliminated.

In Sec. 4 I avoided using the name of the specific contractor in order to avoid any potential problems of "special legislation".

Pegues
3825

HB

3216

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. HB 326
Title Construction of road between Bethel and Napakiak
Requested by Rep. Vaska Date 1/27/82

II. FISCAL DETAIL
Agency Affected Dept. of Transportation and Public Facilities
Program Category Affected
BRU, Program, Or Subprogram(s) Affected
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS,CLAIMS,ETC.						
TOTAL						

FUNDING (Thousands of Dollars)

GENERAL FUND	13,270.					
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)

See attached information. Increased costs are due to findings of the completed feasibility study.

IV. DATE 1/27/82 PREPARED BY John C. Bates
AGENCY Transportation & Public Facilities
PHONE 465-3900

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)

33-001 (Rev. 12/81)

Bethel to Napakiak Road

The funding source for this project was as follows:

$600,000	Chapter 50/80
250,000	Chapter 80/79

Expenditures to date are $189,000 for feasibility study, leaving a balance of $660,000.

The study shows eight alternate alignments. Two alternate typical sections developed 16' and 20' sections. It also identified three bridge sites. Each of the alignments can reach a different bridge site. These alignments and bridge sites are as follows:

Alignment #1, Bridge Site #1	
Construction cost for 20' section	$15,990,000
Construction cost for 16' section	13,760,000
Alignment #1, Bridge Site #2	
Construction cost for 20' section	$14,469,000
Construction cost for 16' section	13,173,000
Alignment #1, Bridge Site #3	
Construction cost for 20' section	$14,363,000
Construction cost for 16' section	13,093,000
Alignment #5, Bridge Site #1	
Construction cost for 20' section	$14,358,000
Construction cost for 16' section	13,062,000
Alignment 5, Bridge Site #2	
Construction cost for 20' section	$13,713,000
Construction cost for 16' section	12,453,000
Alignment #5, Bridge Site #3	
Construction cost for 20' section	$13,289,000
Construction cost for 16' section	12,098,000
Alignment #8, Bridge Site #1	
Construction cost for 20' section	$14,752,000
Construction cost for 16' section	13,412,000
Alignment #8, Bridge Site #2	
Construction cost for 20' section	$14,023,000
Construction cost for 16' section	12,732,000
Alignment #8, Bridge Site #3	
Construction cost for 20' section	$13,270,000
Construction cost for 16' section	12,085,000

THE FOLLOWING DOCUMENT(S) MAY NOT FILM LEGIBLY BECAUSE OF POOR QUALITY OF THE ORIGINAL.

RECOMMENDATIONS

As can be seen from the preceeding summation of project costs, the least expensive alignments all use Bridge Site #3. For this reason, combined with the fact that Bridge Site #3 appears to be the most stable, it is recommended that this crossing be utilized no matter which alignment is selected as the preferred one.

Comparing alignment project costs utilizing Bridge Site #3 as the preferred crossing, Alignment #8 is the least expensive of all the alignments, although Alignment #5 has essentially the same cost. While these two alignments are the least expensive of all the alignments studied, they are also considered to be more maintenance intensive than some of the other alignments. Additionally, there is some question about the availability of silty sand embankment material along these alignments. Further, these alignments cross extensive sections of known thermalkarst terrain where the geotechnical conditions are essentially unknown. For these reasons, even though the construction costs has been evaluated as being the least expensive, these routes are not considered to have a clear advantage over other proposed alignments.

Alignment #1 utilizing Bridge Site #3 is considered to be comparable to Alignments #8 and #5. While its construction cost is approximately $1.3 million greater than Alignments #8 and #5, it is felt that the geotechnical conditions along the alignment are more favorable than along Alignments #8 and #5. Additionally, sand blow outs have been identified with more frequency along this alignment than along Alignments #8 and #5.

In summary, Alignments #1, #5, and #8 are considered to be equivalent in desirability on a straight engineering basis with a slight preference possibly going to Alignment #1. Based solely on construction cost and maintenance cost, Alignment #5 would be considered slightly ahead of the other two alignments. It is felt that final alignment selection should be based on three factors. The first factor would be right-of-way acquisition costs which could significantly alter total project costs. The second factor concerns the geotechnical aspects of each alignment. If silty sand borrow sources are not encountered on Alignments #6 and #5 this would significantly increase their construction costs. The third factor and perhaps the most important in terms of the communities of Bethel and Napakiak, is local preferance. The proposed road will provide many thousands of additional acres of land that could be developed, thus there is a definite dollar advantage to each of these communities depending on which alignment is ultimately chosen for the proposed road between Bethel and Napakiak.

THE PRECEDING DOCUMENT(S) MAY NOT FILM
LEGIBLY BECAUSE OF POOR QUALITY OF THE
ORIGINAL.

REPRESENTATIVE TONY VASKA
Alaska State Legislature
House of Representatives

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WHILE IN JUNEAU
POUCH V
JUNEAU, ALASKA 99811

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DISTRICT 17

AKIACHAK
AKIAK
ANIAK
ATMAUTHLUAK
BETHEL
CHEFORNAK
EEK
KALSKAG
KASIGLUK
KWETHLUK
LOWER KALSKAG
MEKORYUK
NAPAKIAK
NAPASKIAK
NEWTOK
NIGHTMUTE
NUNAPITCHUK
NYAC
OSCARVILLE
TOKSOOK BAY
TULUKSAK
TUNTUTULIAK
TUNUNAK

HB 326 THE NAPAKIAK/BETHEL ROAD

Currently, the only means of transportation between Bethel and Napakiak is either by air or by way of the Kuskokwim River. In winter, travel between Napakiak and Bethel is difficult and dangerous. The City of Napakiak reports that over the past 3 or 4 years, no fewer than twelve lives could have been saved had there been a road.

When a medical emergency arises, often the victim is at the mercy of the weather. If fog or other unsuitable flying conditions exist, planes are unable to transport the sick or injured. Recently, a person died waiting to be transported to Bethel Hospital. Although it is only 18 miles by river and 8 miles over the bluff, needed medical assistance could not be rendered.

There is a power line, a single wire ground return demonstration project, from Bethel to Napakiak. A road would facilitate maintenance of the power line. Napakiak fishermen, too, would benefit economically from greater ease in transporting fish to Bethel Airport.

The cities of Bethel and Napakiak wholeheartedly support the road. The feasibility study was completed last summer by Robertson and Associates and is available for your perusal.

There has been a 10% increase in construction costs due to inflation, which brings the cost of building the road and a bridge to span the Napakiak Slough to $9,350,000.

Funding Information
General Fund $8,500,000
Other Funds -0-
$8,500,000
7,350,000

Introduced: 3/12/81
Referred: Transportation and Finance

IN THE HOUSE BY VASKA

HOUSE BILL NO. 326

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWELFTH LEGISLATURE - FIRST SESSION

A BILL

For an Act entitled: "An Act making a special appropriation to the Department of Transportation and Public Facilities for construction of a road between Bethel and Napakiak and for a bridge to span the Napakiak Slough; and providing for an effective date."

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

* Section 1. The sum of 7,350,000 $8,500,000 is appropriated from the general fund to the Department of Transportation and Public Facilities for construction of a road between Bethel and Napakiak and a bridge to span the Napakiak Slough.

* Sec. 2. The appropriation made by this Act is for a capital project and is subject to AS 37.25.020.

* Sec. 3. This Act takes effect immediately in accordance with AS 01.10.-070(c).

2.4 mi = bridge

REPRESENTATIVE TONY VASKA
Alaska State Legislature
House of Representatives

HOME
P.O. BOX 892
BETHEL, ALASKA 99559
(907) 543-2334

WHILE IN JUNEAU
POUCH V
JUNEAU, ALASKA 99811

(907) 465-4931
(907) 465-4932

DISTRICT 17
AKIACHAK
AKIAK
ANIAK
ATMAUTHLUAK
BETHEL
CHEFORNAK
EEK
KALSKAG
KASIGLUK
KWETHLUK
LOWER KALSKAG
MEKORYUK
NAPAKIAK
NAPASKIAK
NEWTOK
NIGHTMUTE
NUNAPITCHUK
NYAC
OSCARVILLE
TOKSOOK BAY
TULUKSAK
TUNTUTULIAK
TUNUNAK

HB 326 THE NAPAKIAK/BETHEL ROAD

Currently, the only means of transportation between Bethel and Napakiak is either by air or by way of the Kuskokwim River. In winter, travel between Napakiak and Bethel is difficult and dangerous. The City of Napakiak reports that over the past 3 or 4 years, no fewer than twelve lives could have been saved had there been a road.

When a medical emergency arises, often the victim is at the mercy of the weather. If fog or other unsuitable flying conditions exist, planes are unable to transport the sick or injured. Recently, a person died waiting to be transported to Bethel Hospital. Although it is only 18 miles by river and 8 miles over the bluff, needed medical assistance could not be rendered.

There is a power line, a single wire ground return demonstration project, from Bethel to Napakiak. A road would facilitate maintenance of the power line. Napakiak fishermen, too, would benefit economically from greater ease in transporting fish to Bethel Airport.

The cities of Bethel and Napakiak wholeheartedly support the road. The feasibility study was completed last summer by Robertson and Associates and is available for your perusal.

There has been a 10% increase in construction costs due to inflation, which brings the cost of building the road and a bridge to span the Napakiak Slough to $9,350,000.

Transportation problems of rural Alaska

only access is air -

has study been done? -

distance from Napakiak to Bethel

terrain -
Why
- 400 people involved -
Bethel 4,000 ea
fiscal note - not here ____).

oil + Gas - coming up in Oct.
future transportation corridors -

HB

3337

(SB294)

COMMITTEE REPORT

HOUSE

3/13/81

(7)

FURTHER: FINANCE

Date: March 1982

Mr. Speaker:

The Committee on TRANSPORTATION has had HB 333

"An Act making special appropriations for development in the Nenana-Totchaket area; and providing for an effective date."

under consideration and reports it back as follows:

[X] do pass [ ] do not pass

[ ] do pass with attached amendments(s)

[X] replace with CS for _____ [X] same title [ ] new title

and recommends _____

[ ] AND attaches a "Letter of Intent" [ ] New Fiscal Note

[ ] reports it back without recommendation

[ ] referred to the _____ Committee

MEMBERS SIGNING
DO PASS

Eric Sutcliffe

MEMBERS HAVING
OTHER RECOMMENDATIONS:

_____

CHAIRMAN

H 60 (Rev. 3/81)

Alaska State Legislature

House of Representatives

Committee on Transportation

Rep. Bette Cato, Chairman

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

January 26, 1982

Steven Bainbridge, Engineer
City of Nenana
Box 177
Nenana, Alaska 99760

Dear Steve:

Per our telephone conversation today, enclosed is a draft of the proposed Committee Substitute that will come up in the House Transportation Committee Meeting this Friday.

The dollar amounts are the figures that you have given Rep. Moss and myself over the phone last Friday. I hope that these are correct but if there are changes, please let me know immediately.

As I mentioned, the Transportation Committee wanted more back up material and to see how this road project fit into the total plan.

If a new bill is introduced that will pick up the deleted sections, the resources committee will probably hear referral and I am sure they will want the "total plan" also.

I hope that this will be of assistance to you and if there are questions or comments, feel free to contact our office. I look forward to meeting you next week.

Sincerely,

Steven M. Soenksen A.A.
House Transportation Committee

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE:
LOCATION:
SUBJECT: HB 333 & HB 749

NAME	REPRESENTING	ADDRESS	PHONE	HERE TO TESTIFY	HERE TO OBSERVE
Steve Reinhardt	City of Nenana Engineer	Box 177	832-5501	✓	
Jack Coghill	City of Nenana	✓ ✓	832 5441		

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE: Jan. 20, 1982
LOCATION: Cap. 112
SUBJECT: HB333 Nenana-Tok-Eielson
HB653 Fiscal year DOT

NAME	REPRESENTING	ADDRESS	PHONE	WISH TO TESTIFY	WISH TO OBSERVE
JOHN B. COGHILL	CITY OF NENANA	P.O. BOX 177 NENANA 99760	832-5441	✓	
John Lowell	Assistant Division administrator of Federal Highway Administration Alaska Division	P.O. Box 1648 99802	586-7419	✓	
RON LIND	DOTPF HB653	Ponch & Juneau	465-3900	✓	
JOHN C BATES	DOT/PF "	" "	"	✓	

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE: 4/7/81
LOCATION: CAPITOL
SUBJECT: HB 333

NAME	REPRESENTING	ADDRESS	PHONE	HERE TO TESTIFY	HERE TO OBSERVE
Pappy Moss				✓	
Jerry Smetzer				✓	
Bob Palmer				✓	
2nd Reading 5/5/81					
Pappy Moss					
Warren Sparks					

UPDATE

AG ACTION COUNCIL MEETS

The Agricultural Action Council met for their monthly meeting on November 24th (rescheduled from November 20th) at the Fairbanks airport. Following is an abbreviated version of what was discussed, in the order in which it was presented. Minutes of the meeting are available upon request from Chairman Bob Palmer's office: Office of the Governor, Mr. Bob Palmer, Special Projects, Pouch AN, Juneau, AK 99811.

NENANA-TOTCHAKET APPROVED AS A PROJECT

The 175,000 acre proposed agricultural project's lands were reported as patented and soil classifications (types 2, 3 and 4) completed. Land resource allocations have been made and the initial road and bridge study made. Mayor of Nenana, Mr. Jack Coghill, announced that the preliminary specifications on the bridge were in.

Capital funds are needed for surveying, bridge and road work, and clearing. A tentative land disposal date was set for all of 1982. At that time 46,000 acres are slated for sale: large tracts will be 2 miles by 2 miles, or 2560 acres, each. Smaller tracts will range in size from 320 to 640 acres.

ADF & G PRESENTATION ON BISON

Fish & Game representatives introduced House Bill 83 which calls for development of the 90,000 acre Bison Range established in 1979. It includes an appropriation for $275,000.00.

The Bill calls for clearing 1000 acres of the Range and planting 500 to 1000 acres of said acreage. The 1000 acres lies across the Alaskan Highway (Mile 1408) from the present Delta I Ag Project. Fish and Game proposed trails leading to the bison range—apparently similar to the trails they have cleared to encourage the bison to enter the Delta I Project. Plans also include a controlled burn of limited acreage on the Range.

Fish and Game's long range goal is to maintain the bison herd number at 275, before calving. They expect bison control costs to amount to an additional $1,500,000.00 over the next four years — totalling $1,775,000.000. However, the initial appropriation requested in House Bill 83 will not be available for use until after it passes the 1982 legislative session — normally July 1st. Therefore, bison control by Fish and Game, under their proposed plan, would not be practically effective until the 1983 growing season.

Farmers at the meeting protested Fish and Game's proposal as impractical and unnecessarily costly. The existence of a Bison Range across the highway from a major agricultural project was considered impractical. However, Fish and Game officials were emphatic as to location and were not willing to consider an alternative location in the Delta area. Proposals to fence the animals in an adequate area were also met with a negative response from Fish and Game. Although they acknowledged that in other parts of the country bison are fenced, they stressed that this was not part of their long range planning for bison here in Alaska.

TEN YEAR AG PLAN

Art Davidson, Planning Director for Ag Action Council, reported that the drafting of the Ten Year Plan for Alaskan Agricultural Development was proceeding on schedule. A preliminary plan will be submitted to the legislature in the 1982 session.

RED MEAT PROCESSING

A red meat processing plant location(s) has not yet been determined, although funds were appropriated in the 1981 legislative session. A committee is being formed under the direction of the Ag Action Council to determine a viable plan of action. Something concrete should be forthcoming soon.

BARLEY PRODUCTION-FCCC

The Federal Commodity Credit Corporation will be loaning on barley in Alaska this next year. Loans were established at $2.25 per bu., or $93.75 per ton. Grain can be stored in approved on-farm storage and/or federally approved elevators.

DELTA II - TIMBER CLEARING EVALUATION

Five thousand acres were removed from the Delta II East land sale, scheduled for February 13, 1982. Two thirds of the marketable timber in Delta II East are on this acreage. Of the 26000 acres remaining in the land disposal sale just 300 to 400 acres contain any marketable timber.

Delta II West is still tentatively scheduled to be sold with Delta II East on February 13th. However, surveying and classification remains to be done. Of the 52,000 gross acres available, 40,000 to 45,000 acres will be sold as ag land, with just 3000 acres (approximately) containing any marketable timber.

ANNUAL REPORT

Ag Action Council's "1982 Annual Report To The Legislature" has been budgeted to allow up to $12,000.00 for 5000 copies. A printing contract has not yet been awarded.

"Resource Road" Development for the Totchaket Area

(1982 Dollars)

I. 23 Miles of resource road

(minimal development ~ roadside borrow)

A.) 0 to 5 mile @ $160,000/mile ⇝ $800,000

B.) 18 miles (crossing Class II & III soils) @ $85,000/mile ⇝ $1,530,000

SUBTOTAL - ROADS → ($2,330,000)

II. Right-of-Way Acquisition → ($30,300)

III. Nenana River Bridge ~ (Acquisition of Steel)

880,000 lbs @ $1.10/lb. (F.O.B. Nenana) → ($963,000)

IV. Three Culverted crossings for the Little Nenana River, East Middle River, & West Middle River → ($800,000)

TOTAL; (I, II, III, IV) → $4,128,300

C.T.B. 3/3/82

ENGINEERING ESTIMATE for CONSTRUCTION of ACCESS ROADS & BRIDGES in the TOTCHAKET AREA

(1983 DOLLARS)

I. 23 Miles of primary access roads constructed to secondary standards by construction contract (single borrow source @ Nenana)

23 Miles @ $519,956.52/mile — $11,959,000

II RIGHT-of-WAY ACQUISITION — $30,300

III NENANA RIVER BRIDGE (440 foot span overall) — $3,800,000

IV THREE SMALLER BRIDGES across the:
Little Nenana River (140 ft span)
East Middle River (101 ft span)
West Middle River (140 ft span) — $1,900,000

TOTAL → $17,689,300

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. H.B. 333 & Companion S.B. 294
Title Special Appropriation for Development in Nenana-Totchaket Area
Requested by Rep. Moss, et. al. and Sen. Sackett et. al. Date 3/17/81

II. FISCAL DETAIL
Agency Affected DOT/PF
Program Category Affected Highways & D & C
BRU, Program, or Subprogram(s) Affected
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

		FY81	FY82	FY83	FY84	FY85	FY86
100	PERSONAL SERVICES		905.0	111.0			
200	TRAVEL						
300	CONTRACTUAL		14,820.0				
400	COMMODITIES						
500	EQUIPMENT						
600	LAND & STRUCTURES		1,600.0				
700	GRANTS, CLAIMS, ETC						
	TOTAL		17,325.0	111.0			

FUNDING (Thousands of Dollars)

GENERAL FUND		17,325.0	111.0			
FEDERAL FUNDS						
OTHER(Specify Fund Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)
A. Assume 23 miles of 32' wide, 6" grading "C" surface, 3' total depth and 14 miles of 28' wide, 6" grading "C" surface, 3' total depth.
B. FY83 cost represents first year maintenance after completion of project.
C. Cost breakdown is:

Roads Engineering & Design	= $ 370.0	Construction	= $12,350.0
3 Bridges Engineering & Design	= 535.0	Contingencies	= 2,470.0
Right of Way Acquisition	= 1,600.0	First Year Maintenance	= 111.0

IV. DATE 3/23/81
PREPARED BY Dave Truax
AGENCY Division of Planning and Programming
PHONE 479-4284

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)

33-001 (Rev. 12/80)

HB 393
SB 294

Estimate is based on the following assumptions:

1. Materials sources will be located to furnish reasonable haul distances. Non-royalty material.

2. Minimum stripping of 1'.

3. One culvert installation every 1,000' of roadway.

4. Survey Monument Cases installed every 1/2 mile along section lines.

5. Slope limit clearing.

6. Terrain stable enough to allow 2.5 (+ or -) embankment to support large, modern earth hauling equipment, for maximum efficiency.

7. No utility or environmental cost.

8. Bridge PE cost is included in this estimate. Bridges estimated @ $130/sq. ft.

Vegeta... section on clipped page

NENANA — TOTCHAKET

UNLOCKING THE AGRICULTURAL POTENTIAL OF WESTERN ALASKA



A Report on A Seminar and Workshop on Agricultural Development.

Sponsored by THE CITY OF NENANA

December 20, 1980

JANUARY, 1981



Office of the City Clerk
832-5441
Incorporated November 17, 1

City of Nenana

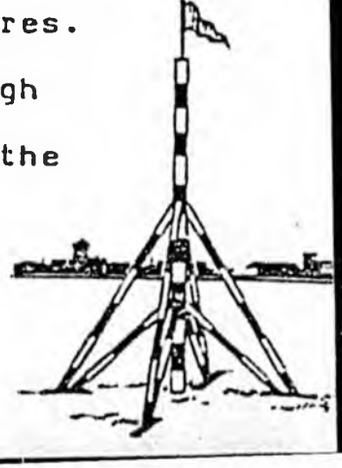
State of Alaska

OVERVIEW OF THE NENANA-TOTCHAKET PROJECT

Date: March 2, 1981
From: John B. Coghill, Mayor

In 1968, during route survey and soil testing work associated with the North Commission west of Nenana, Alaska, field crews found relatively deep top soil covering a broad plateau lying between the Tanana and Nenana rivers to the east and the Kantishna river on the west. More extensive analysis of these soils showed that they possessed excellent agricultural potential. A more extensive and detailed soil survey conducted between 1975 and 1977 by the Soil Conservation Service of the U.S. Department of Agriculture defined the extent of the agricultural soils in what SCS has called the "Totchaket Area", at least 175,000 acres of Class II and Class III soils...soils which, for Alaska, show the highest potential for agricultural productivity. Thousands of acres of Class IV soils with lesser potential are also extensive on the plateau, and preliminary reconnaisance of areas west of the Kantishna show lands with agricultural potential numbering in the millions of acres.

That these lands are capable of producing both high quantity and high quality yields has been accepted by the



State's agricultural community for several years. The more important discussion in recent years has not been whether Totchaket should be developed for agriculture, but what kind of agricultural development would better satisfy the multiple and diverse needs of individual Alaskans and Alaskan families on the one hand, and on the other, what kind of agriculture can best meet the State's urgent need to invest its' short term oil wealth in long term renewable resource industries which can sustain themselves economically far into the future.

Even in view of these urgent concerns, however, planning for eventual development of Totchaket by City, State, University and Federal agricultural interests proceeded slowly during the 1970s as Native Claims in the area were resolved according to the provisions of the Alaska Native Claims Settlement Act of 1971. With final conveyance of land title to Native corporations in the area in late 1979 the last of the major concerns affecting the future of Totchaket were resolved, and the City of Nenana initiated the necessary financing and studies required for the design and long term development of what we are now calling Nenana-Totchaket.

With the support of our delegation to the legislature and the encouragement and assistance of many people around the State, these reports are now either complete or nearly complete and are being presented to the legislature for consideration. It

is important to emphasize again that these studies were not designed by the City to figure out whether or not to develop agriculture. They were designed to determine what kind of agriculture will respond to the real needs of Alaska's people for food, access to land, and increased self-sufficiency; what kind of agriculture can be developed in Nenana-Totchaket which will help the State's new agricultural industry become economically self-sustaining in a reasonably short period of time; and, finally, what will it all cost.

We are pleased with the reports, and we believe they offer a well thought out and detailed plan for initial development of Nenana-Totchaket. The transportation proposal includes both the initial design, and cost estimates for overland access from Nenana to the first two townships which the City and the Department of Natural Resources have scheduled for disposal in February 1982...less than one year from today. The livestock report lays out a detailed and comprehensive plan for the development of a red meat industry that will involve all the State's farming regions. The composite Planning, Development, and Production Schedule from 1980 through 1990 shows our best estimates of the annual financing required and the annual production and employment associated with development in the area. Clearly the amounts of money involved are not insignificant even when compared with the multi-billion annual revenues of the State of Alaska. More importantly, financing decisions this

year will be followed by financing decisions as large, or larger, in subsequent years throughout the decade.

The transportation system should fall into our highest priority-for without that access, the proposed clearing, wood fiber harvest, and land disposal programs are meaningless.

NENANA-TOTCHAKET

AGRICULTURAL PROJECT

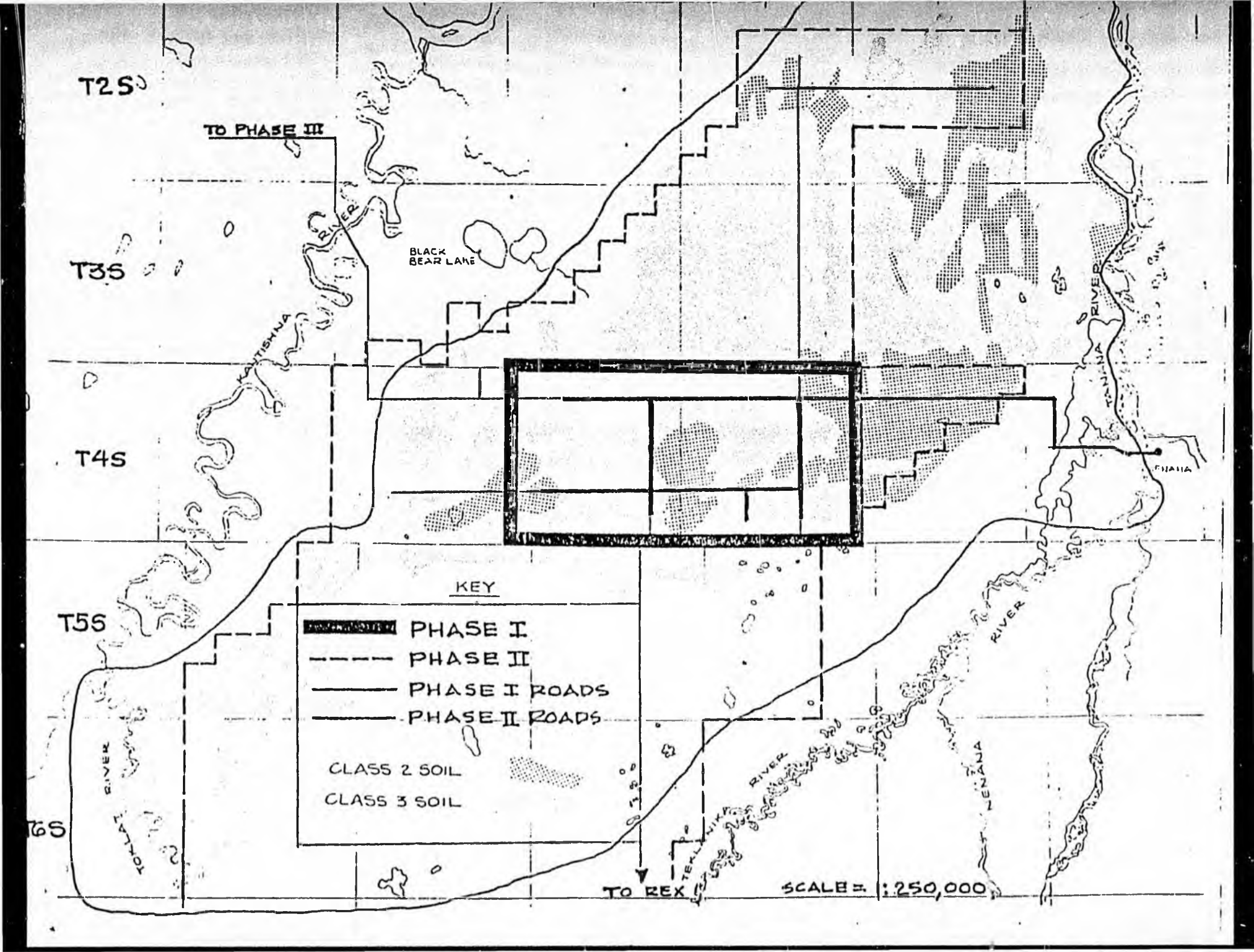
Composite Planning, Development and Production Schedule: 1980 through 1990.

Calendar year.	81	82	83	84	85	86	87	88	89	90
Planning										
1. Research, Development	Phase I			Phase II					Phase III	
2. Project	——	——	——	——	——	——			——	
3. Lot Survey	—	—	—	—	—	—			—	
costs per year (000's)	1600	1600	1600	1600	1600	500	500	500	1600	
Development Programs										
1. Clearing	Phase I			Phase II					Phase III	
2. Farm support	Phase I			Phase II					Phase III	
3. Marketing	Phase I			Phase II					Phase III	
4. Livestock	Purchase				Production					
costs per year(000's)	15450	15450	15561	12561	8450	150	150	150	8450	
Capital Projects										
1. Roads and bridges	Phase I			Phase II					Phase III	
2. Storage, transfer and support facilities	——		——							
3. Processing facilities	Livestock					Vegetables				
4. Research Facilities	——									
costs per year(000's)	14000	15000	13000	15000	12500	13000	15000	7000	7000	
Land Disposals (# of townships)	(2)	(2)	(3)	(3)	(2)				(2)	
Fiscal year	81	82	83	84	85	86	87	88	89	90
Total Costs Per Year (000's) (1980 dollars)		31050	32050	34161	29161	22550	13650	15650	7650	17050
Total Costs Per Year (000's) (12% inflation)		35087	40704	48850	46949	41041	27983	36175	19890	49616
Disposed Acreage		46080	92160	161280	230400	276480	276480	276480	276480	322560
Cultivatable		41472	82944	145152	228096	248832	248832	248832	248832	290304
In Cultivation		13686	34422	69051	107205	142041	159666	166716	166716	180402
# of Farms		24	48	84	120	144	144	144	144	168
Employment, Farm Production										
1. Direct (on farm)		150	378	758	1176	1558	1752	1829	1829	1979
2. Secondary (marketing)		3	7	13	20	26	30	31	31	33
3. Tertiary (support)		42	105	210	326	432	485	506	506	547
Production Value, Barley										
1. Tons per year			15465	36897	78028	121142	160506	180423	188389	188389
2. Price, F.O.B. Port			150	195	210	225	240	255	270	285
3. Total (000's)			2319	7586	16386	27257	38521	46008	50865	53691

Revised: 2/23/81

by: Northern Development Associates
Fairbanks, Alaska

• Preliminary calculations.


T2S
TO PHASE III
T3S
BLACK BEAR LAKE
KAITISHNA RIVER
T4S
TANANA RIVER
FAIRBANKS
KEY
PHASE I
PHASE II
PHASE I ROADS
PHASE II ROADS
CLASS 2 SOIL
CLASS 3 SOIL
T5S
TOLAT RIVER
TEKLANIKA RIVER
TENANA RIVER
T6S
TO REX
SCALE = 1:250,000



Office of the City Clerk
832-5441
Incorporated November 17, 1921

City of Nenana

State of Alaska

NENANA - TOTCHAKET

LEGISLATION

TWELFTH LEGISLATURE

(1981 - 1982)

Three bills requesting special appropriations for development in the Nenana - Totchaket area were introduced during the first session of the Twelfth Legislature.

① Senate Bill No. 222 → This bill requested that a special appropriation of $500,000 be made to the Department of Transportation & Public Facilities, and disbursed in accordance with AS 35.15.080 and 35.15.090, for engineering and design of bridges and roads in the Nenana agricultural area. (SSSB 222, offered 3/18/81, was enacted during the 1981 session (ref. Chpt. 073 - SLA 81

② Senate Bill No. 294 → This bill, introduced March 17, 1981, requested



special appropriations for development in the Nenana - Totchaket area as follows:

a.) Construction of roads & bridges (DOT/PF)	$17,305,255
b.) Land Clearing (41,500 Acres @ $200/Acre) - (DNR)	$8,300,000
c.) Agronomic Studies & Farm Lot Design - (DNR - Div. Ag.)	$500,000
d.) Survey of Farm Lots (DNR - DTS)	$600,000
e.) Farm support & marketing (AMAC)	$150,000
f.) Design of grain storage & loading facilities & a livestock producing facility (DNR)	$500,000
TOTAL	$27,355,255

This bill is currently with Senate Transportation Committee

③ House Bill No. 333 → This bill, as introduced on March 13, 1981, was identical to SB204. At the end of the first session, it remained in House Transportation Committee.

Second Session
1982 ~

The special appropriation requested in HB333 were split into the following two bills:

① CSHB333 ⇒ now in House Transportation Committee

This bill requests $17,689,300 for construction of three bridges and 23 miles of primary access roads constructed to secondary standards. The appropriation from the general fund to DOT/PF would be administered by the City of Nenana under the terms of a "TORA" between DOT/PF and the City of Nenana, much in the same way as that money appropriated by CSSB 222 was disbursed.

② CSHB 126 ⇒ introduced 4/29/82 ~ now in House Resources Committee

This bill, as originally introduced, contains Sections 2 thru 6 of the original HB333. As the Phase I disposal is now scheduled to include 75,000 Acres, the amount for clearing

loans should be increased to $13,500,000

→ SB 294 remains in Senate Transportation Committee as of this date.

NEW developments with the DELTA II WEST disposal led to the introduction of →

Sponsor Substitute for Senate Bill No. 702 (introduced February 4, 1982) → This bill transfers part of certain fiscal year 1982 Ag Action Council appropriation allocations to the Nenana - Totchaket agricultural development project. The total amount of this transfer shall be $1,[illegible]. This bill is currently before Senate Finance Committee.

Prepared by: Steve Bainbridge
City of Nenana
March 1, 1982

HB

3681

HB

3699

THE CROSSING QUESTION

Anchorage simply was built in the wrong place—there is no place for the city to expand but straight up or straight across. Since up has its limitations, the preferable way to grow would be across—either across Turnagain Arm or Knik Arm. One—or both—of the proposed crossings will be needed in the near future. Here is the full report, compiled by Associate Editor Robert G. Knox. (For a look at Cook Inlet's historical development, see page 42.)

DINE some evening at the Crow's Nest restaurant atop the Captain Cook Hotel in downtown Anchorage and you will get a splendid view of Cook Inlet and Mount Susitna on the opposite shore. Just below your window is the end of busy Fourth Avenue. A bit beyond are the narrow waters of Knik Arm and Point MacKenzie on the opposite shore. Above that lies the sleeping lady in all her serene beauty. It all seems close enough to touch.

This deceptive bit of scenery makes up one of the biggest stumbling blocks in Anchorage's economic development. That tiny stretch of water—it looks like you could almost hop across from ice cake to ice cake in winter—has been cussed and discussed ever since Anchorage was a tent town. If there was just some way to bridge that little stretch of water then all of the vast Susitna Valley would immediately become available for expansion.

Such room for expansion has become a must for future growth for just one main reason: Anchorage was built in the wrong spot. Just as Juneau was built on a practically vertical hillside for no reason other than the nearby gold—and Fairbanks was built in the muddy, flooding bend of the Chena slough for similar economic reasons—Anchorage grew up at the mouth of Ship Creek because of the railroad's construction. There was certainly no other reason for a town at this particular place.

Look at the disadvantages. Leave out all of those clay cliffs that sluffed off in the 1964 earthquake, and all those acres of swamp that have had to be filled (and are still forever plagued with a water table practically to the surface). Just look at the mountains that hem the city in on three sides and the inlet completing the fence along the fourth. Of course there is one narrow exit. But that is completely plugged with Elmendorf Air Force Base and Fort Richardson.

There is no way to go but up or across. Up the homes have been going until now they are building practically atop the Chugach peaks. The only other practical solution is to reach the far far shore. But how to get there?

Even the builders of the Alaska Railroad considered that question. They gave some thought to the possibility of a causeway which would take the tracks across right at Anchorage rather than having to go all the way up and around Knik Arm before they head inland to Fairbanks. But in that day and age a crossing could not be justified economically. Can it now? That is one of the two big twin questions facing planners of the state Department of Highways right now.

The other—which is due to be answered even sooner—can best be illustrated this way: Rent a car in Anchorage and drive to Kenai. By the time

you drive past Potter you have put a dozen miles on the odometer but you have many, many more than that to go on down the side of Turnagain Arm, across the end. and up over the mountains, before you actually start heading for Kenai. But here at Potter you can actually see the far shore of the arm and it looks even closer than the 3.5 miles it measures. A bridge in this area would cut the Anchorage-Kenai trip mileage from 154 miles to 94. But the saving in time—with a direct, low-level route rather than one of winding roads and mountain passes—would be even more than that suggests.

Part of the question about the Turnagain crossing has already been answered: It *is* economically feasible, provided it is feasible from an engineering standpoint. That second part of the question is to be answered in the year to come.

A just-completed study, conducted by a consulting engineer firm—Porter, Armstrong, Ripa & Associates — has placed the Turnagain project on a timetable for engineering investigation and a final decision on construction. The engineers estimated it would be possible to actually advertise the construction job early in 1971 and complete the work by October of 1974. Since then Governor Walter Hickel has asked the Highway Department to give the work priority and shave a year off this timetable.

If a bridge across Turnagain Arm should actually be open to traffic in 1973 or 1974 it would mark the completion of some thirty years of consideration. investigation and study because such a crossing was first considered in the early years of World War II.

THE IDEA of a possible crossing of Knik Arm, of course, far predates that period by going back to the early days of the Alaska Railroad. The projected Knik Arm Causeway also came to public light in its present form several years before the project to span Turnagain Arm.

The date was mid-1954. The individual who gets credit for awakening interest in the Knik Arm crossing is Ken Hinchey. Long active in the construction supply business in Alaska (as well as a variety of other enterprises) Hinchey was then chairman of the Anchorage Chamber of Commerce's Port Committee. A man never to back away from a fight, Hinchey was to go on to serve as mayor of the city for a brief period (before resigning in the midst of a controversy over city contracts) and always remain active in pushing the plan for a Knik Arm crossing.

His first presentation of the idea came July 19, 1954 and actually put forth the crossing as only the means to an end—a dam to provide calm waters and less silting and ice problems for navigation. His real aim was to turn Anchorage into a seaport and ironically, the port would come to be built and prosper long before the Knik Arm question was finally settled. But to Hinchey at the time it seemed a causeway provided the solution to problems of getting an Anchorage port started.

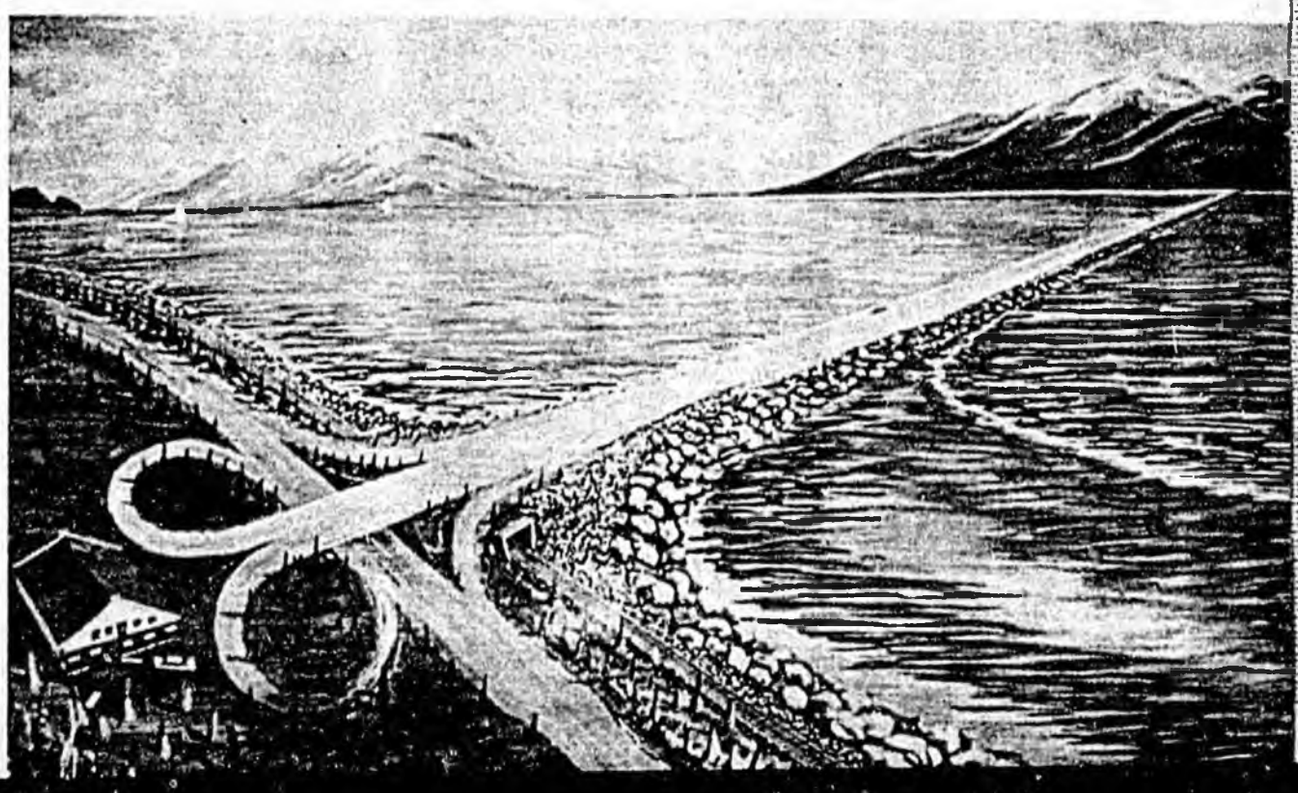
"It has been proposed by several engineers that it would be possible to control the severe currents in Knik Arm, thereby alleviating much of the silting and icing problems which are now nearly unsurmountable," Hinchey said. "The construction of a causeway between Point Cairn and the north bank of Knik Arm seems feasible."

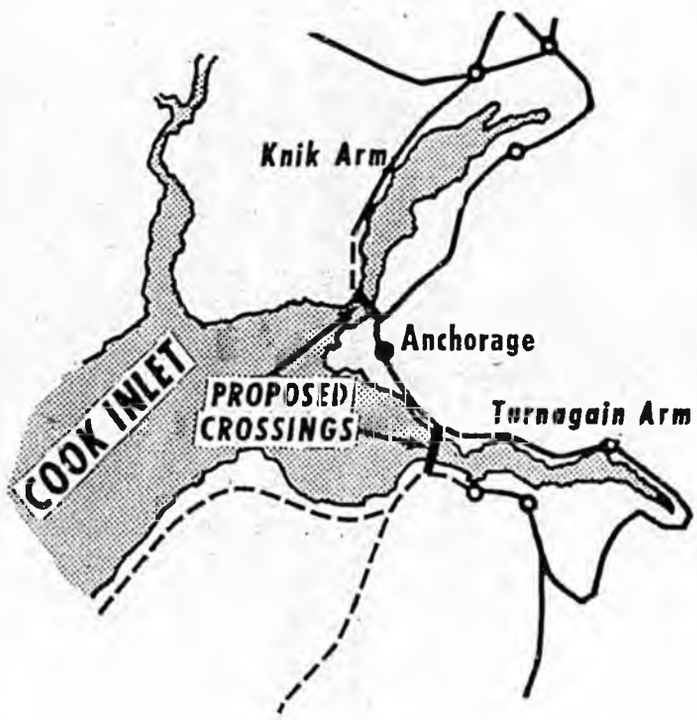
He did envision other advantages to be brought about by construction of such a dike-causeway: "That a shorter rail route to the Fairbanks area be made practical" and "that an immense area north of Knik Arm be opened for development of any nature most practical."

But basically he saw the causeway-dam as an aid to navigation in upper Cook Inlet and to growth of Anchorage as a seaport city. He continued to expand on the idea in remarks before the Anchorage Chamber of Commerce meetings on November 1, 1954, and again on May 23, 1955, by which time

—Continued

This artist's conception shows the causeway across Turnagain Arm which was proposed in 1959 by engineer Floyd Harmon. At the time he estimated the structure would cost $8 million and carry a roadway as well as power lines and a natural gas pipeline. In more recent studies a bridge structure has been favored rather than the impervious rockfill causeway as proposed originally by Harmon.





The Crossing Question
—Continued

he was chairman of a "Causeway Committee" formed by the chamber.

The idea started to gain support, too. On May 25, 1955, the Anchorage Times carried the first of what would become a series of editorials extending across the years in support of the causeway idea. In that initial editorial, The Times said:

"Building a causeway across Knik Arm from Anchorage is a dreamy sort of proposal. It would cost millions of dollars. It would involve engineering problems of great magnitude. It would require cooperation of many agencies and immediate interest among them seems to be approximately nil.

"But the project is the type of dream that has been a dominating factor in the development of Anchorage . . . The size or cost of a project has not deterred the people of Anchorage in their efforts to get things done. They have seen many of their dreams blossom into reality. They have created interest where none existed when they started . . .

"The causeway project, even though it looks financially impossible now, fits squarely into the picture . . ."

Hinchey's dream picked up other support, also. The Chamber organized a $100 club to seek a fund of $5,000 to help pay for a preliminary feasibility study. Such a study was actually made, dated December, 1955, by Ivan Block and Associates. In later years an Army Corps of Engineers study of Knik Arm would be authorized but stagnate due to lack of funding.

A lack of funds has continued to plague progress of the Knik Arm project over the years, as it has had to take a back seat to other projects and developments time and again. (This is a situation true even today with the Legislature hesitating to approve even $100,000 for a feasibility study.)

Despite that initial burst of enthusiasm and support back in 1954 and 1955 the project soon began to lag. In fact, it almost seemed to disappear from the scene and by mid-1961 the Times was questioning in an editorial:

"What has become of the proposal to build a causeway across Knik Arm?"

The editorial seemed to answer its own question when it went on to say:

"Another causeway proposal is getting attention. It is the Turnagain Arm project, south of Anchorage . . ."

The Turnagain project had come on the scene in 1959. At that time Chugach Electric Association was considering a possible crossing of Turnaagin Arm to bring its Cooper Lake power into the Anchorage area. Anchorage Natural Gas Corporation was also considering a crossing of Turnagain to bring its Kenai natural gas into Anchorage. But the man who really should receive the credit for sparking public interest in the crossing was connected with neither organization. He was a civil engineer working then for Federal Electric Corporation by the name of Floyd Harmon. The Turnagain crossing was just as much a personal project to Harmon as the Knik Arm crossing was to Hinchey.

BACK in the early 1940s a crossing of Turnagain Arm had been given some consideration but as a highway bridge. Harmon was thinking rather of a fill-type causeway and that was the way the idea was presented in 1959.

The presentation was made in November at meetings of two chamber of commerce groups. It is interesting to note that the chamber of commerce director leading the discussion was Walter J. Hickel. He described the project as having a "lot of economic merit" and said he felt the project would not be a difficult one. "It could be done with conveyor belts, bulldozers and dynamite," Hickel said at the time.

As Harmon envisioned the causeway, it would stretch across Turnagain Arm starting from Mile 97 on the Alaska Railroad (near Potter) some 3.5 miles to Gull Rock. It would be 75 feet wide on top which would allow ample room for a standard-width roadway plus parking strips and walkways on each side. He estimated cost, at that time, for construction of the rock-fill impervious causeway at about $8 million.

Harmon noted that the causeway would make the then-new oil and gas fields of the Kenai closer to Anchorage and open up new country on the peninsula. A side benefit would be creation of a new recreational area as the causeway dam would create a 25-mile-long lake in what had previously been the main body of Turnagain Arm.

The causeway idea got no real support from Chugach Electric or Anchorage Natural Gas. CEA was to decide shortly to carry its transmission line around the head of Turnagain Arm. Later, Anchorage Natural would lay its pipeline under Turnagain Arm rather than on a bridge or causeway. But the causeway was adopted by the

Chamber of Commerce and it started a vigorous campaign of support.

The name of another Anchorage resident who has long been associated with the campaigns for the two crossings came into the story at this point. He was Jack White, real estate developer and businessman, who has been serving the chamber for many years as a leader in its highway development program.

On January 29, 1960 he was writing a letter to Richard Downing, then state commissioner of public works (and at that time responsible for the highway program). The letter noted:

'During the past several months considerable interest has developed locally concerning the economic and engineering feasibility of building a causeway or bridge across Turnagain Arm in order to shorten the distance between Greater Anchorage and the communities of the Kenai Peninsula . . ."

White went on to tell the results of an open meeting held with representatives of interested agencies and to list the advantages which it appeared would accrue from construction of such a span. He closed by urging the state to act favorably and "order the necessary study."

At this point the wheels of government seemed to spin at an amazingly fast speed. On March 1, Downing was replying:

"My opinion is that this project is worthy of investigation." He added that it appeared the Alaska Division of Highways, which was then under his control, would be able to provide funds for the study.

In less than two months, H. M. Pentecost, then planning director of the Division of Highways, completed a document titled: "Preliminary Report, Proposed Crossing, Turnagain Arm."

While the action was speedy, the results were far from what the Turnagain Arm boosters might have hoped. In his recommendations, Pentecost turned thumbs down on further study:

"A thorough feasibility study of a Turnagain Crossing might cost from $50,000 to $300,000 depending on the extent of borings and other foundations investigations. Such an expenditure would hardly seem justified unless the Highway Division is definitely prepared to program a minimum of 18 million dollars for construction of a crossing if its feasibility is conclusively demonstrated. If the programming of this amount is not considered to be a possibility, then no further study should be undertaken at this time . . ."

And, just before he had given *his* opinion of programming that amount:

". . . However, an initial investment of about 18.5 million dollars would be necessary before any benefits could be enjoyed. This would represent approximately 40 per cent of the total annual highway construction funds available at present, and the wisdom of such an expenditure in Alaska's present circumstances might be questioned by the general public, the state government, and the U.S. Bureau of Public Roads . . ."

The reasons and reasoning behind the speedy report and its unfavorable recommendations can only be guessed. Pentecost was apparently a sincere critic of the project. Five years later, when the project was again in the limelight, he would write a letter to the editor of the Anchorage Times defending his report. He said in part:

" . . . In Alaska there are many potential highway and bridge projects which would produce annual benefits 5 to 10 times their annual costs. A Turnagain crossing will not do that well, even if the earthquake damage has greatly changed the cost factors in favor of its feasibility."

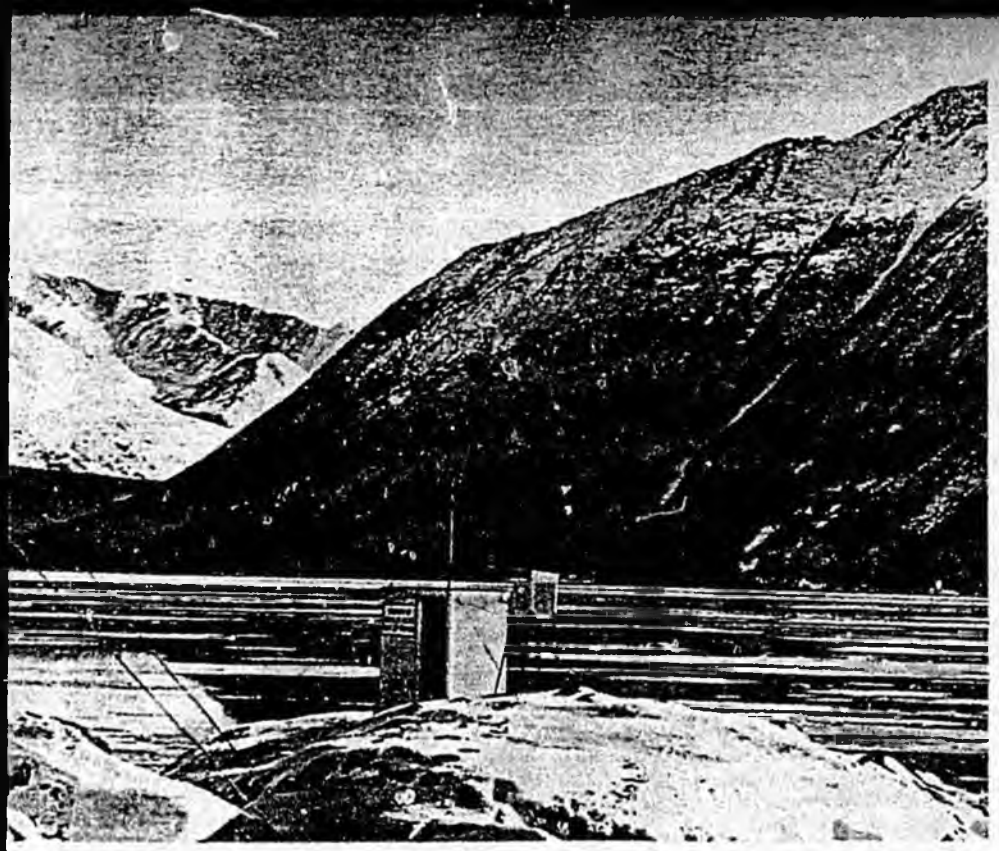
In the letter—written from Santiago, Chile where he was then employed—Pentecost concluded this way:

"Cautious planning reports deserve just as much consideration by the public, and by the press, as those which are highly favorable. In both cases they are a sincere attempt to estimate how the people will be served by a proposed improvement. Chambers of commerce and public figures play an im-

—Continued

The fast-growing city of Anchorage is hemmed in by the Chugach Mountains that rise right at the end of its main streets and encircle it on three sides. Crossing of the two arms of Cook Inlet could provide the needed room for future expansion.





This is the proposed site for the Turnagain Arm bridge crossing looking from the Anchorage side. In foreground is weather equipment station erected in mid-channel beyond this point. Mountains in background are on far shore of Turnagain Arm, 3.5 miles away.

The Crossing Question

—Continued

portant part in the U.S. drive for constant improvement, but the feasibility of large engineering projects should not be decided by civic programs and pressures alone."

There could be little arguing with that thought but it did appear that in this particular case there might have been some pressures from the other side to dispose of the Turnagain Arm crossing idea with as much speed as possible. It did seem the report was issued with more than usual speed (according to some sources Pentecost received exactly one week to write the report) and there was no denying that it was effective in at least delaying the project. The crossing plan was to take on some of the aspects of a political football in the still-continuing game of sectional politics in Alaska before it advanced its next step.

It would get to the point in fact where two state senators—from Nome and Sitka—would enter a bill providing an election on the question of a sal of $10 million in bonds to build a causeway across Turnagain Arm.

To the Anchorage Times this appeared only an effort to "cloud the issue" and damage chances for approval of another then-pending bill to provide $300,000 for serious engineering studies of the project.

Whatever the motives of the sponsors, the bond-issue bill quietly disappeared and the funds were approved for the first full-scale engineering study of the proposed project.

The state invited proposals in July, 1962 and signed a contract on September 28 after looking over some 22 proposals. Selected to make the study was a joint venture of two engineering firms: Porter, O'Brien & Armstrong of Sacramento, California and Tryck, Nyman and Associates of Anchorage. The contract covered a study to be conducted in four phases—but all of them were not to be completed.

FIRST phase consisted mainly of research of existing data and it was completed and a report submitted on March 8, 1963. On April 1 the order was issued to go ahead with Phase II—consisting primarily of alternate crossing studies—and this report was submitted in January, 1964. By this time some estimates were beginning to be made:

- Construction costs were estimated in a range from about $14.1 million to $95.3 million depending on the location and type of structure used.
- Of the three possible crossings studied, it appeared the most feasible was Cape to Isle which would be 18,500 feet long. This would leave the Seward Highway four miles south of Potter and connect with the Kenai Peninsula near Gull Rock.
- At this location, costs were estimated to range from $27.8 million for a bridge to $93.7 for a fill-type crossing with three-foot shoulders; and $95.3 million for a fill with 10-foot shoulders.

These were only general estimates and there were no specific recommendations made as traffic data for the various crossing locations were yet to be developed and evaluated under later studies. The preliminary cost estimates presented were also based on very meager foundation and ice-load data. The detailed foundation studies were to be made in the following phase—which was never ordered.

However, some general shapes of the project were beginning to emerge. For instance, engineer Harmon's original plan for an impervious-fill causeway-type of crossing was fading further and further into the background. Too, the Isle-Cape crossing site seemed to be the obvious choice of locations for what apparently would be a bridge-type crossing.

While the Phase II report was still under study in the offices of the Department of Highways the March, 1964 earthquake struck. This changed the whole situation.

The then-existing highway around Turnagain Arm was a shambles. Nearly every one of the numerous bridges across creeks and rivers flowing into the arm had been destroyed. In many spots the highway itself was now under water of the arm at high tide due to the sinking of the land level in the quake. It appeared quite likely it might be more feasible now to build the arm crossing rather than rebuild the highway.

With this in mind, the state did not order Phase II of the study but instead started on a route study to determine which would be most feasible: Build a crossing of the arm at one of four possible locations or rebuild the existing highway around the arm. (Of course, if a crossing was selected it would still be necessary to rebuild the existing road but not to first-class standards. It would then become a secondary road and department officials sai it probably would not be maintained during the winter months.)

This route study took the remainder of 1964 and meanwhile the existing

highway around the arm was being patched up so that it was at least marginal for traffic. That was the only possible description as the road often closed—during high tide periods—and traffic between Anchorage and the Kenai Peninsula was a mere trickle that summer.

Early in January, 1965 the state announced its recommendation and it appeared the causeway boosters had won at least a partial victory.

The state recommended construction of a bridge crossing of Turnagain Arm at the Isle-Cape site. It estimated the cost of the bridge crossing and the connecting roads (a short road connection to Hope and a completely new road west of the Kenai Mountains to the Sterling Highway) in excess of $60 million. The recommendation did torpedo the original causeway plan but at least it recommended a crossing of the arm rather than rebuilding the existing highway around the arm. Also, it came out for the Isle-Cape crossing, the most westerly of the possible crossings and the one long sought by the Anchorage boosters.

But while the state recommendation was at least a partial victory it was far from the end of the war. Because it was only that: a recommendation.

If the crossing was to be built—at least at this time—it would have to be done with federal emergency aid. The idea in the route study was to see if emergency earthquake aid could be obtained for building the crossing by substituting it in effect for rebuilding of the highway lost in the quake. Unfortunately, for the crossing backers, the federal government did not see fit to go along with the state recommendation.

The federal refusal was known by spring, but the announcement did not come officially until June. Then Rex M. Whitton, federal highway administrator, said the crossing plan had been rejected in favor of rebuilding the quake-damaged portions of the highway. He gave two reasons: The crossing was beyond the scope of the emergency repair program and the negative decision was also prompted by the recently-completed U.S. Department of Commerce Alaska highway needs study.

With that plan shot down in flames the crossing backers had to regroup. Jack White suggested a closer look at paying for the crossing with tolls:

"I suggest charging a reasonable toll —say $3 per car," White said. "At the rate of 2,000 cars a day this would raise enough money to finance the whole bridge without cost to taxpayers . . ."

OPENING of the next session of the Legislature, in January 1966, saw a bill tossed into the hopper to build the crossing. Four state senators, Howard Pollock, Brad Phillips and Nick Begich, all of Anchorage, and Yule Kilcher of Homer, introduced SB210 which called for a $28 million general obligation bond issue to finance the project.

The session passed several other bond issues but not the one for the crossing. In fact, that was the last heard of the crossing until after the fall elecions that year. When the elections were over the man who had made the first presentation of the causeway plan back in 1959 was in the governor's mansion in Juneau. Not surprisingly, the Turnagain crossing was soon back in the headlines. On March 1, 1967 the main story on the front page of the Anchorage Times started out like this:

"Gov. Walter J. Hickel today said he is 'completely confident' a vehicular causeway and bridge across the Turnagain Arm of Cook Inlet near Anchorage will be operational within five years."

By the middle of May the state was announcing it had signed a contract with the Newark, New Jersey engineering firm of Porter, Armstrong, Ripa and Associates for a financing study of the crossing. The contract called for a review and analysis of all methods which might be used to finance the proposed crossing and the study was also to include a review of available traffic data for the area. The study was to determine first if the project was feasible from a financial standpoint and, if so, how best it could be financed.

Results of that study were announced early this year and they came in the form of seven chief findings:

"1. The Turnagain Arm Crossing is an economically justified project.

"2. The average saving per passenger car using the crossing would be $8.43 and would be $28.71 per truck.

"3. On the basis of present data and assumptions, the estimated cost of the crossing is $47 million.

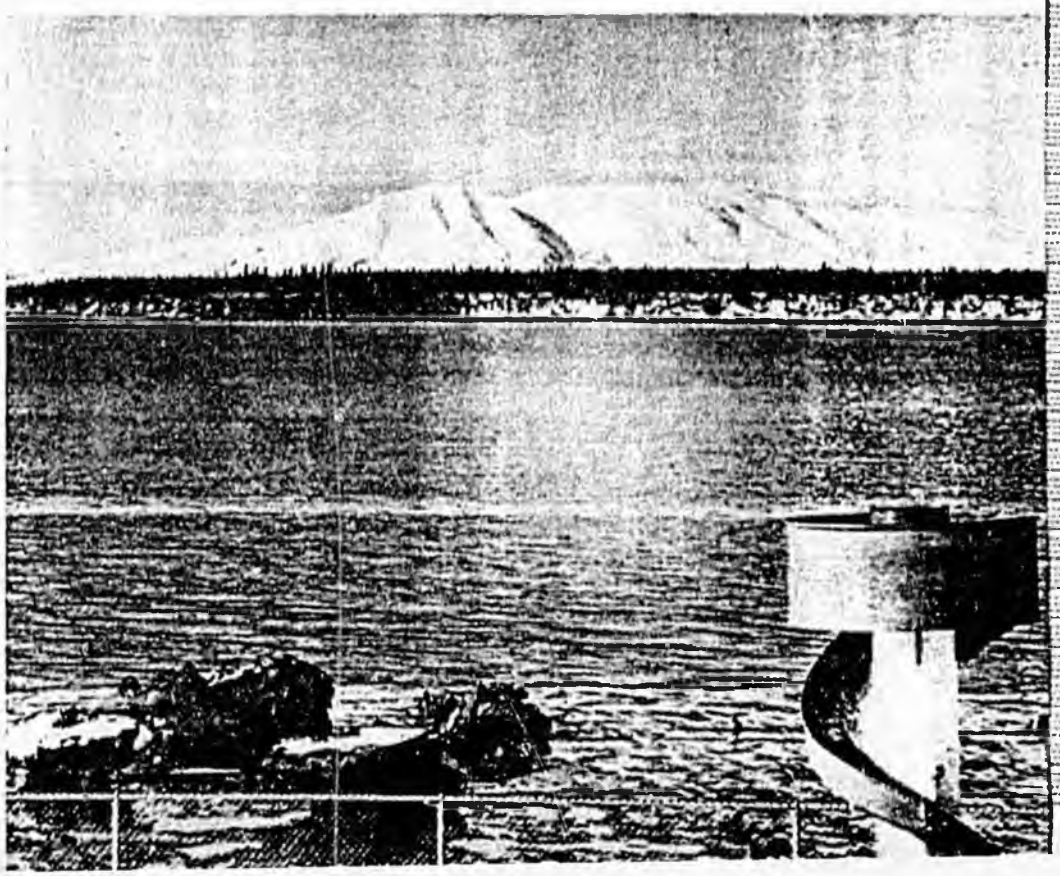
"4. The crossing could be financed with a bond issue supported by tolls of $3 for passenger cars and $15 for trucks, on the basis of assumptions made in this report. Extensive foundation and ice investigation studies will be required before decision to proceed.

"5. Utilizing Federal Aid to assist with the financing of the project can be accomplished in several ways. Determination of the best method will require evaluation at the time decision is made to proceed with constructing the project, in view of the overall highway financing situation at that time.

"6. The state is justified in proceeding with detailed foundation and

—Continued

The children's slide is in a park in downtown Anchorage. The narrow unbridged stretch of water is Knik Arm. Rising above the far shore of Point MacKenzie is the sleeping lady — Mount Susitna.





Crossing Knik Arm can be done speedily now by airplane. This bush plane—landing on a strip on Point MacKenzie—brings supplies to homesteaders in that area who live just four miles from Anchorage but are hours and hours away by land.

The Crossing Question
—Continued

ice pressure investigations necessary to establish the engineering feasibility and firm up the estimated project cost. The major portion of this work can be financed with Federal Aid one and one-half per cent planning funds.

"7. The time required to complete the investigations, engineering and construction would be about six years."

The study continues the recommendation of earlier reports for a continuous plate girder structure with spans of about 130 feet, supported by eight-food diameter, concrete filled caissons. "The most economical solution appears to be a pier design using two eight-foot diameter caissons, 20 feet on centers, tied together by a six-foot thick concrete cap," the study noted. The wall thickness of the caisson steel is one inch and the piers were estimated at 150 feet in length, with an average of 80 to 90 feet embedded in the foundation. The study also noted:

Special provisions will be made in the design to provide integrated movement of the structure so that earthquake action will not result in sections battering against each other. On the basis of the assumptions made, it is believed the proposed design will withstand severe earthquake stresses satisfactorily."

Problems involving the ice movement in the arm were also checked. One special problem was researched and the report noted it will require further detailed study as design plans are firmed up. This involves the abrasion of the steel caisson shells by ice floes. "The ice in Cook Inlet and Turnagain Arm contains many particles of sand and silt," the report noted. "As the ice floes pass by the caissons, a sandpapering effect occurs on the steel shell with a consequent loss of section estimated at 0.3 mills per year."

Epoxy coatings were considered for stopping the erosion but were not considered durable enough. A stainless steel wrapper, applied within the ice-abrasion reach is suggested as a solution and is to be investigated further.

The problems caused by the extremely strong winds that sweep through the arm, and winter snow conditions, were also noted:

"In order to reduce wind resistance and to facilitate snow removal, solid curbs and parapets have been replaced by a standard guard rail system. This treatment will need further evaluation at the time of design. The protection supplied by a solid parapet to vehicles against strong winds needs further consideration."

The report also noted that some superstructure revisions had been made as a result of experience during the 1964 earthquake. "The precast composite concrete deck has been modified to a cast-in-place deck which is effectively tied to the girders with shear connectors to provide integrated action. Special stay-in-place bridge deck forms can be effectively utilized."

Due to the estimated increased cost of the proposed bridge structure, the report said further studies were made of the possibility of building an embankment across the arm—but the studies were not encouraging:

"Further detailed study was given to the method of effecting closure. This involves some tremendous problems and great difficulties with any method of closure which could be devised. Increasingly high velocities will result as closure progresses. This is the most difficult problem, as evidenced by the great difficulties encountered elsewhere in making similar closures . . .

"In view of these difficulties, it does not appear economically feasible to construct an embankment crossing as compared to a bridge structure. However, detailed foundation investigations may suggest additional consideration."

The report also noted that studies were made of a possible crossing which would utilize part fill and part bridge. It said that hydraulic calculations showed that any appreciable length of fill would increase tidal velocities and consequent scour at the bridge piers and at the ends of the fill.

"The economics of mass production or repetitive construction methods would be reduced because in Turnagain Arm mobilization for either type of operation is a major item. For the minimum height of fill the cost per lineal foot will be nearly the same as for a bridge.

"Thus, a combination type crossing does not offer economical advantages."

IN ADDITION to discussing its findings, and making its recommendations, the study pointed the way toward the next necessary steps. It noted that before studies can proceed to definitely establish the design and cost of the structure, extensive foundation investigations must be made to establish characteristics of the foundation material. "The density of the material in place at the various depths, along with its other characteristics need definition," it noted.

It was also suggested that a part of this investigation should include construction of a prototype pier with extensive instrumentation to provide data on ice pressures, including size and direction of travel of ice floes, for use in the final design. Information concerning the wind velocities at the actual location of the structure can also be obtained from this prototype test pier.

A short time after the report was made public in March, Governor Hickel announced that he had given the crossing priority engineering and testing status with the aim of being able to start construction a year earlier than proposed in the study.

Under the new timetable announced by the governor, the actual construction job would begin in May 1970 and be completed in October of 1973.

At the same time Charles S. Matlock, Anchorage area district engineer for the Highway Department, said that the observation and test pier was currently being designed and would be placed in the inlet this summer to collect wind and ice data next winter. He said the test pier would contain various weather data gathering instruments and would be equipped with a small helicopter landing pad on top to allow for servicing and checking of the pier.

Hickel noted that the next step planned by the Highway Department was to carry out extensive drilling in Turnagain Arm at the proposed crossing site to determine soil types and conditions and the bearing capacity of the underlying materials.

"If we can produce this material and get the data into final form a year

ahead of schedule, we will have crossed a major hurdle toward final completion of a Turnagain Arm crossing," Hickel said.

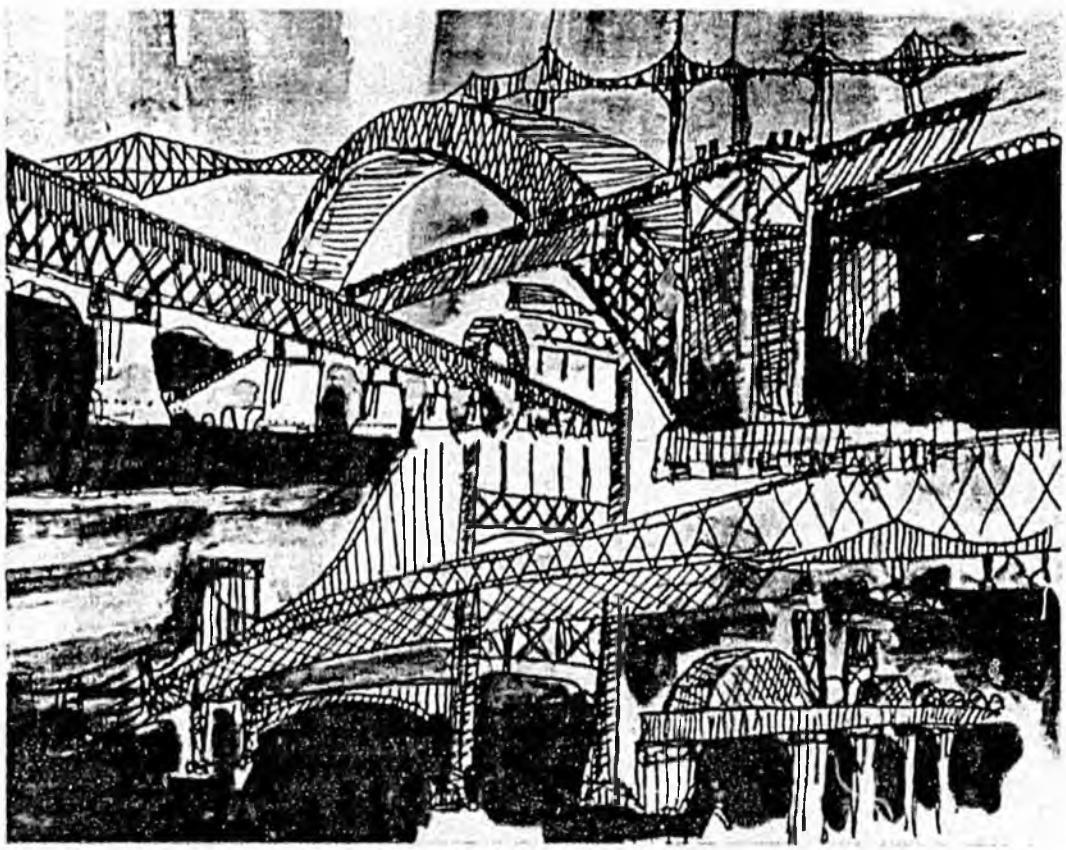
Thus it appears the crossing is on a timetable which will lead to an early engineering decision—the crossing will prove feasible and move on toward an actual letting of a construction contract or it may be necessary to modify the project or perhaps even drop it if it appears too costly to be feasible. But at the least now a real and final decision seems assured.

As yet no such definite answer is in sight for the other crossing question—the question about Knik Arm. At the start of the 1968 Legislature session a bill was introduced to appropriate funds for a new study but legislators were reluctant to give their approval. The thinking—even of supporters of the crossing—was that with Turnagain so close to getting final approval it would only confuse the issue and perhaps hinder the cause if Knik Arm was also pushed at this time.

But the Knik Arm project certainly has not been abandoned. The Highway Department is continuing to make some informal studies as time and funds permit and the civic campaign is still very much in existence. It appears it is only a matter of time until it will be vitally necessary to secure the answer to this second crossing question. At the present rate of growth of Anchorage the time remaining is not too long—if that growth rate speeds up as is very possible—the time remaining will disappear in a hurry.

It is more than just possible that the contractor who some day gears up to build a bridge—or other crossing—of Turnagain Army will be figuring bids on a second crossing, of Knik Arm, before he is finished with the first job.

(Cook Inlet—1998?)



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Testimony:
Knik Arm Crossing
May 2, 1981

My name is Joyce Munson. I am Deputy Director of the Resource Development Council for Alaska, Inc..

The Council was organized in 1975 and is the largest citizens group in Alaska with a membership of nearly 10,000. Members are individuals, companies, labor and other organizations and municipalities.

Our objectives are to create a broadbased, diversified economy, long-term, stable employment, industrial growth and improved living standards for Alaskans, while at the same time assuring reasonable protection for the environment Alaskans cherish.

The Resource Development Council strongly supports the Knik Arm Crossing, which is in the best interests of Alaska. In developing our resources, the state needs a transportation infrastructure for the exportation and importation of goods at a reasonable cost. Long range planning is required for this to happen. We view the construction of the Knik Arm Crossing as a valuable part of the infrastructure and the long range plan.

The linking of Point MacKenzie to Anchorage, an already established hub in the transportation system, is a logical step in the right direction. The economic advantages can only be measured in time

but the potential is already noted. The need for the extraction of coal and other mineral resources as well as the development of agriculture depends on marketing, marketing depends on getting the product to the market. Without a port at Point MacKenzie the crossing is an absolute necessity. If a port is established the connection as a link is advantageous to both ports.

The social impact is even greater. At present, Anchorage has almost outgrown the available land not only for development but housing. The competition for scarce and highly desirable suburban land continues to intensify at an alarming rate. Anchorage has long experienced this growth and unless we visualize the city becoming a sprawling metropolis there must be development in other areas of the state but without proper access this will not happen. People will continue to come and development will not cease as long as Alaskans strive to improve their lifestyles. Growth is healthy for any community and it's the State's responsibility to coordinate progress with long range planning. Furthermore, the Mat-Su Borough is seeking a stable and stronger tax base not just serving as a bedroom community for Anchorage. We believe the Knik Crossing will promote a partnership between Anchorage and the Valley. The Mat-Su Borough has the land and the resources while Anchorage has the financial-business community to promote these developments. In a time of increasing energy conservation, the need for shorter transportation distances becomes imperative.

The Resource Development Council recommends a three-phase funding program. First year funding should pertain to preliminary engineering, soil testing, right o of way acquisition, securing permits, environmental impact statements etc, as well as a time line for completion. The next phase would be the funding of design and the final for construction. Funding for the entire project should not be made all at once because of inflation.

The Council does support the inclusion of tidal hydorelectric power.

Many feasibility studies have been completed over the last twenty years, the information is there whether it be a bridge or causeway. We've studied it, now lets build it.

I would like to thank the Committee Chairman, Rep. Cato for this opportunity to testify in Anchorage and the committee for its time.

3:30 PM 58 People

Knik Arm hearing 5-2-81
Wasilla

Dr. Jack - Kopetz

Edgar Johnson

Bob Risley - get on with it!
Ralph Foster - .. ..
Chuck Smith - .. ..
Bill Heim - Mt. McKinley Development
Jim Lafflin -
Bill Devine
Else O'Brian
John Rusgrow -
Paul Hubbart
Bob Risley - no give away money
Eleanor Mat-Sponges
John Mystrom -
Mary Sue Foster -
Don Snider

Knik Arm Crossing 5-2-81 Anchorage -
HB's 368/369

cable stayed bridge new concept
not considered '71

Keith Norberg -
Riley Small

Orsin Smith (Corps Engineers) March '66 study
Knik AT
6 mi creek.

Mr. Nickoli (Mathews) Chalistia - new study
To determine crossing employ 600 people
7% come from Palmer Wasilla area

Hank Seiler - Pres. Alaska Hoover craft
inexpensive - 10 Mph 7 mi Travel
operator requirements -
super 4 100 cars - 3/4 full
classification of hoover craft under USCG

Dorothy Jones - Mat-Su Borough support
M Rodell - chamber of Commerce of Anch
update of '72 survey
design cap (30 yrs concern)
Tidal power
economic access - ?

Gordd Hood - Terrystem 959 support jobs / travel / etc -
written testimony

Warren Mythel - Pennsylvania company
hoover craft

Jack Spaeth - Transportation for Alaska

Obie Wetts - Chief engineer of RR
in support -

Knik Arm Test. (Anch) 5/2/81

Peter Eckland - self desireable but not essential - incremental approach hoover craft approach - 5-10 yrs - Toll road - economic feasible -

Howard Long - (Material Science UofA) Pro -

Emil Pearshall - anti

hold off for more studies

Bob Penny - Chem. of Com -

Mike Calohan — hang in Limbo till population warrants the need -

Joyce Munsen R.D.C.

Marsh / Anchorage Mun. Assembly + Adm -

Robert Shenken -

Mrs. Green writter -

Dan Marvin self - professional student anti

Lydia Salcrig - Anch. Mun. Assembly but

Testifying as self

Harold
~~Bond~~ Pomeroy - self - pro -

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STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DEPUTY COMMISSIONER – DESIGN AND CONSTRUCTION

POUCH Z
JUNEAU, ALASKA 99811

(907) 465-3900

200H-3076

Re: Knik Arm Crossing

The Honorable Joe Hayes
Alaska State House
of Representatives
Pouch V
Juneau, Alaska 99811

Dear Representative Hayes:

Attached is a memo and attachments from our Highway Design and Construction Division which gives the information you requested on the estimated costs of route location and design studies (not including final design plans or right-of-way acquisition) which was discussed in your letter from the Chamber of Commerce.

If you have any further questions, please let me know.

Sincerely,

R. D. Shumway, P.E.
Deputy Commissioner

Attachments

25A-T4LH

MEMORANDUM State of Alaska

TO: R. D. Shumway
Deputy Commissioner
Design and Construction

DATE: April 24, 1981

FILE NO: 240H-3076

TELEPHONE NO: (907) 364-2121 Ext. 111

FROM Charles S. Matlock
Director
Highway Design and Construction

SUBJECT: Knik Arm Crossing

As requested, following is our best estimate of the work and funding which would be necessary to carry this project to the design study stage. That is, basic location and configuration would be established and a reasonably good cost estimate prepared based on an assumed time-table of development. It would not include final roadway or structure design and would not cover any right-of-way costs other than for information needed for preliminary location studies.

Also, this is based on a location at or very near to Crossing IV in the original consultant's study. It would not include other studies (e.g. tidal hydroelectric generation, etc.) or other locations.

CSM/kgm

Attachments

cc: R. D. Redick
Don Halsted

Knik Arm Crossing

Estimated costs in 1981 dollars to develop an approximate location and basic design criteria and estimated right-of-way and construction cost for a Knik Arm Crossing and connections to the Parks and Glenn Highways. This does not include final design and plan preparation or right-of-way acquisition.

A.	Structure (Crossing IV)	
1.	Foundation exploration and soil testing	$ 1,005,000
2.	Model testing and/or test structure	1,275,000
3.	Evaluate span lengths, bridge types and update structure estimates. (Does not include final design.)	750,000
	Subtotal	$ 3,030,000
B.	Access Routes	
1.	South access to connect to Glenn Highway in the vicinity of Elmendorf Air Force Base: Location route studies, traffic, environmental and right-of-way studies and determination of design criteria, preliminary right-of-way and construction estimates.	$ 1,000,000
2.	North access route on new alignment to connect with the Parks Highway in the Wasilla to Willow area: Location route studies, traffic, environmental, and right-of-way studies and determination of design criteria, preliminary right-of-way and construction estimates.	1,500,000
	Subtotal	$ 2,500,000
	Total cost exclusive of final design and right-of-way acquisition	$ 5,530,000
	or, rounded,	$ 5,500,000
		(1981 Dollars)

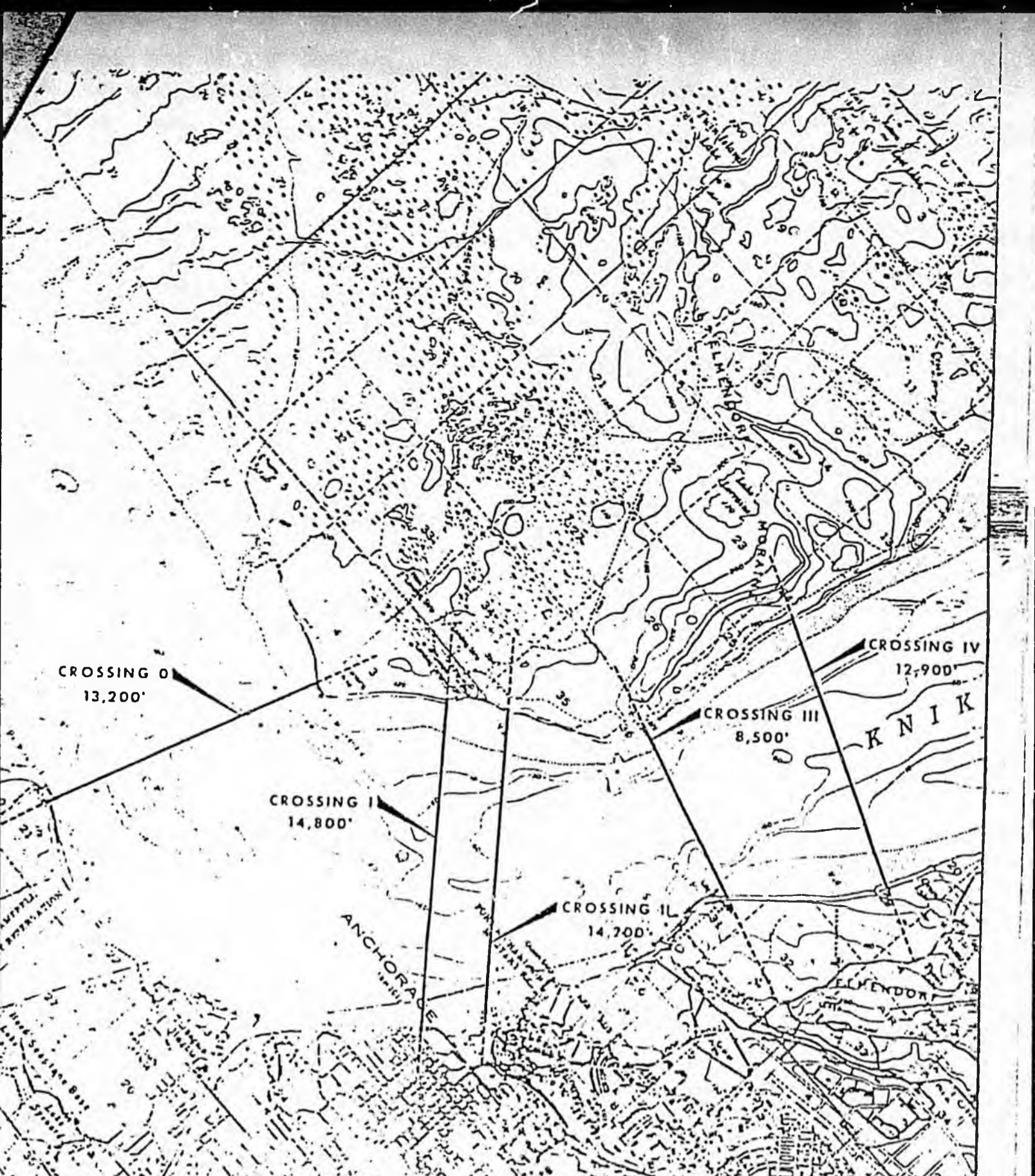


Figure II-1

TERNATIVE LOCATIONS OF CROSSING

PLEASE NOTE: THE PRECEDING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT.

PLEASE NOTE: THE FOLLOWING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DEPUTY COMMISSIONER – PLANNING AND RESEARCH

(907) 465-3900

POUCH Z
JUNEAU, ALASKA 99811

February 4, 1981

Honorable Joe Hayes
Alaska State Representative
Pouch V
Juneau, AK 99811

Dear Representative Hayes:

The following is in response to an information request by Red Swanson of your office concerning the road system associated with the proposed Knik Arm Crossing:

Access to Port McKenzie will require construction of 20 miles of highway, connecting to the Wasilla-Goose Bay route at Mile 19, as shown on the attached map. The port route terminates about 0.5 miles below the proposed Knik Crossing on Alternate IV.

At present, the Matanuska-Susitna Borough has the first 12 miles from Goose Bay Road under construction, using funds from state grants totalling $4.5 million. We anticipate that the first and second phase, to gravel surface, will be complete this summer.

The design is basically complete for the remaining 8 miles in phase III, to the port, and could be advertised if funds were made available. The cost is estimated at $7.2 million. The Department of Transportation and Public Facilities has recommended a following base and pavement project for FY 1983 for $4.0 million to bring the entire route up to paved primary standards.

The Agricultural Project Access Road System, comprised of 16 miles of 24 foot gravel road is complete except for finishing touches. The Matanuska-Susitna Borough also managed that $1.0 million project. As shown on the map, access by automobile is possible to the north-west corner of the Agriculture Project, and southerly past the middle entrance to the Agriculture Project.

CLH

To complete the connection to the Parks Highway near Houston, it would require 2.0 miles along the Tyonek Route and about 18 miles on the Little Susitna alignment. As a matter of interest, our application for the right-of-way was for a 600-foot wide corridor so that all modes of transportation, including the railroad, may be accommodated.

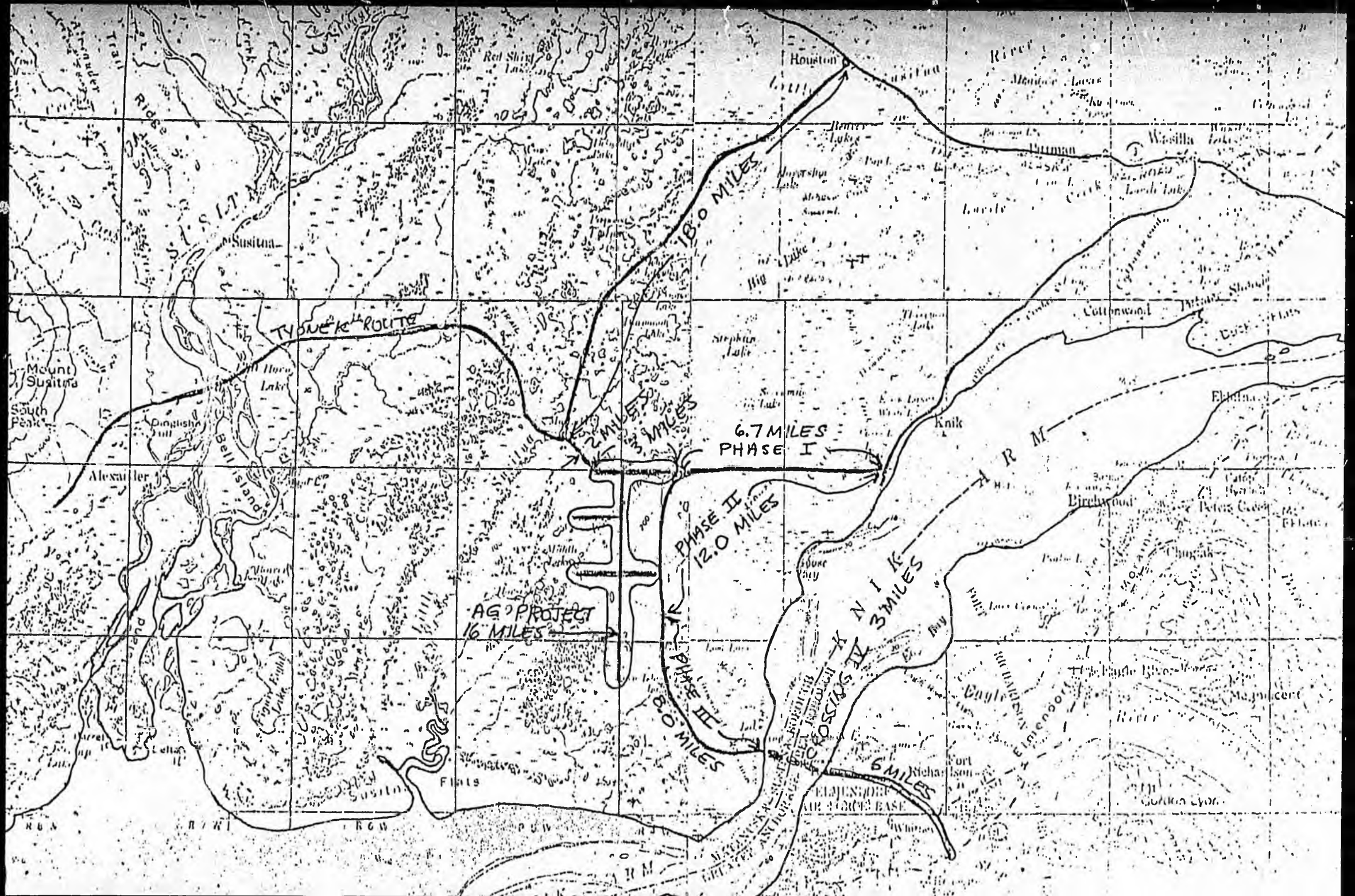
The Houston connection will take several years to develop because of the obvious problems associated with a new route. As of this date, we do not have an estimate of what road or railroad construction would cost.

If you have further questions, please feel free to contact my office or the office of Kit Duke, Director, Central Division Planning and Programming, Pouch 6900, Anchorage, AK 99502, telephone number 266-1462.

Sincerely,

John Bates
Deputy Commissioner

Attachment


TYONEK ROUTE
18.0 MILES
2 MILES
3 MILES
6.7 MILES
PHASE I
PHASE II
12.0 MILES
AG PROJECT
16 MILES
PHASE III
8.0 MILES
3 MILES
6 MILES
Houston
Susitna
Mount Susitna
South Peak
Alexander
Bell Island
Knik
Birchwood
Eagle River
Elmendorf
Fort Richardson
ELMENDORF AIR FORCE BASE
Wasilla
Palmer
Cottonwood
Flats

ROAD CONSTRUCTION BETWEEN bridge CROSSING AND parks HIGHWAY, MATANUSKA-SUSITNA Borough = 26 miles (PHASE III & 18 miles to HOUSTON ON ATTACHED MAP) AT A COST of $30 million.

SINCE PHASE III (8 miles) IS SIMILAR TERRAIN AS the 18 miles to HOUSTON, WE CAN USE the $7.2 million AS OUR cost estimate BASE for every 8 miles of construction NOTED ON the Feb 4 letter to Rep. HAYES. So the total cost of gravel top for 26 miles is $23,400,600. IT COSTS AN ADDITIONAL $4,264,000 for black topping 26 miles AT $164,000 per mile for a 34 ft width road. THIS ALLOWS for $2 million plus for contingencies when one subtracts total from the 30 million appropriation. ALSO, $1.5 million is estimated for land and right of way acquisition. Cost breakdown is as follows:

— ROAD CONSTRUCTION BETWEEN KNIK RIVER bridge CROSSING AND parks highway, MATANUSKA-SUSITNA Borough:

gravel top	= $23,400,000	$30 MILLION APP.
black top	= 4,264,000	- 27,964,000
[illegible]	= [illegible]	$2,036,000 CONTINGENCY
	$27,964,000 *	

LAND AND RIGHT OF WAY ACQUISITION = $1.5 million

[illegible]

[illegible]

* Figures supplied by Dept of D.O.T via Pat Stanton.

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DEPUTY COMMISSIONER – DESIGN AND CONSTRUCTION

POUCH Z
JUNEAU, ALASKA 99811

(907) 465-3900

January 14, 1981

200H-

RE: Surface Transportation
Route Estimates
(1) Juneau-Haines-Skagway,
(2) Knik Arm Crossing,
(3) Railroad Route Study
Nenana to Nome

Representative Joe Hayes
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

Attn: Red Swanson

In accordance with Mr. Red Swanson's request through the office of Representative Joe Hayes, I am attaching preliminary estimates for the following projects as prepared by our Highway Design & Construction Section.

(1) Juneau-Haines-Skagway Route

A highway conforming to minimum federal-aid standards connecting Juneau with Skagway with route as follows:

A highway with bridge and ferry crossings, connecting Juneau North of Berners Bay, and the West shore of Lynn Canal and Sullivan Island, with Haines and Skagway.

(2) Knik Arm Crossing, connecting Glenn Highway to Parks Highway.

(3) Railroad Route Study, Nenana to Kobuk to Nome with Spur to Allakaket to Bettles.

It must be emphasized that these estimates are very preliminary and must be expanded from the 1981 costs at approximately 10% per year depending on year of construction.

Sincerely,

R. D. Shumway, P.E.
Deputy Commissioner

Attachments

cc: Robert W. Ward
Commissioner, DOT/PF

John Bates
Deputy Commissioner
Planning & Programming, DOT/PF

Charles S. Matlock
Director
Highway Design & Construction, DOT/PF

RDS/sh

COST ESTIMATE

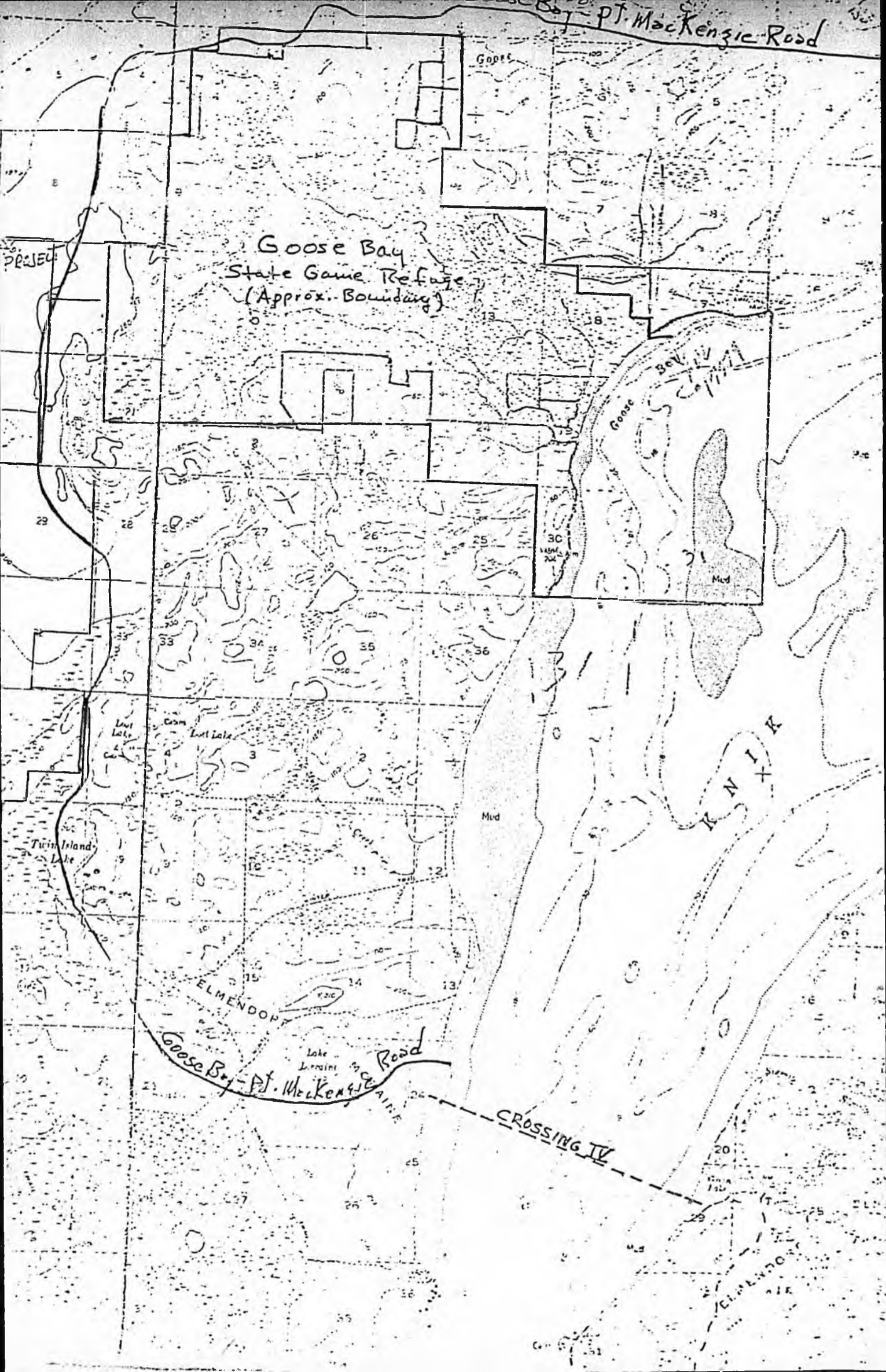
KNIK ARM CROSSING

	1971 Estimate		1981 Estimate	
	BRIDGE CROSSING IV	CAUSEWAY DAM CROSSING V	BRIDGE CROSSING IV	CAUSEWAY DAM CROSSING V
Total for Crossing	$114,938,200	$189,590,600	$281,598,600	$464,497,000
Contingencies and Variations (10%)	11,061,800	19,409,400	27,101,400	47,553,000
Estimated Construction Cost	* $126,000,000	* $209,000,000	308,700,000	512,050,000
Borings and Soil Testing	** 410,000	** 837,000	** 1,004,500	** 2,050,600
Hydrographic and Land Surveys (0.75%)	945,000	1,567,500	2,315,200	3,840,400
Model Testing and/or Test Structure	520,000	225,000	1,274,000	551,300
Engineering and Administration				
Basic Design (4.0%)	5,040,000	8,360,000	12,348,000	20,482,000
Construction Supervision (4.0%)	5,040,000	8,360,000	12,348,000	20,482,000
Administration (1.5%)	1,890,000	3,135,000	4,630,500	7,680,800
Estimated Crossing Cost	$140,000,000	$231,000,000	$343,000,000	$567,000,000
Estimated Approach Cost			88,000,000	84,000,000
Total Project Cost			$431,000,000	$651,000,000

(Based on January 1981 Dollars)

* Based on 1971 start and 1975 finish

** Includes Geophysical Surveys


Goose Bay - Pt. MacKenzie Road
Goose Bay
State Game Refuge
(Approx. Boundary)
Goose Bay
Mud
Mud
Twin Island Lake
Lost Lake
Lost Lake
ELMENDORF
Lake
Goose Bay - Pt. MacKenzie Road
CROSSING IV

PLEASE NOTE: THE PRECEDING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT.

HB

378

City of Whittier

TELEPHONE (907) 472-2337
P.O. BOX 608
WHITTIER, ALASKA 99693

January 16, 1981

Betty Cato;

Please consider our request for a new fire truck for Whittier, Alaska. The bid for this truck comes to $162,650.00 from Becker Fire Equipment of Casper Wyo. The bid for 2 way radios from Motorola of Anchorage comes to $15,689.00. These radios are for 2 fire trucks, 1 ambulance, 1 base station and 3 portable units. This is a considerable sum, however I will attempt to justify it.

1. This truck is a class "A" pumper, and is basically the same truck that the Steese VFD received last year at approx. $129.000.00. The chassis price alone went up $10,000.00 due to inflation since last year. This is the only 4 wheel drive chassis we have found heavy enough to meet our needs. We are also asking for extra capabilities that the Steese truck does not have.
   A. Full foam capability with 150 gal foam tank, turret and portable monitor for petroleum and harbor fires.
   B. 1500 gallon per min. vs 1000 gal per min. on the Steese truck.
   C. Built in 3 kw generator with 2 telescoping floodlights for emergencey lighting.
2. Of our present 2 trucks, the 1949 Ford is inoperable due to various leaks incurred when it froze during a power outage in 1975. The standby generator was inoperable at that time. The 1952 Howe is operational but is hard pressed to maintain 150-200 gallon per min. This truck was straight through from hydrant to the fire. After approx 2 1/2 min. pumping we must shut down for 1 min. and recharge the truck tank. On a fire of any magnitude this is a very unworkable situation. Most of our members are not profesional truck drivers and have troubles shifting the spur gear 5 speed with any degree of success. Our present pumper summed up is complicated to operate, hard to drive and needs more Geritol that we can afford.

The new unit would have the ability to serve Whittier as it grows in years to come, plus meeting our present needs.

Becker Fire Equipment has supplied the majority of fire trucks for Alaska for the past 2 years and has enjoyed a good reputation in our state.

We would appreciate your help as our elected representative on this matter. Becker Equipment advised us that Senator Sacketts office has been of great assistance in securing trucks for other communities on a very short time basis.

Thank you for your time and consideration.

Sincerely, Michael Livingston

Michael Livingston
Fire Chief
Whittier Volenteer Fire Dept.

MOTOROLA INC.

proposal

City of Whittier
Fire Chief
Whittier, Alaska 99502

QTY		DESCRIPTION	UNIT PRICE	EXTENDED PRICE	
1	L53JJB1190M	- VHF, 4 frequency, 60 watt MITREK SUPER CONSOLETTE Base Station (local control)	~~1,930.00~~ 2250.00	$1,930.00	2250.00
1	TDD6481	6 dB Gain Base Station Artenna	~~244.00~~ 298.00	244.00	298.00
1	TDN6596	100' ½" Foam Heliax Transmission Line	~~180.00~~ 223.00	180.00	223.00
2	T53JJA1900K	MITREK Mobile, VHF, 4 Frequency, 60 Watts	~~1,325.00~~ 1330.00	~~2,650.00~~	2660.00
1		with Touch side assy.	1580.00		1580.00
3	H33BBU1144N	MT500 Portable, UHF, 4 Frequency, 5 Watts	~~1,398.00~~ 1670.00	~~4,194.00~~	5010.00
		with Nicad batt. Case & Touch Code			
~~3~~	~~NLN4528~~	~~Swivel Case With T Strap~~	~~30.00~~	~~90.00~~	
3	NLN4565	Rapid Rate Charger	~~120.00~~ 129.00	360.00	384.00
		TOTAL		~~$8,648.00~~	12,405.00

Airfreight - FOB Destination

Installation at ~~$600.00~~ 750.00 per day (Time and Materials) not including transportation from Portal to Portal. 2950.00

Total monthly maintenance including parts and labor on mail in basis at ~~$59.50~~ 69.50 per month. X 12 = 834.00

Customer to provide 2" mounting pipe for base station antenna Total $15,689.00

Terms: 20% downpayment - net 10 days on balance

Prices quoted are FOB factory. Quotation good for 60 days.

Delivery in approximately 56 days from receipt of order

Prepared by: ~~William J. Morrison~~ Dave Mantter

Date: ~~October 30, 1979~~ Jan 14 - 1981

NOTE: Conversion of the Auto-Phone Patch and Air Raid Siren can be done with (1) Encoder Board and (1) Decoder Board and some minor modifications to the Auto-Phone Patch. Total cost including labor $1,750.00.

Eq. Cat.	Sec.	Item
R3	2.1	63

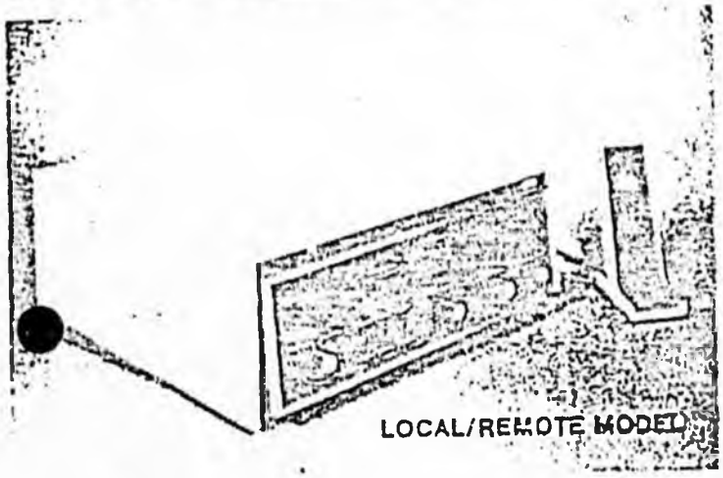
MOTOROLA

Solid-State

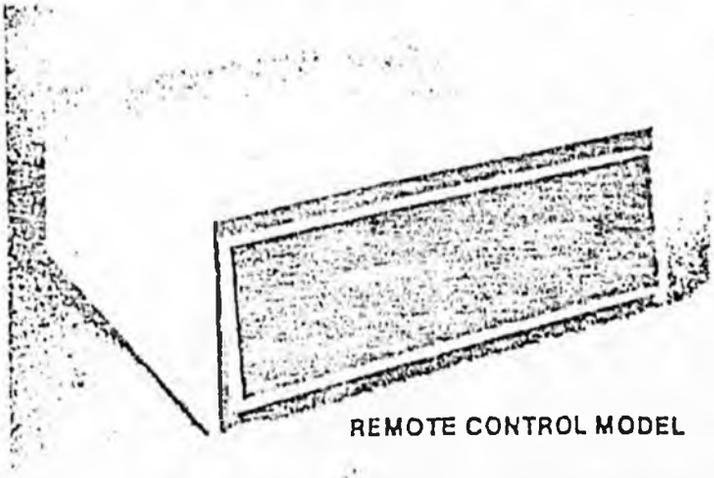
MITREK Super CONSOLETTE Base Stations

Local, Local/Remote and Remote Models
29.7-50 MHz, 60 Watts
136-174 MHz, 40/60 Watts
406-420 MHz and 450-512 MHz, 30/50 Watts





LOCAL/REMOTE MODEL



REMOTE CONTROL MODEL

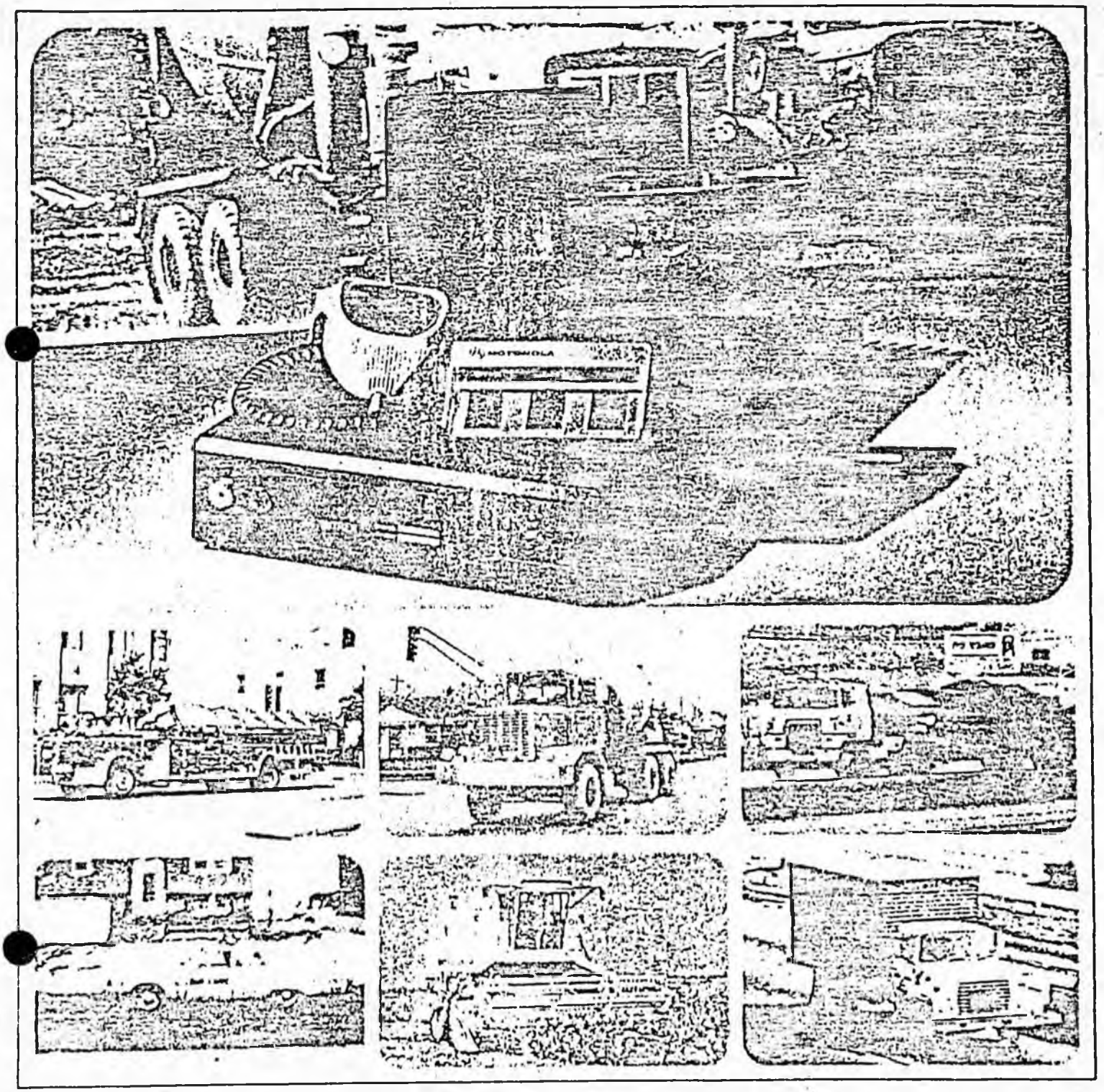
Eq. Cat.	Sec.	Item
R3	1.1	60A

MOTOROLA

MITREK

FM Two-Way Radio

29.7-50 MHz 60/110 Watts
136-174 MHz 40/60 Watts
146-174 MHz 75/110 Watts
406-420 MHz & 450-512 MHz 30/50 Watts
450-512 MHz 75/100 Watts



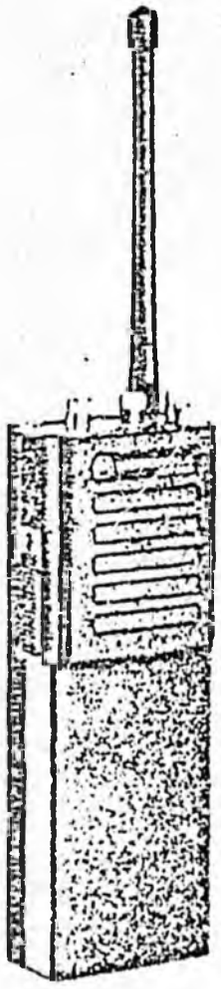
MOTOROLA

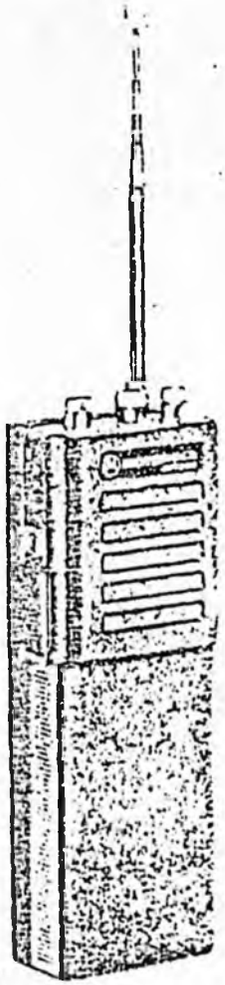
MT 500 Series HANDIE-TALKIE

Two-Way FM Portable Radios

5 or 2 Watts RF Power
136-174 MHz

MOTOROLA
Technical communications supplier to the United States Olympic Committee







Motorola's MT 500 Series Handie-Talkie radios offer an optimum balance of high performance, reliable advanced engineering and hybrid circuit design, convenient small size and weight, operational flexibility, and system cost. Major features include.

- Current Systems Compatible
- Rugged Construction
- Top Performance Specifications
- Superior Serviceability
- Improved Audio
- Choice of Power Levels
- 8 Frequency Capability
- Hybrid Modules
- Plug-In Channel Elements
- Basic or Universal Models
- Four Model Sizes
- Selectable Standard Options
- Complete Accessories

FEATURES • BENEFITS

Current Systems Compatible

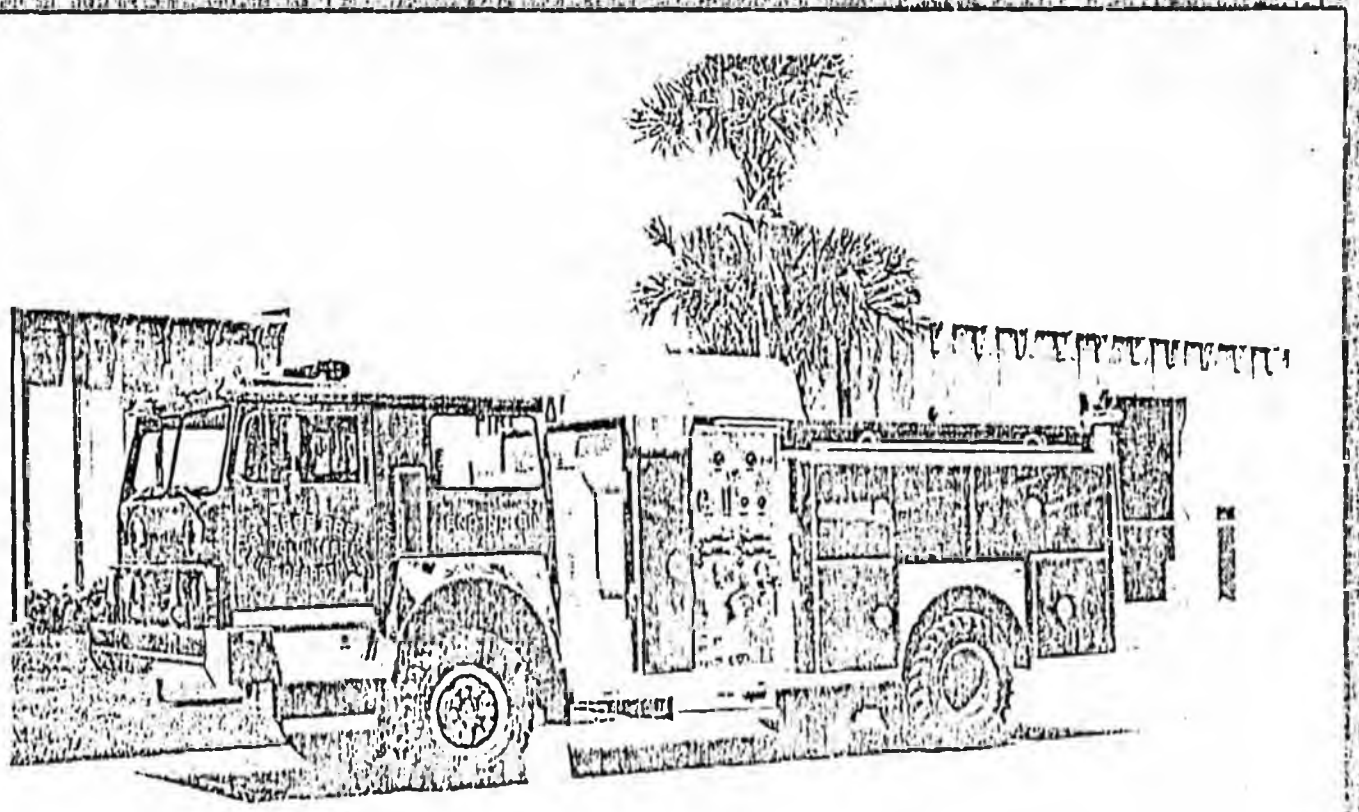
The MT 500 radio is a natural extension of the present HT 220 system. It provides for both upgrading and expansion with maximum ease. Many accessories are common and can be used on both lines.

Rugged Construction

Designed for everyday rough handling, the MT 500 radio exceeds the EIA Drop Test Standard RS-316-A. In addition, the radio is weather-sealed against dust, moisture and splashing water. These features increase dependability when the going gets rough.

Choice of RF Power

Available in either 5-watt or 2 watt models. Motorola's team of experts will help you select the correct model mix to assure that the power levels best meet the needs of your particular system design. You buy what you need for full communications coverage.



February 6, 1980

Copy

Whittier Volunteer Fire Dept.
P. O. Box 722
Whittier, Alaska 99502

Mike Lewis
Alaska Highway Planning Agency
Pouch N
Juneau, Alaska 99811

Dear Mr. Lewis:

We are inquiring about the possibility of obtaining financial aid along with other assistance to improve the Whittier Volunteer Fire Department. Our concern centers around the present inadequacies of our department to meet fire fighting needs should structural, fuel explosions or chemical fires occur in Whittier. The limited fire fighting budget of Whittier's local government prevents our fire department from purchasing much of the needed equipment.

There are numerous immediate fire hazards in our town - the Alaska Railroad and their transporting of materials and storage structure; the United States Army Tank Farm with storage and transporting of fuels, the fuel dock, buildings such as Begich Towers (a fourteen story residential building) The Anchor Inn, the Spoetsman Inn, Buckner Building, two fish processing plants, the Small Boat Harbor, the airport - and future coal storage must be considered as well as keeping pace with future local development.

Due to the Alaska Railroads frequency of transporting explosives such as liquid propane, liquid oxygen, liquid nitrogen, chlorine gas, gasoline, jet fuel, diesel and radioactive materials by Hydrotrain, we perceive our fire fighting needs to be especially accute. The Alas' Railroad has had fifty percent of the major fires in Whittier. These include box car fires, two wood bridge fires and two warehouses destroyed by fire. In 1971, the Alaska Railroad Whittier train station was destroyed by fire. A major problem is that there are fourteen fire hydrants on Alaska Railroad property and only two of these hydrants work. Should one of the hazardous material box or tank cars catch on fire or derail, it places Whittier in grave danger. The location of the Alaska Railroad Whittier Yard is such that there can be a problem evacuating people out of Whittier. Therefore, we need to be prepared for and capable of meeting and fighting the problems that arise. We have asked for a Mutual Support Agreement with the railroad but have been ignored.

The United States Army has a large tank farm located two miles West from the center of town. The fuel that is stored there is jet and diesel fuel. They have a pipeline that starts from the U.S. Army fuel dock, one-half mile East of Whittier running underground through the middle of Whittier to the tank farm. They can either load railroad tank cars or use the pipeline that runs to the Anchorage U.S. Army tank farm. The only major fire involving the U.S. Army tank farm was a fuel dock destroyed in 1959. They have since maintained a good safety record.

The army, like the railroad, has very little equipment to deal with a tank farm fire. The city does have a Mutual Aid Agreement with the army. We asked for a Mutual Support Agreement in 1978 and received 1,600 feet of 2½-inch fire hose and 150 gallons of fire foam which was outdated. They intended to throw it away so we ask for and received it. In the fall of 1979 we requested additional equipment; thus far we have had no reply to that request. We also asked for petroleum fire fighting training but, at this point we have not heard from them concerning this.

The Begich Towers is a fourteen story building, built of concrete and steel rebar by the U.S. Army in 1957 for dependent housing. There are one hundred ninty-nine apartments and rooms in the building. Some are used for and by Begich Towers Condominium Associations offices, City of Whittier offices, Chugach Elementary School for classrooms and school offices, the Donut Shop, hairdresser, museum, church, movie theater and two Begich Tower public activities rooms. During the history of the building, there has not been a fire with damage over $500.00. We feel fortunate in that respect. The worst fire in the building was a dryer fire on the eleventh floor in the fall of 1977. Presently, we have 45% occupancy in the building and there are smoke detectors in every apartment and alarms in every hall. However, most of these are not working due to lack of upkeep.

The Anchor Inn is a two story building, built of concrete and steel rebar by the U.S. Army in 1953 for dependent housing, general offices and a telephone communication center. The building is now a bar, restaurant, and hotel with ten rooms on the second floor. This building has no smoke or fire alarms and would be difficult for the establishment to extinquish a blaze once it started.

Next, the Sportsman Inn. This is a wood building with aluminum siding. It is divided into eleven sections called "Bays". Each Bay is divided by concrete and steel rebar fire walls. There are ten apartments in each Bay. The building was built in 1952 by the U.S. Army for civilian dependents working in Whittier during construction of the Port of Whittier. The building was given it's present name in 1967. In the main section there is a restaurant, bar, liquor store, grocery store and gift shop. It also has control of Bay 1 and Bay 2 giving them twenty apartments to utilize as hotel rooms. The other Bays - 3 through 10 - are condominiums. The history of fire in the Sportsman Inn is a long one; in 1968 there was a loss of life in Bay 2 caused by a mattress fire. Four apartments were destroyed in Bay 7 in 1963. The last fire was in the basement of Bay 1 when a boiler blew out

the North wall. The big problem - the nearest working fire hydrants are about 3,000 feet away. There are no fire alarms or smoke detectors in the buildings and there is about 40% occupancy at the present time.

The Buckner Building is a concrete and steel rebar building that is six stories high and two city blocks long. It was built in 1954 by the U.S. Army. People who used the building in the 1950's call it a self-contained city. There were people who worked, played, ate and slept in the structure. Though the building is presently not in use, the Buckner Building has facilities for a hospital, church, commissary, PX, cafe, a cafeteria that once fed 4,000 G.I.'s every day, a theater, bowling alley, Tv station, rifle range, bakery, Navy brig (jail), officer's club, transit quarter (hotel), post office, library, bank, office rooms and dormitories to house 4,000 enlisted men. The Buckner Building was sold in 1977 and the owner has cleaned and installed new windows in the building. The owner wants to remodel the structure into a forty-eight apartment condominium, two bars, two cafes, a one hundred room hotel, theater, bowling alley, bank, food and clothing store and rent out space he does not utilize himself. There is a possibility that the building will be open by 1985.

We presently have two fish processing plants in Whittier, However, neither is in use at this time. Both structures are of concrete and steel rebar. They were built by the U.S. Army - one for a cold storage warehouse and the other as a maintenance shop. In both buildings the greatest fire hazzards are electrical equipment and maintenance of equipment. We did have one other fish processing plant, constructed of wood with aluminum siding, which was destroyed in 1967 by a space heater used to heat the building during the winter. It was in operation only three months.

The Whittier Small Boat Harbor was built in 1973 by the State of Alaska. There have been two major fires since it's construction. Four boats and one float plane were involved in fires; one person was air-vacked out to Anchorage, Alaska because of burns. All of these incidents occured during the summer under high use times. The Whittier Small Boat Harbor has one hundred thirty slips currently, but we have had as many as two hundred fifty boats in the harbor at one time. The boat harbor has the capacity to fight small fires but a major fire would result in a high loss of property. The Whittier Small Boat Harbor is going to be expanded up to three hundred slips in 1981. This will create more pressure on the Whittier Volunteer Fire Department.

Whittier also has a small plane landing strip that is 1,700 feet long. Since 1964, twenty-two people have died in small plane accidents around and in Whittier. If we would have had a four-wheel drive fire pumper, we could have saved some of these lives.

The Alaska Railroad has been talking about transporting to and storing coal in Whittier while awaiting transportation out of Whittier by ship. This is to come about in the near future. Hopefully, the Alaska Railroad

will have the necessary perception to insure that this will be a safe operation.

As far as future development of Whittier is concerned, during the next ten years we expect more housing construction around Whittier. They will not have access to local fire hydrants. The Shotgun Road which is East of our town, follows the bay out to Shotgun Cove which is zoned for housing, a business area and a one thousand slip boat harbor. This project is now under study by the Corp of Engineers.

Please find enclosed, a list of equipment - with prices - needed to adequately equip our fire department and enable us to handle any type of problem that can arise in our town.

Sincerely yours,

Fred L. Joiner
Fire Chief
Whittier Volunteer Fire Department

cc: Jay Kertulla
Margaret Branson

FLJ/jih

Reason for Equipment Needed

1 tanker, 4,000 gal booster tank $85,000.00

Inadequate water supply in and around the city of Whittier, due to the lack of or broken fire hydrants.

1 pumper 1,000 gpm, 4 wheel drive 750 gal. booster tank $65,000.00

The fire trucks that we now have are not adequate to fight a major fire because of conditions of the fire engines. (During the winter of 1975 both pumpers were frozen solid because of a power outtage ever since then even after both pumpers were overhauled we can only pump up to 150 gal. per minute at best.

1 ambulance with adapters to run on rail $40,000

We need an emergency vehicle to evacuate injured persons to Anchorage. Air vacs take a minimum time of three hours while the ambulance we are asking for will take one and one half hours to get to Anchorage.

1 communications equipment $17,000

a. alert fire fighters
b. communications during a fire or rescue

10 MSA air packs $8,000.00

air packs will be used as a breathing apparatus in fires, uses:
a. to enter a fire
b. and toxic smoke

1 air compresssor $5,000.00

to recharge air pack tanks locally

2 emergency generators $1,598.00

will be used to fun flood lamps, smoke ejectors, and emergency power when the local power is out.

2 chain saws $800.00

Chain saws are used in ventilating roofs, cutting tool used in salvage, and as a forest fire tool.

2 smoke ejectors $1,000

clearing building of smoke and gases so fire fighters can extinguish the fire and rescue people safely.

1 multipurpose saw $680.00

used to cut through concrete and steel
a. ventilating building through the roof and floors
b. rescue of persons that are trapped.

1 heavy duty trash pump $900.00

pumping water out of buildings after a fire; or a flooded area; also used for a attack line from a natural water supply.

16 wheel hand lights, rechargeable $1,180.00
use in fires to see with smoke filled areas and to rescue people in a a building during a fire, a tool for search and rescue at night.

8 wheel light chargers $800.00
to charge batteries

4 heavy duty extension cords $1,000.00
use in operation of flood lights and smoke ejectors

1 portable cutting TORCH $900.00
used in cutting heavy steel in a short amount of time, also used in fire fighting and rescue.

3 pry axes $300.00
special force entry tool used in fire fighting to open doors/windows.

3 hooligan entry tool $265.00
a sprcial pry bar used in opening heavy main doors and rescue work.

1 PRT-6 Striker Rambar Kit $300.00
used by two men to breal 'lls and heavy duty doors.

2 Pike Poles $170
used in ventitating buildings and pulling down electric power line's off object's with out endangering the rescuer's .

2 Axe's Fire $87.00
used for ventilation and rescue work.

1 10 ton Rescue Kit Porto-Power $950.00
used in lifting or moving heavy objects, out of the way.

3 Aluminum Fire Ladders $1620.00
used in fire and rescue work to reach high places.

2000ft 2 I/2 fire hose $5,600.00
main water supply line to the fire and used in major fire fighting also used as a supply for multiversal monitors.

1500ft 1 1/2 fire hose $2775.00
main attack line for ging into building.

1 hose dryer $3,200.00
used in cleaning and drying hose after use. This machine will make the fire hose last three time's longer under normal use.

HENDRICKSON CUSTOM CHASSIS

39,120 GVW 178" WB

FRONT AXLE :	16,000 capacity Rockwell FDS #1600 series front drive axle
REAR AXLE :	23,120 capacity Eaton #23121 with power divider rear axle 4.56 to 1 maximum road speed 63 m.p.h.
BRAKES :	Full air brakes, 12 CFM compressor - low pressure indicator (Buzzer and Light) FMVSS 121 Auto skid brake system Extra cooling with auto shutters and manual overide
ELECTRIC :	145 amp Delco alternator MOD 1117152 Two 220 amp batteries with Cole Hersee switch Hinged electric panel in cab dash Front turn signals and single headlights Cab and canopy dome lights
ENGINE :	Detroit Diesel 8V-71 in W/C-70 injectors 316 HP
TRANSMISSION:	Allison automatic HT-740 with lock-out and heat exchanger
FUEL TANK :	50 gallon fuel tank mounted behind rear axle
FRAME :	9-13/16" x 3-1/4" x 5/16" mild carbon steel Frame 50,000 PSI yield - 14.43 C.I. S, per rail RBM 721,235
STEERING :	Shepkard HD M-492 power steering
FRONT SUSPENSION :	Progressive vari rate
WHEELS :	Front - 11:00 x 20 16pr Michelin Rear - 11.00 x 20 16 ply - Mud and Snow Michelin
CAB :	Model 1871 S, 5-man square canopy cab Two-piece tinted glass windshield Chrome cab frame trim Variable speed air operated windshield wipers and washers Gauge package - speedometer, tachometer, Hourmeter, voltmeter, ammeter, oil pressure, Water temperature, fuel and air pressure Transmission temperature gauge, transmission pressure Gauge, ingition pilot light AB battery starter buttons and glove box Polished aluminum louvered air intake grille,each side Custom padded dash, doors, headliners and seats Black Bostrom T-bar Viking, 4-way adjustable - black Passenger bench seat with storage compartment - black 34,000 BTU Heater and Defroster Dual SS wide angle Vel-Vac , Two-piece stainless steel front bumper, 95" wide with chrome tow eyes Bendix and Westinghouse Air Dryer Spare front tire and rim Two (2) defroster fans Parking brake with indicator light Phillips 1500 watt block heater w/110 volt Plug mounted at left cab step

CHASSIS TRIM PACKAGE:

Chassis trim package shall include front fenders trimmed with 1/8" aluminum diamond plate on both horizontal and vertical surfaces.

Cab entrance steps shall be constructed of 1/8" aluminum diamond plate to provide a skid resistant surface for easy access to cab, also inside lower portion of cab doors shall have 1/8" aluminum diamond kick plates.

Two (2) vertical handrails shall be mounted behind each cab door, handrails shall be 1-1/4" diameter stainless steel tubing with chrome stanchions.

Two (2) aluminum louvered air intakes located behind cab doors shall be provided.

Two (2) stainless steel wide angle mirrors shall be provided.

FRONT BUMPER:

One (1) heavily chromed front bumper 12-½" high and full 95" wide shall be provided.

CHROME TOW HOOKS:

Two heavily chromed tow hooks shall be mounted directly to frame extension, using ½" stainless steel bolts.

TRANSMISSION LOCKOUT: (Automatic Transmission)

The automatic transmission shall be equipped with a power lockout device. The transmission lockout shall prevent down shifting of transmission when engine speed is decreased or during pump operations, thereby maintaining a constant gear ratio. Transmission lockout shall be solenoid controlled type, automatically activated when placing pump in gear. Transmission lockout shall be automatically deactivated when disengaging pump for normal road operation.

GEAR SHIFT MANUAL LOCK:

Gear shift lever shall be equipped with a positive manual locking device as to eliminate transmission being accidentally knocked out of gear during pumping operations. The use of this device will also determine proper gear selection for pump operation.

REAR TOW EYES:

Two rear steel tow eyes 3/4" in thickness, solid type, directly attached to chassis frame and extended under tail board.

FUEL PACKAGE:

Rear mounted fuel tank shall have a 50 gallon capacity and shall meet requirements as specified in NFPA #1901. Fuel fill shall be located on left side of apparatus body. Fuel tank shall be constructed of 3/16" spark resistant aluminum. Fuel tank shall be insulated at mount using 1/4" rubber pads.

A canopy extension for the seating of two (2) additional men in jump seats, facing aft, shall be provided. Canopy shall be an integral part of chassis cab. Canopy shall be heavily reinforced steel. Canopy roof shall have a removable steel plate, 32-1/2" x 44", to facilitate engine removal without cutting or burning of canopy should it ever become necessary. Two full windows, one each side, fitted to contour of canopy sides shall be provided.

Backrest and seat portion of jump seats shall be equipped with Emergency-One Mark IV air pack brackets. One jump seat shall be placed on each side of engine enclosure. Each jump seat shall be equipped with seat belts.

Engine enclosure between jump seats shall be constructed of 1/8" (.125) aluminum diamond plate. Engine compartment shall be readily accessible by horizontally hinged compartment doors. Complete engine enclosure shall be lined using 1/2" thick acoustical foam having a facing of aluminized polyester film for sound reduction, as well as high thermal reflectivity.

Sliding glass windows, easily accessible and removable for service, shall be provided in cab between jump seat compartment and cab interior.

Pump shall be a Hale 1500 GPM, single stage, midship mounted, centrifugal type. Two 6" suction tubes, one each side, with chrome plated caps shall be included. Suction tube strainers shall be of the brass free flow rigid type of minimum flow resistance.

The pump body shall be of the split casting type. Lower casting can be easily removed for maintenance or inspection when required. Pump can be overhauled without disturbing piping or main pump body mounting. The pump shaft shall be ground, heat treated, stainless steel. Shaft shall be supported close to impeller to minimize deflection and whip. Minimum shaft deflection means less wear on shaft, packing, impellers, clearance rings and bearings. The impeller shall be of fine grain bronze mixed flow design. Individually hand balanced. Double suction inlets shall be opposed so that the axial hydraulic forces balance each other. Clearance rings shall be renewable bronze of wrap around design for higher efficiency. The packing shall be on low pressure side only with external adjustment. Outboard bearing built inside main pump body completely eliminates the need for packing on the high pressure side, normally a prime source of trouble. Packing rings shall be separated by corrosion inhibiting rings. Pump shall be constructed with a bronze split ring packing gland for easy replacement. Pump drive shaft shall be ground, heat treated, chrome nickel steel with 2: x 10" spline. The entire pump, both suction and discharge passage, shall be hydrostatically tested at 600 psi.

CAPACITY RATINGS:

Pump, when dry, shall be capable of taking suction and discharging water in compliance with NFPA #1901. Pump shall be the class "A" type and shall deliver the percentage of rated capacities at pressures indicated below:

100% of rated capacity at 150 PSI net pump pressure
100% of rated capacity at 165 PSI net pump pressure
70% of rated capacity at 200 PSI net pump pressure
50% of rated capacity at 250 PSI net pump pressure

HEAT PAN:

The pump compartment shall be enclosed at the bottom by a removable heat pan for winter use. Engine exhaust heated.

PUMP COMPARTMENT HEATER:

A hot water type heater shall be installed in pump compartment and plumbed to engine cooling system.

PUMP AIR BLOW OUT:

An air blow out shall be plumbed to truck air system pump to blow out water for winter use.

PUMP SHIFT:

Shift from road to pump shall be power operated with pump in gear indicator light on cab dash. Pump shift shall be 1/4 turn twist lock in either road or pump position.

ELECTRIC PRIMER:

The priming pump housing is constructed of heat treated, hard anodized aluminum. Pump shall be electrically driven, positive displacement, rotary vane type.

Priming pump shall be automatically lubricated by means of a separate oil reservoir and shall be connected to prevent siphoning. Oil reservoir tank shall be located to allow for easy filling as well as checking of oil level. The pump and its priming valve are simultaneously actuated by a single panel control, located on pump operators control panel.

RELIEF VALVE:

A relief valve for greater by-pass flow with less restriction and consequently, less pressure rise, shall be provided. The valve body shall be bronze and mounted in a bronze housing. Pressure is set by a chromed hand wheel using panel indicator light that is illuminated when valve is operating. The relief valve control wheel indicator light shall be mounted on the pump operators panel.

PUMP COOLER:

Pump shall have a 3/8" line installed from pump discharge to booster tank to cool pump during sustained periods of pumping when water is not being discharged. Pump cooler shall be controlled from pump operators panel.

AUXILIARY ENGINE COOLER:

Engine cooler used to lower engine water temperature during prolonged pumping operations and controlled at pump operators panel shall be provided. Engine cooler shall be installed in line with the engine water intake line in such a manner as to allow cool pump water to circulate around engine water, thus forming a true heat exchanger action. Cooler inlet and outlet shall be continuous, preventing intermixing of engine coolant and pump water.

GATED INLET SUCTION:

Two (2) 2-1/2" gated suction valves with locking handle with strainer, controlled at operators pump panel, shall be provided. The valve shall be piped to suction tube with valve body behind pump panel. Suction inlet strainer shall be of the brass, free flow rigid loop type with minimum flow resistance. NST chrome inlet swivel with cap and chain shall be provided. Valve control handle shall be installed to operate vertically. One left and one right. Bleeders to be furnished.

DECK GUN:

A Stang type 3" flange based monitor shall be piped to pan area directly over pump compartment. Plumbing shall be three inch gated at pump panel. Deck gun shall be equipped with an Akron 1750 master stream fog nozzle.

DISCHARGE VALVES:

There shall be one 2-1/2" discharge gate at pump panel per 250 GPM capacity of pump. Valves shall be constructed of bronze and be quarter turn ball type of fixed pivot design, allowing for ease of operation at all operating pressures. Operating handles will be of the swing type locking into position by a slight clockwise twist of the handle. Valve controls shall be installed as to operate horizontally. National standard thread on all discharges and intakes. Chrome plated caps with chains will be included. All 2-1/2" discharges shall be furnished with a 3/4" line drain. Two left, two right, two rear.

CROSSLAY HOSEBEDS (2):

Double crosslays shall be provided above front transverse compartment. Each crosslay section shall have capacity of 200' of 1-1/2" double jacket hose. Crosslay hose divider shall be extruded, ribbed type of aluminum to permit cross ventilation of hose and division of hose lines. Crosslay deck shall be entirely constructed from maintenance free 3/4" x 2-3/4" hollow aluminum extrusion.

Crosslay hose bed extrusion shall have a radiused ribbed top surface that is completely anodized.

Each crosslay section shall have one (1) 1-1/2" mechanical chicksan swivel hose connection, to permit use of hose from either side of apparatus without kinking, or restricting water flow.

Horizontal and vertical, 1-1/2" stainless steel, roller type, hose guides mounted in polished castings shall be furnished on each end of crosslay hose bed. A stainless steel roller with nylon guides set in a polished aluminum casting shall also be provided at each end of double crosslay hose divider.

Each 1-1/2" crosslay shall be individually controlled using chrome push-pull locking "T" handles located on pump operations panel. Each control shall be properly labeled for identification. A vinyl nylon reinforced crosslay cover shall be furnished to protect hose load.

FOAM SYSTEM:

A Rockwood B-2 around the pump foam proportioning system shall be furnished and plumbed to allow foam discharge from all outlets. A 150 gallon stainless steel foam tank shall be furnished and plumbed directly to eductor. All controls to be pump panel mounted.

PUMP TO TANK FILL LINE:

A 1-1/2" pump to tank line having a 1-1/2" valve shall be controlled at pump operators position using a locking chrome "T" handle.

TANK TO PUMP:

One (1) 3" tank to pump line, having a 3" valve controlled at pump operators panel by locking chrome "T" handle, shall be provided. Tank to pump line shall also have a 3" check valve located within rear pump housing eliminating tank expansion from high inlet pressure surges. Connection from valve to tank shall be made using a noncollapsable, flexible rubber hump hose.

PUMP PANELS:

Left and right pump panels shall be constructed of 14 gauge stainless steel. Panels shall have brushed satin nonglare finish for lasting appearance. Operators controls and gauges will be located at forward most portion of body on left side of body. All pump controls shall be marked with identification plates. Operators panel will be well lighted with lights protected from breakage. Pump panels will be completely removable.

The following gauge instruments and controls shall be provided at operators control panel:

- One (1) master pressure gauge, 4-1/2" diameter, 30-0-600 graduated
- One (1) master vacuum gauge, 4-1/2" diameter, 30-0-600 graduated
- Individual pressure gauges, 3-1/2" diameter, for all 2-1/2" and 1-1/2" discharges and deck gun
- One (1) deck gun control
- One (1) tank fill valve
- One (1) engine oil pressure gauge
- One (1) engine water temperature gauge
- One (1) electric tachometer
- One (1) engine speed counter outlet
- One (1) vernier engine throttle
- All discharge controls
- One (1) relief valve control with indicator light
- One (1) primer control
- One (1) auxiliary engine cooler control
- One (1) pump cooler control
- One (1) electric MC tank level gauge
- One (1) U.L. test gauge panel
- One (1) panel light with polished stainless steel cover
- One (1) 6" pump suction inlet with chrome long handle cap
- One (1) Underwriters' Laboratories acceptance test plate
- One (1) 2-1/2" gated suction control
- One (1) Tank to pump control

COMPOUND PRESSURE GAUGE:

The compound pressure gauge shall be of the liquid filled type, using a liquid silicone solution to assure visual reading to within 1% accuracy for convenience and positive identification. This feature eliminates the need for snubber valves. Also eliminating the possibility of condensation forming on inner face of gauge.

MASTER DRAIN VALVE:

A master push-pull drain valve, controlled at pump panel, shall be provided. Valve shall be located in pump compartment lower than main pump body and connected in such a manner as to allow complete water drainage. Water shall drain below apparatus body, away from pump operator.

Booster tank shall have a capacity of 1000 gallons. Booster tank shall be "T" shape in configuration, to permit deep side body compartments.

Tank shall have a combination surge tower, manual fill and overflow located at forward left-hand side of hose bed. Tank overflow shall be 3" diameter and dump behind rear wheels to permit maximum traction. Surge tower shall also have a stainless steel hinged cover with a removable expanded aluminum screen.

Tank outlet shall be located in sump, which is the lowest portion of the tank. Tank to pump line shall be a direct straight line to permit maximum water flow. Swash partitions and baffles shall be installed as specified in NFPA #1901. An antiwhirlpooling plate shall also be installed.

Tank will be mounted on hard rubber cushions to prevent metal to metal contact and isolate tank from road shock and vibration. Tank cushions shall be permanently mounted to body frame.

Booster tank shall be constructed of 1/4" marine grade aluminum plate All water tank components shall be full seam corner welded internally and externally.

Booster tank shall be permanently protected from corrosion by a self power generating sacrificial zinc anode system. Anodes are to be permanently installed and completely maintenance free. Internal surfaces, sides, and bottom of tank shall be sandblasted to assure adhesion of a neoprene coating to further protect against corrosion.

Booster tank shall be completely removable without disturbing apparatus body or cab.

BOOSTER TANK COVER:

Tank cover to be gasketed and bolted externally to outside flange of tank to eliminate any rusting of bolts and be completely removable to permit full access and entrance to all swash partitions.

TANK LEVEL GAUGE:

Water level gauge shall be MC 5 bulb type, having five (5) lights and shall indicate water level at each graduation. Water level gauge shall be located on pump panel and placed in a well lighted position for night apparatus operation.

Apparatus body shall be entirely constructed of aluminum. Body framework shall be completely constructed from aluminum extrusions, that are beveled and electrically seam welded internally and externally at each joint. Each body corner shall be a 5" x 5" hollow aluminum extruded corner section with 1/8" wall thickness and be welded as an integral part of the frame. Corner extrusions shall have a 1-1/2" outside radius and a full length 1/8" internal extruded gusset. Horizontal frame members shall be aluminum extruded 1-1/2" x 4" with 3/16" wall thickness and 3/16" outside corner radius. Frame cross members shall be 3" x 3" x 3/8" wall structural aluminum extrusions. Cross members shall extend full width of body to support compartments. Wheel well frame shall be constructed from 1-1/2" x 4" hollow aluminum extrusion slotted full length to permit an internal fit for aluminum diamond plate which is internally fitted into these extrusions, and shall be held in place by electric welds. Complete apparatus body shall be free from all nuts, bolts, and sharp edges. Hose body shall be constructed of 3/16" aluminum plate welded to extruded superstructure frame. All horizontal surfaces, rear step, running board, walkways, and rear body surface shall be of welded aluminum diamond plate. Rear step shall be of 3/16" aluminum diamond plate.

Slanted beavertails to be provided at rear of body, shall give added support to rear step, and be framed with 3" x 3" square aluminum tubing with 1/4" radiused corners and 3/16" wall thickness.

Body shall have a heavy ribbed aluminum rub rail along each side of compartments and rear step. Rub rail shall be 3-1/4" wide with 1/4" wall thickness.

Each hose bed side shall be of 3/16" aluminum plate with a heavy ribbed aluminum extrusion welded to top and to match the lower body rub rails. The top of the hose bed sides shall be 3" wide and shall have rounded corners with 1/4" radius. All compartments shall be constructed from 1/8" formed aluminum plate. Compartment floors shall be constructed from 1/8" aluminum diamond plate welded in place. All compartment seams shall be sealed by using a permanent plyable silicone caulking, and machine louvered for adequate ventilation. External side compartment tops shall be constructed from 1/8" aluminum diamond plate formed outward to deflect water.

Compartment doors shall be constructed entirely from aluminum plate using a box pan configuration. Outer door plate shall be constructed from 3/16" aluminum plate and inner pan shall have 95 degree bends to form an internal drip rail. Compartment doors shall have double catching two point safety slam latches, Eberhard #206, (or equal). Latches to meet strength requirements for passenger doors, Federal Motor Vehicle Safety Standard #206. Door handles shall be heavy duty, stainless steel Hansen flush D-ring handles. D-ring handles shall have a slight break to facilitate easy access while using gloves. Latch mechanism shall be recessed inside double pan door. Doors shall be attached with full length stainless steel piano hinges. All vertically hinged doors shall have a stainless steel spring type door hold-open device. An inner spring shall have stainless steel restraining cable to limit door opening and case aluminum attach brackets.

Doors shall be fully gasketed with closed cell Neoprene sponge. Gasket shall have drip rail shape to carry off water.

APPARATUS BODY COMPARTMENTATION:

Compartments shall have a minimum of 106 cubic feet total useable storage space. This area shall be divided into compartments as follows:

Left Side:

One (1) ahead of rear wheels with vertically hinged single door, compartment shall be approximately 24" wide x 20" deep x 27" high and contain 7.5 cubic feet of storage. Opening shall be 27" wide x 24" high.

Two (2) over rear wheels with vertically hinged double doors. Each compartment shall be approximately 59" wide x 29-3/4" high x 10" deep and shall contain 5.0 cubic feet of storage. Opening shall be 57" wide x 24-3/4" high.

One (1) behind rear wheels with vertically hinged double door. Compartment shall be approximately 36" wide x 21" deep x 27" high and contain 12.0 cubic feet of storage. Opening shall be 34" wide x 27" high.

Rear:

One (1) double door at rear step between beavertails. Compartment shall be approximately 48" wide x 27" high by 25" deep. Compartment shall connect with rear side compartments to form transverse compartment and contain 17.0 cubic feet of storage. Opening shall be 46" wide x 27" high.

Right Side:

One (1) behind rear wheels with vertically hinged double door. Compartment shall be approximately 36" wide x 21 deep x 27" high and contain 12.0 cubic feet of storage. Opening shall be 34" wide x 27" high.

One (1) ahead of rear wheels with vertically hinged single door. Compartment shall be approximately 24" wide x 20" deep x 27" high and contain 7.5 cubic feet of storage. Opening shall be 23" wide x 27" high.

HOSE BED COMPARTMENT:

The hose bed compartment deck shall be entirely constructed from maintenance free 3/4" x 2-3/4" hollow aluminum extrusion welded into a one piece grid. Hose bed extrusion shall have a radiused ribbed top surface that is completely anodized. Hose bed shall be located directly above the booster tank and shall be completely removable for access to booster tank. Three (3) hose bed dividers shall be furnished to divide hose load. Three (3) vinyl nylon reinforced hose bed covers shall be furnished to protect hose load.

BODY TRIM PACKAGE:

The body trim package shall include the following:

- Bright finished aluminum extruded drip rail shall be mounted over rear compartment doors.

- Two (2) rear chrome stanchion castings shall be mounted above hose bed on each side. Stanchions shall be 12" wide with 3-3/4" thickness. Stanchions shall have integral cast socket for stainless steel handrail. All wiring for deck lights and flashing lights shall be concealed inside stanchion for proper protection. Stanchion shall be easily removable for wiring access.

- One (1) stainless steel horizontal grabrail shall be provided between rear stanchion castings.

- Four (4) polished aluminum corner castings, one on each corner of body shall be welded to apparatus body. Casting shall be 5" x 5" and 3" deep.

- Two (2) vertical handrails shall be mounted with stainless steel bolts to apparatus body, one to each side of beavertail. Handrails shall be 1-1/4" diameter stainless steel tubing with chrome stanchions. Horizontal step inside beavertail shall be covered with 1/8" aluminum diamond plate formed to provide a nonskid surface for easy access to hose bed area.

All electrical equipment shall be installed to conform to the latest Federal standards as outlined in NFPA #1901. Wiring installed by body builder shall be run in a loom where exposed and shall be protected by automatic circuit breakers of the reset type.

All electrical equipment switches shall be mounted on a switch panel mounted in the cab convenient to the driver. Light switches shall be of the rocker type with integral indicator light to show when lights are energized. All switches shall be appropriately identified.

The following electrical equipment shall be supplied:

- One (1) Federal Aerodynic light bar model 24 color code "A" with red domes and TS 24 speaker shall be switch controlled on dash.
- Federally required clearance lights, marker and chrome license plate bracket with light.
- Rear mount cluster marker lights to be recess mounted in a channel under rear step for protection from breakage.
- Signal stat with stop, turn, and back-up light (one each side at rear of truck).
- 7" single faced flashing red light, with chrome housing, shall be mounted on front of cab (one each side). Lights shall be switch controlled on dash.
- 7" double faced flashing red lights shall be mounted above beavertail on rear stanchion casting (one each side).
- Compartment lights. Lights shall be switch controlled on dash.
- Pump compartment light.
- Two (2) pump panel lights - 3 bulb cluster with three way switch. One left, one right
- One Federal PA 150 siren with microphone. Includes wail, hi-lo and yelp modes and PA system. Also includes provision for radio hook up.
- Two (2) cab post mounted spot lights.

BATTERY:

Battery shall be mounted in an enclosed compartment directly at the end of the canopy walkway. Battery compartment shall be self draining, adequately ventilated and battery shall be readily accessible for examination, testing and maintenance. Battery capacity shall be commensurate with the size of engine and anticipated electrical load in full compliance with pamphlet #1901.

Battery hold down shall be 1" x 1-1/2" x 1/8" aluminum angle completely

framing top perimeter of battery. Framing shall be constructed as to allow bolting to a formed aluminum plate attached to chassis.

BATTERY CHARGING RECEPTACLES:

Battery charging receptacle, having standard trickle charger lug connections, shall be provided. Receptacle shall be flush mounted and placed in a readily accessible location and shall be connected in such a manner as to allow direct charging to battery system.

GENERATOR:

One (1) Onan 3000 watt electric start diesel driven 110/220 volt generator shall be mounted in left rear compartment. Generator to be fueled from truck fuel system. Two (2) 500 watt Quartz telescoping lights and (2) external weather proof twist lock receptacles shall be wired to generator through a four way breaker box.

APPARATUS PAINT FINISH:

All exposed metal surfaces, not being chrome plated or of aluminum diamond plate, shall be thoroughly sanded, cleaned and phosphatized in preparation for painting. Paint shall be ultra high lustre Dupont "Imron" polyurethane paint. Complete apparatus cab shall be sanded and finish painted before mounting of body to assure full coverage of paint to all cab surfaces. Both cab and body shall be painted to allow for identical finish. All removable items; i.e., wheels, brackets, compartment doors, etc., shall be painted separately to insure finish paint behind mounted items. Body components that cannot be finish painted upon assembly are to be finish painted before assembly. All unwelded seams exposed to high moisture environments shall be sealed using permanent plyable silicone caulking.

Inside door and door jambs on chassis shall be sanded and painted with Dupont "Imron" to match the finish of the exterior of the truck. Pump shall also be painted with "Imron" matching the apparatus exterior. Wheels and wheel well liner shall be painted to match apparatus wheel finish. Chassis frame and under carriage components shall be finish painted black.

Apparatus doors shall be finished with gold leaf design and highlighted with black outline. Gold leaf will be thoroughly coated for protection against wear and weathering.

Entire unit to be painted lime yellow Dupont "Imron" #7744UH. Fire Department Red Dupont "Imron" #20726. Cab top to below window line to be painted Dupont "Imron" white #817.

Shaded gold leaf lettering shall be furnished to fire department specifications - up to 60 letters.

BASIC 1901 EQUIPMENT PACKAGE

LADDERS AND MOUNTING:

One (1) 14' roof ladder, aluminum extension type, and one (1) 24' ladder, aluminum extension type, shall be furnished and mounted with a heavy chrome plated hold down handle and swivel base.

HARD SUCTION:

Two sections of 10' long by 6" diameter hard suction hose, with bright chrome plated couplings attached, shall be furnished. 3/16" wall extruded aluminum mounting rack shall support suction hose. Hose shall be held in place by unique stainless steel springs and bright finish catch handles.

HARD SUCTION STRAINER:

One (1) hard suction basket type strainer shall be furnished with mounting bracket. Mounting bracket shall be attached to apparatus body.

FIRE AXES:

Two (2) fire axes, six pounds in weight, one flat head and one pick head, shall be furnished with chrome and stainless steel mounting brackets. Brackets and axes to be mounted to apparatus body.

PIKE POLE:

One (1) 10 foot and one 6 foot fiberglass pike pole and mounting brackets shall be furnished and mounted to apparatus body.

HAND LANTERNS:

Two Koehler rechargable (with charger) type hand lanterns with batteries shall be furnished.

FIRE EXTINGUISHERS:

Two (2) fire extinguishers, 20 pound ABC cartridge type with mounting brackets shall be furnished and mounted on apparatus body.

EXTRA EQUIPMENT

- 750 ft. 2-1/2" all polyester double jacket 600# fire hose coupled lightweight NST
- 600 ft. 1-1/2" all polyester double jacket 600# fire hose coupled lightweight NST
- Four (4) Akron #1730 2-1/2" turbo-jet nozzle with playpipe
- Five (5) Akron #1720 1-1/2" turbo-jet nozzle with pistle grip
- None (9) Ziamatic spring clip air pak brackets
- Six (6) Scott IIa Pressure Demand (3 with case, 3 without case)
- Six (6) Scott aluminum spare cylinder
- 750 ft. 3" all polyester double jacket 600# fire hose with 2-1/2" couplings NST
- Two (2) 2-1/2" Female NST x 1-1/2" Male NST chrome adapter
- One (1) Akron #588 hose clamp
- Six (6) Akron #78 hose strap
- One (1) Akron #501 multiversal complete with stream shaper and stack tip. Top mount fixture shall be furnished.
- One (1) Akron #1750 master stream nozzle
- Tire chains for all wheels - rear to be three rail style

WHITTIER MANOR

FEB 24 1981

portsmans Inn esturaunt Bar Gift Shop Grocery	Bay 1	Bay 2	Bay 3	Bay 4	Bay 5	Bay 6	Bay 7	Bay 8	Bay 9	Bay 10

- Each bay has 10 appartments owned as a condominium.
- Whittier Manor is a frame building.
- Fire occured in Bay 4.
- Bay 1 and 2 are owned by Sportsmans Inn as rental units.
- Bays 3-10 apartments are owned by individuals.
- Fire wall between each bay.
- Mary Lee Brown is the building manager.

Address: Whittier Manor Bay 10 Box 714
Whittier, Alaska 99502
472-2355

WHITTIER MANOR

ortsmans Inn esturaunt Bar Gift Shop Grocery	Bay 1	Bay 2	Bay 3	Bay 4	Bay 5	Bay 6	Bay 7	Bay 8	Bay 9	Bay 10

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Address: Whittier Manor Bay 10 Box 714
Whittier, Alaska 99502
472-2355

FEB 26 19

February 20, 1981

STATE OF ALASKA
State Capital Building
Juneau, Alaska 99811

Attn: Rep. Bette Cato

Dear Rep. Cato;

As residents of Whittier Alaska my wife and I are concerned about community safety.

Recently we had a local fire. Though it could have been much more disasterous the fire fighting facilities were extremely poor. We understand a new fire engine is in the process of being built for us and only lacks appropriate funding.

Is there anything we, as citizens, can do to expediate this funding?

Once the vehicle is funded it will still be some time before we receive it. We shudder to think of the consequences of another fire; no matter how minor it may be. The city desperately needs the equipment as soon as possible!!!!!!!

Thank you kindly for your attention.

Sincerely,

David Clemens

David Clemens

DC:mc

cc: City of Whittier City Council

PAT'S 4 x 4 CENTER

GENERAL REPAIR WORK
AAA CERTIFIED REPAIR STATION
POWER TAKE-OFF
WINCHES
WRECKER SERVICE

PAT JOHNSON
OWNER

PHONE 458-5429

1380 COLLEGE PLACE
HELENA, MONTANA 59601

Wed evening

Dear Betty,

Here is the information I promised you. Sorry about the handwritten, letter & disorganized contents but that's the way it's been since monday.

The fire started, apparently caused by a child, in the upper floor of Bay 4 of Whittier Manor during the noon hour. I live right under neath & hear a lot of commotion from above. One of the tenants was running down the stairs screaming "Call the Fire Dept." I grabbed my radio & ran upstairs encountering another tenant who yelled to get another extinguisher. I directed him to the nearest one & continued up but was stopped by dense smoke spreading rapidly. During this I radioed for the fire truck & got my police sgt. who was on duty. As I was closer to the fire hall & unable ~~to~~ without air packs, I went for the truck &

PAT'S 4 x 4 CENTER

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FAA CERTIFIED REPAIR STATION
POWER TAKE-OFF
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WRECKER SERVICE

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HELENA, MONTANA 59601

PHONE 458-5429

2

Activated the siren. On response time was very rapid due to the fact I was on the scene & the fire hall is approx. 3 blocks away. Volanteers took a 2½" line to the Backers building hydrant while we drove to Bay 4 & got the truck pump going. About this time we were informed the hydrant was frozen. We pumped for a short time from our 500 gal tank on the pumper & then it lost suction. There was a 1½" line into the building by this time & volanteers were robbing hoses from adjacent bays so we could couple them together & use other building hydrants. I headed up the stairs with an air pack to see if I could reach the 1½" building hose. I was forced back by hot gases with "0" visibility smoke & became disoriented when my air hose took hold on something. Lt. Avery from P.D. helped me find my way down. He later called out our asst Chief ~~[illegible]~~ who suffered smoke inhalation

PAT'S 4 x 4 CENTER

GENERAL REPAIR WORK
AA CERTIFIED REPAIR STATION
OWER TAKE-OFF
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WRECKER SERVICE

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HELENA, MONTANA 59601

PAT JOHNSON
OWNER

PHONE 458-5429

~~[illegible] knowledge of the situation.~~ I'm only aware of a small portion of all that happened. The flames were large by this time. Apparently they got the truck pumping again & had another 1½" line from Bay 3 or 5 but it was a losing battle at this point. I went to check on another hydrant appox. 1500' away & it was inoperable. Apparently a snow plow knocked out the one right behind our place early last winter & the city shop hadn't replaced it yet even though they had been ordered in in June. By this time the truck had burned down with & we knew workers in real trouble even though it was a calm day windwise. A call was put out to Elmwood for help & the Alaska R.R. has an engine in portage in an hour to bring them in. The cooperation from everyone was amazing. At the scene the ARR was bringing a large crane & platform of some sort to hoist a large 2½" hose team to top floor level. While this was going on other fellows were responding.

PAT'S 4 x 4 CENTER
GENERAL REPAIR WORK
FAA CERTIFIED REPAIR STATION
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PAT JOHNSON
OWNER
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The army people at the tankfarm brought a large pump to the dock & were setting it up to pump seawater into our truck which boosted & regulated the pressure on the 2½" line to the crane. While ~~this~~ this was all being set up people were making lines on the roof which had started falling in. They got these ~~ladders~~ up by our FD ladder on the backside of they threw them out the windows on bayside & slid out the windows on them as there was a shortage of ladders initially (We had just purchased the one we were using on the backside last week).

One person even crawled ~~out~~ out a window to climb onto the roof. They were not trained firefighter but people who wanted to help. And thanks to them (even though it was stupid in many cases) they & many others turned the tide. No major injuries. All of us have many bruises sprained ankles etc. But truly amazed no one was killed in the

PAT'S 4 x 4 CENTER

GENERAL REPAIR WORK
FAA CERTIFIED REPAIR STATION
POWER TAKE-OFF
WINCHES
WRECKER SERVICE

1380 COLLEGE PLACE
HELENA, MONTANA 59601

PAT JOHNSON
OWNER

PHONE 458-5429

5

fire as they were taking real chances to make up for a lack of equipment.

2 citizens "buddy breathing" on an aqualung & no mask while manning a hose on 2nd floor. Numerous one-man lines with no breathing gear at all just wet hankys & towels. Most struggling to stay in the building or on the roof to man a 1½ building hose with a poor ("useless" is a better term) nozzle that could only reach 10-15 feet at times with a stream a little larger than a garden hose. And yet they stayed and overcame and went back in. Hose pressure was low because of so many on the building hydrants. There must have been 5 & I apologize for the messy letter, but I've been trying to keep heat in our building for the rest of the tenants & our fire gear. Luckily for the rest of the tenants & I'm trying to clean up what I salvaged from my own apartment. I sent a reader & your complet report next week.

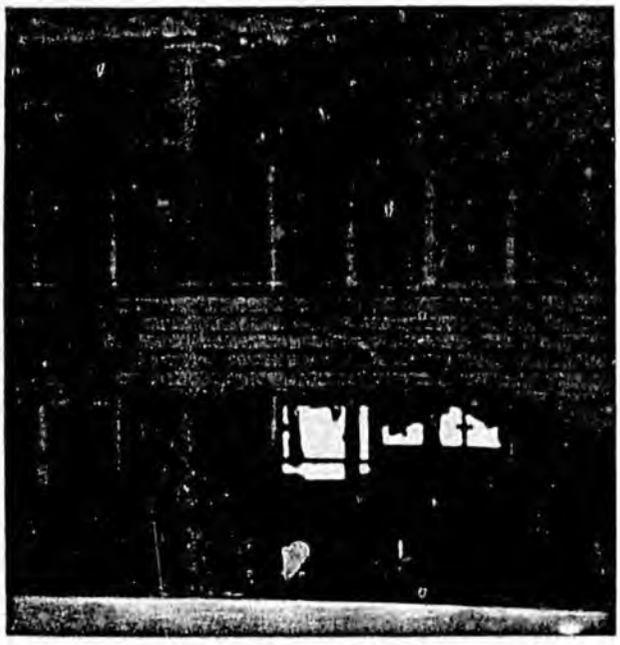
Sincerely Pat Johnson
W Helena V FD

THE FOLLOWING DOCUMENT(S) MAY NOT FILM LEGIBLY BECAUSE OF POOR QUALITY OF THE ORIGINAL.

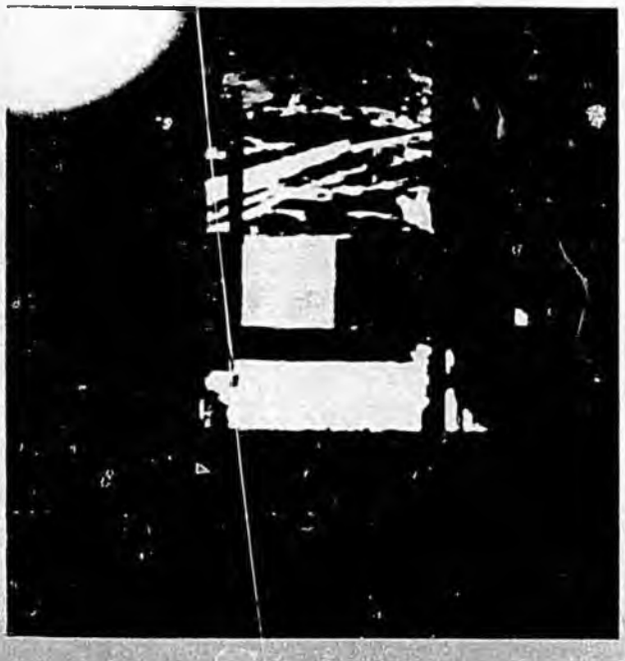

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KODAK SAFETY FILM 5060
KODAK SAFETY FILM 5060

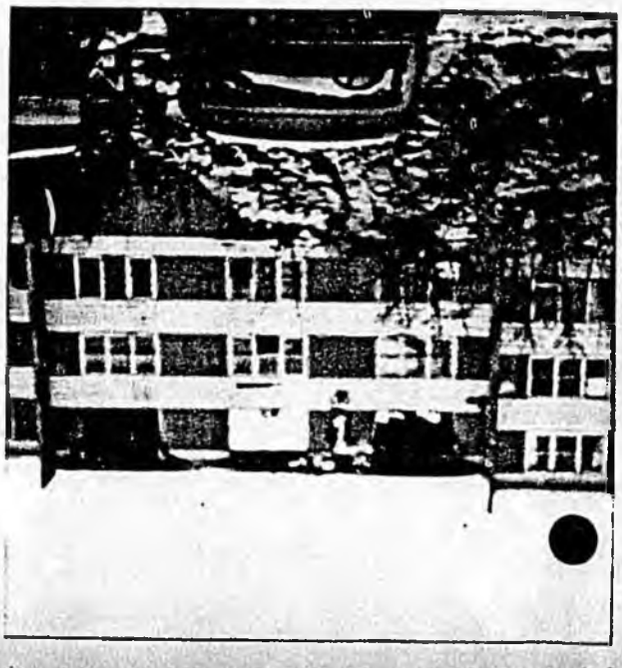












THE PRECEDING DOCUMENT(S) MAY NOT FILM LEGIBLY BECAUSE OF POOR QUALITY OF THE ORIGINAL.

HB

523

ALASKA
STATE LEGISLATURE

MEMORANDUM

May 20, 1981

TO: Representative Bette Cato, Chairman
Transportation Committee

FROM: Senator Mike Colletta Mike Colletta

SUBJ: Whittier Access/Portage Road (SB 122, HB 535)

Please find attached for your information a petition in support of SB 122 and HB 535. I would like to request your consideration to speedy hearing on this issue.

Thank you.

WHITTIER, ALASKA 99693
BOX 727
(907) 472 2350

MAY 15 P.M.

TO WHOM IT MAY CONCERN:

FROM KAY SHEPHERD, CITIZEN

The enclosed petition portrays the feeling of most of the residents of Whittier concerning the access road from Portage Glacier Lodge to Bear Valley. The number of voters at any election in Whittier ranges from about 85 to 90.

Whittier would certainly benefit from this improved access but, beyond that fact, Anchorage and a great part of interior Alaska could have better advantage of the extensive recreation area of beautiful Prince William Sound.

The new addition to the small boat harbor, for which there is a long waiting list, and the great interest in the potential harbor for Shot Gun Cove indicate the intense interest that Alaskans have in Prince William Sound, the finest recreation spot in the State of Alaska.

Thank you for giving sincere attention to this petition from Whittier.and if it is possible to move SB 122 and HB 535 through the committees and to the respective floors for vote, it our desire that you do so.

Again, thank you.

Kay Shepherd

WE, THE UNDERSIGNED, BEING RESIDENTS OF THE CITY OF WHITTIER, ALASKA, ARE IN FAVOR OF A ROAD BEING BUILT FROM PORTAGE TO BEAR VALLEY IN ORDER TO DECREASE THE EXPENSE AND TRAVEL TIME AND TO INCREASE ACCESS TO WHITTIER.

Date		SIGNATURE	PRINTED NAME	ADDRESS
May 3, 1981	1.	Judith M. Youngquist	Judith M. Youngquist	Box 741 Whittier, Ak. 99693
5-3-81	2.	[illegible]	Joipel Fred Platt	Box 722 Whittier AK
5/3/81	3.	[illegible]	FRED D. JOINER	[illegible]
5/3/81	4.	[illegible]	Michael Livingston	Box 692 Apt 5 Whittier
5/3/81	5.	[illegible]	DARLENE MORTON	Box 673 Whittier
5/3/81	6.	[illegible]	GEOFFREY [illegible]	Box 673 Whittier
5/3/81	7.	[illegible]	Betty S. Chance	Box 951 Whittier, AK. 99693
5/3/81	8	[illegible]	Rowley E Lewis	Box 633 Whittier AK 99693
5/3/81	9	[illegible]	Michelle E Lewis	Box 633 Whittier AK 99693
5/3/81	10.	[illegible]	JANE D STRAUS	Box 662 Whittier AK
5/3/81	11	[illegible]	Randall G Hartman	Box 615 Whittier
5/3/81	12.	[illegible]	P.O. Box 615 Whittier	
5/3/81	13.	[illegible]	Robert L Wadlow	PO Box 72 Whittier AK
5-3-81	14.	[illegible]	[illegible]	PO Box 615
	15.	[illegible]	Box 696 Whittier, AK	
5/3/81	16.	[illegible]	Box 632 Whittier	
5/3/81	17.	[illegible]	Box 668 Whittier AK 99693	GERALD H. PROTZMAN
5/3/81	18.	[illegible]	Gloria Protzman	Box 664 Whittier
5/3/81	19.	[illegible]	Marcia L Paulson	Box 694 Whittier
5/3/81	20.	[illegible]	Box 707 Whittier AK 99693	
5/3/81	21.	[illegible]	RAWSON E. KNIGHT	Box 698 Whittier AK
5-3-81	22.	[illegible]	Linda Rosales	Box [illegible] Whittier AK
5-3-81	23.	[illegible]	LORI SIMMONS	Whittier Box 683
5/3/81	24.	[illegible]	Box 711 Whittier	DORIS V. BENDER
5/3/81	25.	[illegible]	ROSCOE HERRELL	Apt 1403 Begich Towers
5/3/81	26.	[illegible]	Armanda Hale	#705 Whittier AK.
5/3/81	27.	[illegible]	Tom Hale	#705 Whittier AK
5-3-81	28.	[illegible]	Ray Shepherd	[illegible]
5/3/81	29.	[illegible]	[illegible]	[illegible]
5/3/81	30.	[illegible]	Robin A. Gregory	[illegible]
5/3/81	31.	[illegible]	[illegible]	[illegible]
5/4/81	32.	[illegible]	Daniel N. Holgate	Box 131 Whittier AK 99693
5/4/81	33.	[illegible]	[illegible]	[illegible]
5/4/81	34.	[illegible]	[illegible]	[illegible]

36.	[illegible] Lopez	William A. Lopez	Box 641 Whittier, AK 99693
37.	Elsie S. Yeagle	ELSIE S. YEAGLE	BOX 653 WHITTIER AK 99693
38.	John D. LaBowe	JOHN LABOWE	903 Begich Towers Whittier
39.	Jerry L. Lewis	JERRY L. LEWIS	POBox 621 Whittier AK 99693
40.	Gene Alvarez	GENE ALVAREZ	BOX 693 WHITTIER AK 99693
41.	Charles R. Hutchinson	Charles R. Hutchinson	P.O Box 711 Whittier 99693
42.	Sharon Miles	Sharon T. Miles	Box 662 Whittier AK 99693
43.	Steve Hartman	STEVE HARTMAN	BOX 675 WHITTIER AK 99693
44.	Marilyn Holroet	Marilyn Holroet	Box 621 Whittier, AK
45.	Harold Bishop	HAROLD BISHOP	BOX 701 WHITTIER AK 99693
46.	Darlene L. Deyo	Darlene L. Deyo	Box 734 Whittier AK 99693
47.	Apryle Worden	Apryle Worden	Box 681 WHITTIER AK 99693 5/4/
48.	Bernadine Zeigler	Bernadine Zeigler	Box 686 Whittier AK 99693
49.	Kenneth Barker	KENNETH BARKER	BOX 607 WHITTIER, AK 99693
50.	Chas F. Miller	CHAS F MILLER	Box 614 Whittier AK 99693
51.	David Clemens	DAVID CLEMENS	BOX 645 Whittier AK 99693
4-8/52.	Mary Clemens	MARY CLEMENS	Box 645 Whittier AK 99693
5/5/53.	Robert M. Wheelright	ROBERT M. WHEELRIGHT	BOX 647 Whittier AK 99693
5/4/8/54.	Geraldine Wheelright	Geraldine L. Wheelright	Box 647 Whittier AK 99693
5/4/8/55.	[illegible]	[illegible]	[illegible]
56.	Rita S. Lopez	Rita S. Lopez	Box 641 Whittier, AK 99693
57.	Willie J. Robert	Willie J. Roberts	APT-321 B.T. Whit, AK
58.	Florence K. Rawhouser	Florence K. Rawhouser	Bay 3, Apt 12 Whittier Manor
59.	Stacey A. Smith	Stacey A. Smith	Apt. 1009 BTI Whittier, Ak. 99693
60.	Dennis P. Hutchinson	DENNIS P. HUTCHINSON	APT 712 BTI Whittier
61.	Jeanne D. Heflin	JEANNE D. HEFLIN	Apt. 712 BTI Whittier 99693
62.	Jack D Coffman	JACK D COFFMAN	Apt 702 BTI Whittier
63.	[illegible]	[illegible]	[illegible]
64.	Jeffrey A. Jackman	Jeffrey A. Jackman	Box 685 Whittier Ak. 99693
65.	Vicki L. Hartman	Vicki L. Hartman	Box 675 Whittier Ak. 99693
66.	Irma R Knight	IRMA P. Knight	Box 698 Whittier Ak. 99693

Eighteens

67. Timothy Key Timothy (J) Key P.O. Box 735 Apt 104

68. Linda Key Linda Key P.O. Box 735 Whittier, AK 99693

69. Linda D Harker Linda D Harker P.O Box 621 Whittier AK 99693

70. Peggy A Gallacher Peggy Gallacher Box 669 Whittier AK 99693

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THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

APR 7 1981

I. REQUEST

Bill/Resolution No. SB 122

Title Special Appropriation for Whittier - Portage Access Const.

Requested by Colletta Date

II. FISCAL DETAIL

Agency Affected DOT/PF

Program Category Affected Planning & Programming, Design & Construction

BRU, Program, or Subprogram(s) Affected

(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 81	FY82	FY83	FY84	FY 85	FY 86
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL		15,000.				

FUNDING (Thousands of Dollars)

GENERAL FUND		15,000.				
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

Maintenance Costs: $12,000/mile corrected for inflation with 35% for equipment.

Assumes:

1. Project scope includes construction for 1 1/2 miles of Bear Valley Road, auto parking, construction and rail modification in Bear Valley and Whittier Station improvements.
2. No maintenance of the rail facilities.
3. Utilization of consultant in project development.

IV. DATE 2/20/81 PREPARED BY Central Div. Planning & Programming

AGENCY Dept. of Transportation & Public Facilities

PHONE 266-1462

Original: Legislative Finance

cc: Budget and Management

Prime Sponsor (First Legislator Named)

33-001 (Rev. 12/79)

HB

536

NORTH SLOPE BOROUGH
P. O. BOX 69
BARROW, ALASKA 99723

TELEPHONE (907) 852-2611

Marla 4-21-81 ABR

April 16, 1981

Is this a duplication? ✓ State funds

The Honorable Al Adams
House of Representatives
Pouch V
Juneau, Alaska 99811

Dear Sir:

Detailed below is a schedule of estimated costs involved in the Borough's monitoring, planning, management and environmental protection program for the Haul Road. Please note that we have differentiated between basic administrative work and emergency support (i.e., medical services and public safety) but this in no way implies that the emergency support receives lesser priority.

STAFF AND RESPONSIBILITIES	SALARY
1 PLANNER - Update comprehensive plan, zoning, historic analysis	$65,000
1 EPO OFFICER - Monitor spills, streams, culverts, camp clean-up and operation, and gravel use	60,000
2 SUBSISTENCE & WILDLIFE OFFICERS - Analyze caribou migration patterns and impact of road and corridor use on all subsistence species and habitat	120,000
1 VILLAGE LIAISON - Establish and maintain 2-way communications on haul road uses with villages of Anaktuvuk Pass, Nuiqsut and Kaktovik	50,000
SUBTOTAL:	$295,000
TRAVEL - Per diem, etc.	50,000
VEHICLES, FIELD EQUIPMENT, ETC.	75,000
SUBTOTAL:	$420,000

CONTRACT WORK	CONTRACT COSTS
1. Finish nomination of at least 10-20 cultural sites for the National Register of Historic Places	$100,000
2. Establish base-line data on environment, pollution, subsistence, user patterns and impact, etc. with literature research, limited field work, analysis of records, and interviews. Use various combinations of written and audio-visual material to communicate the results and findings.	180,000
SUBTOTAL:	$280,000

PUBLIC SAFETY & EMERGENCY MEDICAL SERVICES	SUPPORT COSTS
4 PUBLIC SAFETY/EMS OFFICERS - Provide emergency and medical support as needed	200,000
TRAVEL - Per diem, etc.	50,000
VEHICLES, FIELD EQUIPMENT, ETC.	75,000
SUBSISTENCE AND SUPPORT SERVICES	65,000
SUBTOTAL:	$390,000

To provide the staff, complete the contract work, and provide emergency and public safety services, the grand total will be $1,090,000.

If you need additional information, please call me at your earliest possible convenience.

Yours truly,

Jacob Adams
Mayor

cc: Conrad Bagne
Borough Attorney

JA:eap

(CONFIRMATION COPY: TELECOPIED ON 4/16/81)

SP
SS HB -

Dalton Highway, Disaster Creek

introduced by Gov - ① ② ③

Yukon River — Disaster Creek -

Section 4 — Capital Cost
N Slope Borough
- To prepare for opening -
Sec 5 -
Sec 6 -
7 new positions -

3 mil continuing funding
3 mil 1 time only.

additional item - Division of Parks -

Ward.
1 yr. acceleration of DOT - advanced 1 yr -

emission personell + capital -
helicopter request
(rent + utility) 7 new troopers 5 mi east.
change Dog River Deadhorse -
troopers do not have housing -
Sec 6 housing + helicopters -

Maintained south of Shandalen
Dwyer Gen } no complaint
AIC → mileage adjusted
No support for
lessen Nelchina and.

NR
~~D.T.C.~~ Contract with DOT for cleaning up -

section 5 - 365 miles -

- Want breakdown on section 5 -
Resident ~ 2 units - 1800 sq feet.

1.6 1.7.
2 units (400, then)

Mesa

section 4 -
Mile 153. opt a that N. Slope boundry.
on their portion

= lower feed -
possibly Tall (suggestion of N. Slope)
tall not legal -

John Forceskie - Teamsters - 276-4334

Teamsters can not strike. If the owner/operators go out on strike it will not be and can not be Teamster sanctioned. BUT.....

John Forceskie expressed a real problem with the road. The maintenence now and in the past is very bad. Everyone is complaining about the potholes, etc. I gather part of the problem is not just the regular break-up blues, but that maintenence during the winter (snow removal, ashing the passes, etc) has been bad. The passes were so bad that the truckers had to use chains going up and down the passes.

Mr. Forceskie indicated that complaints come from everyone about the road during meetings, not just a few and not just "cowboys."

An added factor is that not all camps along the way are open to the truckers. This necessitates long stretches of road where there are no rest areas. For some truckers it is so bad that they are carrying barrels of diesel fuel.

Frontier company did lose a few rigs due to road conditions.

* *

A completely different subject that John Foceskie brought up
Canadians are bringing loads in through the border. It used to be that the Canadians would bring there load to the boarder and an Alaskan would take over the rig. They're real hot about that too, so I thought I'd mention it.

Jim Knox - Trucker in Eagle River
688-3592

There is a real problem on the road to Prudhoe Bay. The conditions are so bad a full-fledged, union sactioned strike will happen within 10 days. 3 days ago there was a wild-cat strike that lasted a matter of hours.

The State won't blade the road. The road conditions are so bad that;
If a trucker goes over 15 - 18 mph in some areas they lose control of their rigs.
The trip can be legally driven in 36 hours. It is presently taking 4 days round trip.
It takes 15 hours to drive less than 100 miles
After his present 4 day trip, it will take $1000.00 and 3 days to repair his rig.
Presently the steel in his cab is split 1/4 inch wide from the windshield to the grill.

Road conditions very hazardous.
There is a snow drift at the beginning of a bridge that's been there 3 days.
It creates a one lane traffic situation.
Some of the rocks flying are the size of baseballs

Road well used.
194 trucks drove past the Canadian Border checkpoint on March 16th.
This is an average day.

Cost of a new truck
$70,000.00

No major work has been done on road since Rep. Munson's Transportation Committee traveled it 1½ years ago.

Jim Knox is putting together an organization consisting of one man from each company that is on the Truck Committee*

*According to contract, each company has 5 members on this Truck Committee to deal with Oil companies.

Pat Ryan-Deputy Commissioner, Maitenance and Operations
3900

The road is very rough. Nothing can be done until break up when the ground thaws. Hopefully they can start in 2 or 3 days.
Temperature has been down -20° in Prudhoe Bay.

About complaint that driving over 15 - 18 mph creates a loss of control situation Nonsense.

About the snow drift before a bridge. Ryan doubts it.

Old guard are fairly pleased with the road/ the cowboys are creating the problems.

There was a sit in a few weeks ago, they'll just have to sit in.

No snow this winter to protect the road is a large part of the problem.

There is a 6 to 8 hour difference between the time of rigs having problems and rigs having no repair problems.

DOT is working with Oil companies to check how fast rigs are getting to Prudhoe. They are checking in and out.

Goldstreak Trucking complained about losing 3 windshields as they were resting on the side of the road, due to a truck traveling at 60 to 70 mph.

One trooper up on road.

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE: 5/4/81
LOCATION: HB 536
SUBJECT:

NAME	REPRESENTING	ADDRESS	PHONE	HERE TO TESTIFY	HERE TO OBSERVE
Brian Rogers				✓	
Al Adams				✓	
Bob Ward				✓	

MEMORANDUM State of Alaska

TO: Richard Aks
Budget Analyst
Division of Budget
and Management
Office of the Governor

DATE: March 20, 1981

FILE NO:

TELEPHONE NO: 465-2600

SUBJECT:

FROM: Ernst W. Mueller
Commissioner
Department of Environmental
Conservation

RECEIVED
MAR 23 1981
BUDGET AND MANAGEMENT

The June 1 opening of the North Slope Haul Road will significantly increase activities along the road will require the Department to (1) step up prevention and clean-up of air, water and solid waste pollution, including oil spills, (2) increase its assistance to Department of Transportation and Public Facilities to assure that public sanitation facilities are in place and are capable of handling anticipated wastes, and (3) assist the Departments of Natural Resources and Fish and Game in anticipating increased use of natural resources in the road corridor.

For two years, the Department has employed an Environmental Field Officer to work half-time on environmental concerns along the Haul Road. This budget amendment will change this position, PCN 18-7191, from permanent part-time of 5.4 months to permanent full-time.

The primary duties of this position have been to respond to such problems as oil spills from tanker truck accidents, fuel storage and distribution facilities, and transport tion pipelines; mining operations including gravel mi , gold min'ng and mineral exploration activity; air qua violations including gravel dryers, incinerators, asphalt ts, power generation equipment, and fugitive dust; surfac ling of roadways; litter, abandoned vehicles, and promi ous dumps; roadside waste oil dumping and oil spill cleanu ctivities; thermal, wind, and water erosion related to roa and pipeline construction; contamination of public water supplies; and wastewater disposal, including recreational vehicles, sewage treatment plant and construction project wastewater disposal.

In order to assess and correct these and other problems, the employee must frequently travel the road to inspect situations first-hand, collect and analyze data and meet with major and minor industrial developers, the public and other State agencies. Notices of violation must be issued expeditiously and followed up with equal speed.

Recently the employee has been working very closely with the Bureau of Land Management and the Alaska Department of Transportation and Public Facilities to assure that necessary services, facility siting and construction, and on-going operation and maintenance schedules are pursued in the most environmentally sound manner. Once the road is opened, it is critically important to increase our participation with DOTPF as such problems as landfill locations and recreational vehicle facilities are addressed more closely under the actual conditions of public use. Interim facilities may be necessary and must be designed, sited and constructed to guarantee the public as safe, healthful travel as possible.

The request was omitted from the Governor's budget because, while the need to plan for the facilities and services along the Haul Road was anticipated, the need only became critical following the court decision that the road should be opened this year.

PLEASE NOTE: THE FOLLOWING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT

Karla

April 8, 1981

The Honorable Sam Cotten
Chairman, House Finance Committee
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

Amendment to HB295
Supplemental Appropriations of
$118,000 GF (Capital) - S091407
$187,000 GF (Operating) - S091406
North Slope Haul Road Opening

Dear Representative Cotten:

Please revise HB295 to include supplemental appropriations to the Department of Transportation and Public Facilities in the amounts of $118,000 GF for capital costs and $187,000 GF for additional operating costs related to the scheduled opening of The North Slope Haul Road in June 1981. The capital portion of the supplemental will be used for sign and milepost installation, sanitary disposal tanks and checkpoint equipment. The operating portion will be used for additional grading, dust control, operation of checkpoints and sanitary and solid waste disposal.

Please add two new sections to HB295 to read as follows:

1. The sum of $118,000 is appropriated from the general fund to the Department of Transportation and Public Facilities for capital costs related to the opening of the North Slope Haul Road.

2. The sum of $187,000 is appropriated from the general fund to the Department of Transportation and Public Facilities, Interior Region Maintenance and Operations, for the opening of the North Slope Haul Road.

Section 1 above should be considered a capital project with the status of a continuing appropriation. Section 2 should lapse on June 30, 1981.

Sincerely,

Dr. Ronald D. Lehr
Director

cc: Honorable Don Bennett and Honorable Ed Dankworth, Senate Finance; Honorable Bette Cato, House Transportation.

MEMORANDUM State of Alaska

TO: Ronald Lehr, Director
Division of Budget and Management
Office of the Governor

DATE: April 10, 1981

FILE NO: 000H-0003

TELEPHONE NO: 465-3900

SUBJECT: FY 1981 Supplemental Appropriation Request, North Slope Haul Road: Northern Portion

FROM: Robert W. Ward, Commissioner
Department of Transportation
and Public Facilities

In order to open the northern portion of the North Slope Haul Road to the public from June 1, 1981 to June 30, 1981, the Department of Transportation and Public Facilities requires a Supplemental Appropriation of $187,000.

The Interior Region Maintenance and Operations BRU, North Slope Haul Road component, will need $30,500 for personal services to fund two (2) security guard positions and overtime for other Maintenance & Operations personnel. There will also be a need for $6,000 in the travel allocation to enable these two positions to travel to and from the information center and the Interior Region Headquarters for training and to pick up supplies, and per diem associated with the additional grading and dust control that other Maintenance & Operations personnel will incur.

The $95,000 contractual services allocation will purchase a sewage dump station, sanitary facilities at various road sites, solid waste disposal, water and sewage transport, dust control, some additional grading, and utilities.

Additionally, $55,500 will be required in commodities for dust control ($55,000), and the two positions at the information center ($500).

This increase will enable the department to comply with both the Governor's Policy and the Legislature's Intent.

The effect of this request will be:

Interior Region M & O, North Slope Haul Road

	Authorization	Supplemental Request	Amended Authorization
100	$2,153,600	$ 30,500	$2,184,100
200	91,200	6,000	97,200
300	2,450,000	95,000	2,545,000
400	339,700	55,500	395,200
500	114,400	-0-	114,400
	$5,148,900	$187,000	$5,335,900

cc: Patrick Ryan
Hal Hume
Larry Michou
Charles Heussler

02-001A(Rev.10/79)

MEMORANDUM State of Alaska

TO: Ron Lehr, Director
Division of Budget & Management
Office of the Governor

DATE: April 2, 1981

FILE NO: 5091407

TELEPHONE NO:

SUBJECT: HAUL ROAD
Supplemental Appropriation
— Capital.

RECEIVED
APR 2 1981
BUDGET AND MANAGEMENT

FROM: John C. Bates
Deputy Director
Department of Transportation
and Public Facilities

The Department of Transportation and Public Facilities requests a $118,000.00 supplemental appropriation for the North Slope Haul Road.

The supplemental appropriation is to be used to place milepost signs, a temporary check point and emergency life support equipment and 2 vehicles on the Haul Road for the June 1981 opening.

Your support for this request will be appreciated.

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE
F.Y 81

I. REQUEST
Bill/Resolution No. _____
Title North Slope Haulroad
Requested by _____ Date _____

II. FISCAL DETAIL
Agency Affected CIP - F.Y. 81 additional. (Summer '81)
Program Category Affected _____
BRU, Program, or Subprogram(s) Affected _____
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 81	FY 82	FY 83	FY 84	FY 85	FY 86
100 PERSONAL SERVICES	21.5					
200 TRAVEL						
300 CONTRACTUAL	96.5					
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL	118.0					

FUNDING (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

IV. DATE 4/1/81 PREPARED BY H. Springer
AGENCY _____
PHONE 479-6031

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)

33-001 (Rev. 12/80

20% 100
5% 300
20% 500
TO 400

$ 5,000	temp. checkpt water & garage hand.	(3.0 - 5.)
$ 100,000	Pest control	(100/20. - 200/5. - 300/2.5 - 400/55).
7,000	addtl. Grading	(100/3.00 - 200/.500 - 300/3.50).
21,000	Dump sta. R/V	(300).
6,000	San. Fac. 3 Sites	(300)
3,000	San. Fac. Rd. Site	(300).
14,000	Solid waste	(300)
4,000	temp. check point, (staffing) incl	(100 - 3.5/.200 - .5)
10,000	Staffing Info. Ctr. Yukon R.	(100/7.5 - 200/.5 - 300/1.5 - 400
170		
$ ~~165~~,000		
10,000	10% OHD, Contracts	- 4
		- 3
$ 127,000		112
		- 5

FY 81	
100 -	3~~4~~.0 + 17.0 c
200 -	65.
300 -	~~t=0~~ · 74.0
400 -	~~t0.5~~ · 55.5
	~~11.0.0~~ 187.0

CIP FY 81 (Summer '81)

$ 6,000 ✓	2 Sites - Tanks	
(100/.5 - 300/5.5) 6,000	temp. checkpoint life support	
88,000 ✓	Signs, Mile Posts, Info.	
100,000		
18,000	20% (Plann, FE, CE)	
$ 118,000		

(100/.5 - 300/5.5).

Signs	20.2	(100/2. - 3.
Info Handout	2.5	(100/.5 - 3.
MP	65.3	(100/2. - 3.
	~~877~~ - 88.0	

FY. 81	
100	3.5 + 18.0 = 21
300	~~22.7~~ 96
	118.

4. Information Service and Signs: (See attached estimate from Bloom) 20.2 Signs 5.0 - checkpt 15.2

a. Signs $ 7,400

Fox	$ 2,300	4 x 8
Yukon	3,200	4 x 8
Advisory Plantes	1,900	
Arctic Circle, Wood		

7,800

b. Printing, Handouts - Labor, Design $ 500
Questionnaires Printing 2,500

2,500
(5,000) Calvert

Signs Checkpoint

5. Mile Posts: (Estimate from Bloom back-up)

(TAPS Road to Chandalar $48,000)

TAPS to Prudhoe $ 65,000

6. Travelers Services BLM

7. 5 Mile Airstrip

Commissioner may reach agreement with Alyeska. Reference meeting. March 9, 1981. - Memo Harnisch 3/11/81. No funding requested at this time.

Other Items:

Dust Control: Calcium chloride application

Additional grading effort

Operational expenses Checkpoint. (1981 temporary facilities).

Septic pumping and 81 season
Water & Sewage f. temp. set up.
'81 Trailer (4 quarters) + checkpt. contract

A14

Milepost Installation on the Haul Road to Prudhoe Bay

Mileposts designations for the Haul Road may fall either of two tacks, the first being a continuation of in-situ milepost for the Fox-Taps portion of the Elliott (0-73) and the second a continuation of the Taps-Yukon R. mileage system (0-56). The square footage of required sign is somewhat different according to which system is utilized, but as the cost is not a significant one, the matter is addressed only due the possibility that some one would care. The following estimate is based on the assumption that no other cost other that that of procuring and installing the mileposts is involved, including, but not limited to, non-involvement of R/W utilities, environmental, other agencies and philosophical persuasions.

Beginning of Taps Road to Chandalar

248 mileposts (320 sq ft Total) @ 125 each	= 31,000
Mobilization & Misc.	6000
Per Diem for 8 days 3 men (CDX)	2500
	$39500
+ 20% E&C	8000
	@ 47,500
Use	48,000 ←

BOP TAPS to Prudhoe

427 mileposts @ 125	53375
Mob & Misc	8000
Per Diem for 12 days, 3 men (100)	3600
	64975

Los Ma

Haul Road Sanitation & Signing
Miscellaneous Facilities

a) Signs — 4'x8' Lucite covered bulletin board type @ Fox & Yuk
with 2 advisory signs for each (preceding Boards)
6'x10' scribed & antiqued wood sign with protective covering
installed @ Artic Circle

Assume: Bulletin Boards will be contracted & installed
under one contract.
No earthwork involved

Cost: Fox Sign 2300
Yukon Sign 3200
Avisory Plates 1900 7400

* 4'x8' scribed, antiqued & protected wood sign, with Arctic
Circle & "pertinent" data as a legend; installed at the
Arctic Circle.

Assume: Furnished & installed under separate co
No earthwork

Cost: 7800

MEMORANDUM State of Alaska

RECEIVED APR 10 1981 BUDGET AND MANAGEMENT

TO: Ronald Lehr, Director
Division of Budget and Management
Office of the Governor

DATE: April 10, 1981

FILE NO: 000H-0003

S091406

TELEPHONE NO: 465-3900

FROM: Robert W. Ward, Commissioner
Department of Transportation
and Public Facilities

SUBJECT: FY 1981 Supplemental Appropriation Request, North Slope Haul Road: Northern Portion

In order to open the northern portion of the North Slope Haul Road to the public from June 1, 1981 to June 30, 1981, the Department of Transportation and Public Facilities requires a Supplemental Appropriation of $187,000.

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This increase will enable the department to comply with both the Governor's Policy and the Legislature's Intent.

The effect of this request will be:

Interior Region M & O, North Slope Haul Road

	Authorization	Supplemental Request	Amended Authorization
100	$2,153,600	$ 30,500	$2,184,100
200	91,200	6,000	97,200
300	2,450,000	95,000	2,545,000
400	339,700	55,500	395,200
500	114,400	-0-	114,400
	$5,148,900	$187,000	$5,335,900

cc: Patrick Ryan
Hal Hume
Larry Michou
Charles Heussler

HAUL ROAD SUMMARY

		Operating ($)	Positions PFT	Positions PPT	Capital ($)	
FY 81 Supplemental						
TRANSPORTATION						
- DOT PF :	Interior M&O	not in yet 187.0		(?)	118.0	Capital Interior Capital Highways
TOTAL FY 81		3091406 187.0		3091407	118.0	
FY 82 Amendments						
NRMEC						
- DNR :	R&D.	89.1	2	-		
- DF&G :	Sport Fish	83.3	1	1		B091406
	Game	103.0	1	1		
	Subsistence	18.9	-	1		
		205.2				
- DPS :	Fish & Wildlife Prot.	151.4	2	-		B091207
- DEC :	Env. Quality Opr.	34.5	-	-		B091608
ADMINISTRATION OF JUSTICE						
- DPS :	Detachments & CIB	1,023.3	7		2,546.1	B091209
TRANSPORTATION						
- DOT PF :	Interior M&O	not in yet 547.9	-	(?)		B091410
TOTAL FY 82		2,051.4	13	3+	2,546.1	

4-3-81

TO: Ron

FROM Dick

RE: Haul Road Amendments & Supplemental.

All the figures are now known for the Haul Road, although we still have nothing written from DNR, and the operating components for DOT PF have not been officially cranked through the Commissioner's Office. Including all requests, the totals are: → promised by noon Monday

		OPERATING (PFT)		CAPITAL	TOTAL
FY 81	Supplementals (all DOT/PF)	187.0		118.0	305
FY 82	Amendments	2,054.1	(13)	2,546.1	4,59

All of the requests are consistent with, if not identical to, fiscal notes or increments previously submitted. DOT PF is a little higher on the FY 81 supplemental, but lower on the FY 82 Amendments. All are recommended by the analysts, except for the troopers, which John Nixon feels is excessive.

I am drafting a cover letter for the amendments, based on Sally Rue's suggestions.

TO: Ron RE: Haul Rd - page 2.

Questions:

1) Do the requests require BRC consideration, or have they been previously approved?

2) I would recommend adding the DOT PF supplementals to HB 295. Any problem with that? The capital supplemental ($118.0) is desirable but not absolutely critical. It could be an 82 amendment.

3) I will set the amendment up as one item in the Transportation Category, similar to the way D-2 and Gas Pipeline were handled - Any problems?

Distribute these to appropriate categories

See 509140 for letter + backup

HAUL ROAD SUMMARY

		Operating ($)	Positions PFT	Positions PPT	Capital ($)	
FY 81 Supplemental						
TRANSPORTATION						
- DOT PF : Interior M&O	(1) not in yet	187.0		(2)	118.0	Capital
TOTAL FY 81	5091406	187.0		5091407	118.0	Interior Region Highways
FY 82 Amendments						
NRMEC						
- DNR : R&D.		89.1	2	-		
- DF&G : Sport Fish		83.3	1	1		B091406
Game		103.0	1	1		
Subsistence	(3)	18.9	-	1		
		225.2				
- DPS : Fish & Wildlife Prot.		151.4	2	-		B091207
- DEC : Env. Quality Opr.		34.5	-	-		B091608
ADMINISTRATION OF JUSTICE						
- DPS : Detachments & CIB	(5)	1,023.3	7		2,546.1	B091209
TRANSPORTATION						
- DOT PF : Interior M&O	(4) not in yet	547.9	-	(?)		B091410
TOTAL FY 82		2,051.4	13	3+	2,546.1	

North Slope Haul Road Opening - (June, 1981)

4-3-81

TO: Ron

FROM Dick

RE: Haul Road Amendments & Supplemental

All the figures are now known for the Haul Road, although we still have nothing written from DNR, and the operating components for DOT PF have not been officially cranked through the Commissioner's Office. Including all requests, the totals are: → promised by noon Monday

		OPERATING (PFT)	CAPITAL	TOTAL
FY 81	Supplementals (all DOT/PF)	187.0	118.0	305.0
FY 82	Amendments	2,054.1 (13)	2,546.1	4597.2

All of the requests are consistent with, if not identical to, fiscal notes or increments previously submitted. DOT PF is a little higher on the FY 81 supplemental, but lower on the FY 82 Amendments. All are recommended by the analysts, except for the troopers, which John Nixon feels is excessive.

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3) I will set the amendment up as one item in the Transportation Category, similar to the way D-2 and Gas Pipeline were handled - Any problems?

Distribute these to appropriate categories

MEMORANDUM State of Alaska

TO: Ron Lehr, Director
Division of Budget & Management
Office of the Governor

DATE: April 2, 1981

FILE NO: 5091407

TELEPHONE NO:

FROM: John C. Bates
Deputy Director
Department of Transportation
and Public Facilities

SUBJECT: HAUL ROAD
Supplemental Appropriation
— Capital.

RECEIVED
APR 2 1981
BUDGET AND MANAGEMENT

The Department of Transportation and Public Facilities requests a $118,000.00 supplemental appropriation for the North Slope Haul Road.

The supplemental appropriation is to be used to place milepost signs, a temporary check point and emergency life support equipment and 2 vehicles on the Haul Road for the June 1981 opening.

Your support for this request will be appreciated.

Bates

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE
F Y 81

I. REQUEST
Bill/Resolution No. _____
Title North Slope Haulroad
Requested by _____ Date _____

II. FISCAL DETAIL
Agency Affected CIP - F.Y. 81 additional. (Summer '81)
Program Category Affected _____
BRU, Program, or Subprogram(s) Affected _____
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 81	FY 82	FY 83	FY 84	FY 85	FY 86
100 PERSONAL SERVICES	21.5					
200 TRAVEL						
300 CONTRACTUAL	96.5					
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL	118.0					

FUNDING (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

IV. DATE 4/1/81 PREPARED BY H Springer
AGENCY _____
PHONE 479-6138

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)

33-001 (Rev. 12/80

Operating Supplemental FY 81 (1 July - 30 JUNE)

5,000	temp. checkpt water & sewage haul (300 - 5.)
$100,000	Pest control (100/20. - 200/5. - 300/25 - 400/55).
7,000	addtl. Grading (100/3,000 - 200/500 - 300/3,500).
21,000	Dump sta. R/V (300).
6,000	San. Fac 3 Sites (300)
3,000	San. Fac. Rd. Sites (300).
14,000	Solid waste (300)
4,000	temp. check point (staffing) impl (100 - 3.5/200 - .5)
10,000	Staffing Info. Ctr. Yukon R. (100/7.5 - 200/.5 - 300/1.5 - 400/.5
170	
~~$ 165,000~~	
17,000	10% OH&P Contracts
$ 187,000	

20% 100
5
200 - 300
17% 400

-4
-3
11L
-5

FY 81

100 -	34.0 + 17.0 =	51
200 -	65.	55
300 -	~~72.0~~ 74.0	
400 -	~~60.5~~ 55.5	
	~~170.0~~	187.0 ✓

CIP FY 81 (Summary '81)

$ 6,000 ✓	2 Sites - Tanks	
(100/.5 - 300/5.5) 6,000	temp. checkpoint life support	
88,000 ✓	Signs, Mile Posts, Info.	
100,000		
18,000	20% (Plans, PE, CE)	
$ 118,000		

(100/.5 - 300/5.5).

Signs	20.2	(100/2. - 300/8.
Info Handout	2.5	(100/.5 - 300/2
MP	65.3	(100/8. - 300/64
~~87.7~~	= 88.0	

FY. 81

100	3.5 + 18.0 =	21.5
300	~~88.7~~	96.5
		118.0

4. Information Service and Signs: (See attached estimate from Bloom) 20.2 Signs 5.0 - checkpoint 15.2

a. Signs $ 7,400

Fox	$ 2,300	4 x 8
Yukon	3,200	4 x 8
Advisory Plantes	1,900	
Arctic Circle, Wood		

7,800

b. Printing, Handouts — Labor, Design $ 500
Questionnaires — Printing ?,000
Signs Checkpoint

2,500 (5,000) (above)

5. Mile Posts: (Estimate from Bloom back-up)

(TAPS Road to Chandalar $48,000)

TAPS to Prudhoe $ 65,000

6. Travelers Services BLM

7. 5 Mile Airstrip

Commissioner may reach agreement with Alyeska. Reference meeting March 9, 1981. Memo Harnisch 3/11/81. No funding requested at this time.

Other Items:

Dust Control: Calcium chloride application

Additional grading effort

Operational expenses Checkpoint. (1981 temporary facilities).

Septic pumping end 81 season
Water & Sewage f. Temp. Set up.
'81 Trailer (4 quarters) + checkpt. Contract

A14

Milepost Installation on the Haul Road to Prudhoe Bay

Mileposts designations for the Haul Road may take either of two tacks, the first being a continuation of in-situ mileposts for the Fox - Taps portion of the Elliott (0-73) and the second a continuation of the Taps - Yukon R. mileage system (0-56). The square footage of required sign is somewhat different according to which system is utilized, but as the cost is not a significant one, the matter is addressed only due the possibility that some one would care. The following estimate is based on the assumption that no other cost other that that of procuring and installing the mileposts is involved, including, but not limited to, non-involvement of R/W, utilities, environmental, other agencies and philosophical persuasions.

Beginning of Taps Road to Chandalar

248 mileposts (320 sq. ft Total) @ 125.00 each	= $31,000.00
Mobilization & Misc.	6000.00
Per Diem for 8 days 3 men (@ 100.00)	2500
	$39500
+ 20% E & C	8000
	@ 47,500.00
Use	@ 48,000.00

SOP TAPS to Prudhoe

427 mileposts @ 125	53375
Mob & Misc	800
Per Diem for 12 days, 3 men (100)	3600
	@ 64975
	15,000

Haul Road Sanitation & Signing
Miscellaneous Facilities

a) Signs — 4'x8' Lucite covered bulletin board type @ Fox & Yukon with 2 advisory signs for each (preceding Boards)

6'x10' scribed & antiqued wood sign with protective covering installed @ Artic Circle

Assume: Bulletin Boards will be contracted & installed under one contract.

No earthwork involved

Cost: Fox Sign 2300

Yukon Sign 3200

Avisory Plates 1900 7400.00

* 4'x8' scribed, antiqued & protected wood sign, with Arctic Circle & "pertinent" data as a legend, installed at the Arctic Circle.

Assume: Furnished & installed under separate contr.

No earthwork

Cost: 7800.00

15 ✓

PLEASE NOTE: THE PRECEDING PAGES HERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT.

Funding Information
General Fund $5,903,300
Other Funds -0-
$5,903,300

Introduced: 4/28/81
Referred: Transportation and Finance

IN THE HOUSE BY ROGERS AND ADAMS

HOUSE BILL NO. 536

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWELFTH LEGISLATURE - FIRST SESSION

A BILL

For an Act entitled: "An Act making appropriations related to the ~~North Slope haul road~~ Dalton Highway and providing for an effective date."

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

* Section 1. The sum of $547,800 is appropriated from the general fund to the Department of Transportation and Public Facilities, interior region maintenance and operations, for the fiscal year ending June 30, 1982, for costs associated with opening the ~~North Slope haul road~~ Dalton Hwy.

* Sec. 2. The sum of $187,000 is appropriated from the general fund to the Department of Transportation and Public Facilities, interior region maintenance and operations for the fiscal year ending June 30, 1982, for costs associated with opening the ~~North Slope haul road~~ Dalton Hwy.

* Sec. 3. The sum of $118,000 is appropriated from the general fund to the Department of Transportation and Public Facilities, interior region maintenance and operations, for signs, mileposts, sanitary disposal tanks, and checkpoint equipment for the ~~North Slope haul road~~ Dalton Hwy.

* Sec. 4. The sum of $1,090,000 is appropriated from the general fund for payment as a grant to the North Slope Borough for planning, management, and an environmental protection program for the section of the ~~North Slope haul road~~ Dalton Hwy from Disaster Creek to the Arctic Ocean.

* Sec. 5. The sum of $2,546,100 is appropriated from the general fund to the Department of Public Safety for capital costs related to increased law enforcement along the ~~North Slope haul road~~ Dalton Hwy.

* Sec. 6. The sum of $1,023,300 is appropriated from the general fund to the Department of Public Safety, State Troopers for the fiscal year ending

June 30, 1982, for public safety services along the ~~North Slope haul road~~ Dalton Hwy.

* Sec. 7. The sum of $151,400 is appropriated from the general fund to the Department of Public Safety, division of fish and wildlife protection for the fiscal year ending June 30, 1982, for enforcement activities along the ~~North Slope haul road~~ Dalton.

* Sec. 8. The sum of $34,500 is appropriated from the general fund to the Department of Environmental Conservation for the fiscal year ending June 30, 1982, to monitor and prevent pollution problems along the ~~North Slope haul road~~ Dalton Hwy.

* Sec. 9. The sum of $205,200 is appropriated from the general fund to the Department of Fish and Game for the fiscal year ending June 30, 1982, for management and research activities related to public use of the ~~North Slope haul road~~ Dalton Hwy.

* Sec. 10. The appropriations made by secs. 3 and 5 of this Act are for capital projects and are subject to AS 37.25.020.

* Sec. 11. The appropriation made by sec 4 of this Act shall be disbursed in accordance with AS 37.05.315.

* Sec. 12. This Act takes effect immediately in accordance with AS 01.-10.070(c).

PLEASE NOTE: THE FOLLOWING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT

April 10, 1981

Honorable Sam Cotten
Chairman, House Finance Committee
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

RE: FY 81 Supplementals and FY 82 Budget Amendments for the North Slope Haul Road

Dear Representative Cotten:

To meet the target of June 1, 1981 for opening the North Slope Haul Road to public use, I am submitting a series of FY 81 Supplementals and FY 82 Amendments. The additional funding requested will provide for the minimum public services and facilities necessary to ensure an acceptable level of public safety for those people travelling the Haul Road this summer.

As you are aware, the Governor submitted legislation this session (HB 90) which would have provided for public access on the road beginning in June 1983. Fiscal notes attached to the bill would have ensured that adequate services and facilities were in place when the road was opened. However, in light of the recent court ruling that the 1980 bill (SC SHB 207 am s) was valid, the Governor chose to avoid further conflict on the issue and to work towards the June 1, 1981 opening specified in that act.

State agencies have been instructed to move as quickly as possible to prepare for the June 1 opening. They are working together and with the federal Bureau of Land Management to provide at least a minimum degree of public facilities, including roadside areas with sanitary facilities and litter containers, room for overnight vehicle parking and public services such as law enforcement, emergency services, fuel and repair services. The additional funding requested in the supplementals and amendments is necessary if the early opening of the Haul Road is to be achieved.

A total of $305,000 GF is requested in FY 81 supplementals and $4,508,300 GF for the FY 82 Amendments. These are summarized in the attached table, and a separate package is included for each request.

Sincerely,

Dr. Ronald D. Lehr
Director

Attachments

---North Slope Haul Road---

Summary of FY 81 Supplementals and FY 82 Budget Amendments

Reference	FY	Category	Department	BRU/Capital	Amount (000)
S 091406	81	Transportation	DOT/PF	Capital	118.0 GF
S 091407	81	Transportation	DOT/PF	Interior Region M&O	187.0 GF
B 051112	82	NRMEC	Fish & Game	Various	205.2 GF
B 051213	82	NRMEC	Public Safety	F&WP Enforcement	151.4 GF
B 051614	82	NRMEC	Environmental Conservation	Environmental Quality Operations	34.5 GF
B 071217	82	Administration of Justice	Public Safety	Detachments & CIB	1023.3 GF
B 071218	82	Administration of Justice	Public Safety	Capital	2546.1 GF
B 091410	82	Transportation	DOT/PF	Interior Region M&O	547.8 GF

Rich

April 10, 1981

Honorable Ed Dankworth and Don Bennett
Co-Chairmen, Senate Finance Committee
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

FY 82 Budget Amendment # B091410
Transportation Category
Department of Transportation and Public Facilities
Interior Region M&O BRU
Increase of $547,800 GF
North Slope Haul Road Opening

Dear Senators Dankworth and Bennett:

Please amend the Governor's FY 82 operating budget to include an additional $547,800 in general funds for the Department of Transportation and Public Facilities, Interior Region Maintenance and Operations BRU. This increase will provide for the opening of the North Slope Haul Road to public use during months of June to September. The additional funding will be used for dust control, grading, sanitary facilities, litter disposal, and operation of an information center at the Yukon River and the checkpoint at Disaster Creek. Two new part-time positions will be supported by this amendment.

Sincerely,

Dr. Ronald D. Lehr
Director

Attachments

RDL/DB/kl

April 10, 1981

Honorable Sam Cotten
Chairman, House Finance Committee
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

FY 82 Budget Amendment # B091410
Transportation Category
Department of Transportation and Public Facilities
Interior Region M&O BRU
Increase of $547,800 GF
North Slope Haul Road Opening

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Sincerely,

Dr. Ronald D. Lehr
Director

Attachments

RDL/DB/kl

BUDGET AMENDMENT NO. B091410

CATEGORY: Transportation

DEPARTMENT: Transportation & Public Facilities

BRU: Interior Region M&O

COMPONENT: North Slope Haul Road (workbook page 542)

CODE	EXPENDITURE BY OBJECT	CURRENT GOVERNOR'S BUDGET	REVISION	AMENDED GOVERNOR'S BUDGET
100	PERSONAL SERVICES	2,166.3	92.0	2,258.3
200	TRAVEL	101.1	18.0	119.1
300	CONTRACTUAL SERVICES	2,810.6	270.8	3,081.4
400	COMMODITIES	367.0	167.0	534.0
500	EQUIPMENT			
600	LANDS, BUILDINGS ETC.			
700	GRANTS, CLAIMS ETC.			
800	MISCELLANEOUS			
	TOTAL	5,445.0	547.8	5,992.8
FEDERAL RECEIPTS				
REQUIRED GENERAL FUND MATCH				
OTHER GENERAL FUND		5,445.0	547.8	5,992.8
INTER-AGENCY TRANSFERS				
OTHER:				
	TOTAL	5,445.0	547.8	5,992.8
PERMANENT FULL-TIME POSITIONS		37.0		37.0
PERMANENT PART-TIME POSITIONS		19.0	2.0	21.0
TEMPORARY (FULL-TIME) EQUIV.				
NUMBER OF STAFF MONTHS		620.0	6.0	626.0

MEMORANDUM State of Alaska

RECEIVED
APR 10 1981

B 091410

TO: Ronald Lehr, Director
Division of Budget and Management
Office of the Governor

DATE: April 10, 1981

FILE NO: 000H-0003

TELEPHONE NO: 465-3900

FROM: Robert W. Ward, Commissioner
Department of Transportation
and Public Facilities

SUBJECT: Budget Amendment
Northern Portion of The
North Slope Haul Road

The Department of Transportation and Public Facilities requests your approval of this Budget Amendment to increase the Interior Region Maintenance & Operations BRU, North Slope Haul Road component's, FY82 Budget Request by $547,800. This Budget Amendment will allow the department to maintain the northern portion of the haul road for access by the general public from July 1, to August 31, 1981, and the month of June, 1982.

The opening of this portion of the haul road will require the department to fund the two security guard positions and overtime for other Maintenance and Operations personnel at $92,000. Travel associated with the opening will cost $18,000. Per diem for the crews maintaining this section of the road will account for $17,000 of this travel expense and $1,000 will be for the two security guards to travel back to the Interior Region's Headquarters. The contractual services allocation of $270,800 will fund equipment rental to control dust and to perform grading. Also, sewage and waste disposal at the various road sites and information center will be provided. Commodities such as fuel, chemicals, and other supplies have been estimated at $167,000.

Your approval of this Budget Amendment will enable the Department to provide the level of service necessary to maintain this portion of the haul road in a manner consistent with departmental objectives.

The effect of this Amendment will be:

Interior Region Maintenance & Operations

(Dollars in Thousands)

	FY82 Request	Amendment	FY82 Amended Request
Airports	$ 2,155.2		$ 2,155.2
Highways	11,168.1		11,168.1
Admin.	843.4		843.4
No. Slope Haul Road	5,445.0	$547.8	5,992.8
Total	$19,611.7	$547.8	$20,159.5

cc: Patrick Ryan
Hal Hume
Larry Michou
Charles Heussler

STATE OF ALASKA
Office of the Governor
Budget & Management Div.

BUDGET AMENDMENT

CATEGORY	Transportation
COVER PROGRAM	Maintenance & Operations
AGENCY	Transportation & Public Facilities
DIVISION	Interior Region M & O
BUDGET REQUEST UNIT	Interior Region M & O
BUDGET COMPONENT	North Slope Haul Road
APPROPRIATION	
ALLOCATION	

		INITIAL AUTHORIZATION	AMENDMENT	RP	RP	RP	RP	RP	RP	AMENDED AUTHORIZATION
01	PERSONAL SERVICES	2,166.3	92.0							2,258.3
02	TRAVEL	101.1	18.0							119.1
03	CONTRACTUAL	2,810.6	270.8							3,081.4
04	COMMODITIES	367.0	167.0							534.0
05	EQUIPMENT									
06	LANDS, BUILDINGS									
07	GRANTS, CLAIMS									
08	MISCELLANEOUS									
	TOTAL	5,445.0	547.8							5,992.8
1002	FEDERAL RECEIPTS									
1003	G/F MATCH									
1004	GENERAL FUND	5,445.0	547.8							5,992.8
1005	I/A RECEIPTS									
1028	PROGRAM RECEIPTS									
15	FULL TIME	37.0								37.0
16	PART TIME	19.0	2.0							21.0
17	TEMPORARY									
18	MAN-MONTHS	620.0	6.0							626.0

STATE OF ALASKA
Office of the Governor
Budget & Management Div.

BUDGET AMENDMENT

CATEGORY	Transportation
COVER PROGRAM	Maintenance & Operations
AGENCY	Transportation & Public Facilities
DIVISION	Interior Region M & O
BUDGET REQUEST UNIT	Interior Region M & O
APPROPRIATION	
ALLOCATION	

BRU COMPONENTS	INITIAL AUTHORIZATION	AMENDMENT	RP	RP	RP	RP	RP	RP	AMENDED AUTHORIZATION
Airports	2,155.2								2,155.2
Highways	11,168.1								11,168.1
Administration	843.4								843.4
North Slope Haul Rd.	5,445.0	547.8							5,992.8
TOTAL	19,611.7	547.8							20,159.5
FEDERAL RECEIPTS									
G/F MATCH									
GENERAL FUND	19,271.5	547.8							19,819.3
I/A RECEIPTS									
PROGRAM RECEIPTS	335.2								335.2
OTHER	5.0								5.0
FULL TIME	140.0								140.0
PART TIME	65.0	2.0							67.0
TEMPORARY									
MAN-MONTHS	2,256.9	6.0							2,262.9

STATE OF ALASKA
Office of the Governor
Budget & Management Div.

CATEGORY	Transportation
COVER PROGRAM	Maintenance & Operations
AGENCY	Transportation & Public Facilities
DIVISION	Interior Region M & O
BUDGET REQUEST UNIT	Interior Region M & O
BUDGET COMPONENT	North Slope Haul Road
APPROPRIATION	
ALLOCATION	

REVISED PROGRAM
PERSONAL SERVICES SUMMARY

POSITION TITLE	LOCATION	POSITION TYPE (FULL OR PART-TIME)	NUMBER POSITIONS REQUESTED	TOTAL POSITION COSTS	PERSONAL SERVICES COST
Security Officer I	Interior Region	PPT	2	30,000	23,000

FULL TIME			
PART TIME	2		
TOTAL POSITION COSTS		30,000	
TOTAL PERSONAL SERVICES COST			23,000

STATE OF ALASKA
Office of the Governor
Budget & Management Div.

REVISED PROGRAM
REQUEST FOR NEW POSITION

CATEGORY	Transportation
COVER PROGRAM	Maintenance & Operations
AGENCY	Transportation & Public Facilities
DIVISION	Interior Region M & O
BUDGET REQUEST UNIT	Interior Region M & O
BUDGET COMPONENT	North Slope Haul Road
APPROPRIATION	
ALLOCATION	

POSITION TITLE: Security Guard I

LOCATION:

TYPE (FULL OR PART-TIME): PPT

NUMBER REQUESTED: 2

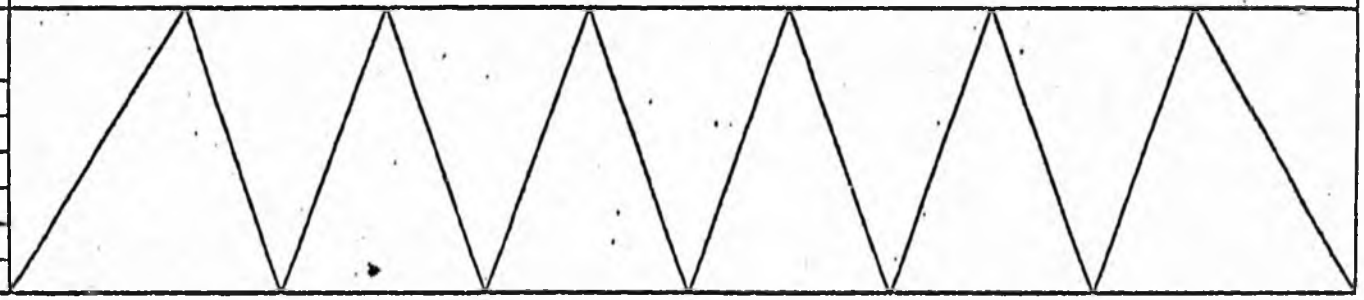
RANGE	BARGAINING UNIT
10A	GG

MONTHLY SALARY	# MONTHS (CY)
$1,761.00	3

JUSTIFICATION:

These positions will be required to man the Yukon River information station in order to inform motorists of the conditions on the highway. The FY 81 Supplemental Appropriation Request for monies to maintain the North Slope Haul Road includes a request for these two (2) positions, and this document is requesting funding for these positions during FY 82.

		DETAIL OF RELATED EXPENSES
01	PERSONAL SERVICES	23,000 Personal Services plus overtime (best estimate/no experience)
02	TRAVEL	1,000 Travel to and from checkpoint & Interior Region Headquarters
03	CONTRACTUAL	4,000 Utilities, phone, garbage & sewage disposal, etc.
04	COMMODITIES	2,000 Brochures, supplies, etc.
05	EQUIPMENT	
08	OTHER	
	TOTAL	30,000
1002	FEDERAL	
1003	G/F MATCH	
1004	GENERAL FUND	30,000
1005	I/A RECEIPTS	
1028	PROGRAM RECEIPTS	



Did

536

April 8, 1981

The Honorable Sam Cotten
Chairman, House Finance Committee
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

Amendment to HB295
Supplemental Appropriations of
$118,000 GF (Capital) - S091407
$187,000 GF (Operating) - S091406
North Slope Haul Road Opening

Dear Representative Cotten:

Please revise HB295 to include supplemental appropriations to the Department of Transportation and Public Facilities in the amounts of $118,000 GF for capital costs and $187,000 GF for additional operating costs related to the scheduled opening of The North Slope Haul Road in June 1981. The capital portion of the supplemental will be used for sign and milepost installation, sanitary disposal tanks and checkpoint equipment. The operating portion will be used for additional grading, dust control, operation of checkpoints and sanitary and solid waste disposal.

Please add two new sections to HB295 to read as follows:

1. The sum of $118,000 is appropriated from the general fund to the Department of Transportation and Public Facilities for capital costs related to the opening of the North Slope Haul Road.

2. The sum of $187,000 is appropriated from the general fund to the Department of Transportation and Public Facilities, Interior Region Maintenance and Operations, for the opening of the North Slope Haul Road.

Section 1 above should be considered a capital project with the status of a continuing appropriation. Section 2 should lapse on June 30, 1981.

Sincerely,

Dr. Ronald D. Lehr
Director

cc: Honorable Don Bennett and Honorable Ed Dankworth, Senate Finance; Honorable Bette Cato, House Transportation.

MEMORANDUM State of Alaska

TO Ronald Lehr, Director
Division of Budget and Management
Office of the Governor

DATE April 10, 1981

FILE NO 000H-0003

5091406

TELEPHONE NO 465-3900

FROM Robert W. Ward, Commissioner
Department of Transportation
and Public Facilities

SUBJECT FY 1981 Supplemental Appropriation Request, North Slope Haul Road: Northern Portion

In order to open the northern portion of the North Slope Haul Road to the public from June 1, 1981 to June 30, 1981, the Department of Transportation and Public Facilities requires a Supplemental Appropriation of $187,000.

The Interior Region Maintenance and Operations BRU, North Slope Haul Road component, will need $30,500 for personal services to fund two (2) security guard positions and overtime for other Maintenance & Operations personnel. There will also be a need for $6,000 in the travel allocation to enable these two positions to travel to and from the information center and the Interior Region Headquarters for training and to pick up supplies, and per diem associated with the additional grading and dust control that other Maintenance & Operations personnel will incur.

The $95,000 contractual services allocation will purchase a sewage dump station, sanitary facilities at various road sites, solid waste disposal, water and sewage transport, dust control, some additional grading, and utilities.

Additionally, $55,500 will be required in commodities for dust control ($55,000), and the two positions at the information center ($500).

This increase will enable the department to comply with both the Governor's Policy and the Legislature's Intent.

The effect of this request will be:

Interior Region M & O, North Slope Haul Road

	Authorization	Supplemental Request	Amended Authorization
100	$2,153,600	$ 30,500	$2,184,100
200	91,200	6,000	97,200
300	2,450,000	95,000	2,545,000
400	339,700	55,500	395,200
500	114,400	-0-	114,400
	$5,148,900	$187,000	$5,335,900

cc: Patrick Ryan
Hal Hume
Larry Michou
Charles Heussler

MEMORANDUM State of Alaska

TO: Ron Lehr, Director
Division of Budget & Management
Office of the Governor

DATE: April 2, 1981

FILE NO: 5091407

TELEPHONE NO:

SUBJECT: HAUL ROAD
Supplemental Appropriation
— Capital.

FROM: John C. Bates
Deputy Director
Department of Transportation
and Public Facilities

RECEIVED
APR 2 1981
BUDGET AND MANAGEMENT

The Department of Transportation and Public Facilities requests a $118,000.00 supplemental appropriation for the North Slope Haul Road.

The supplemental appropriation is to be used to place milepost signs, a temporary check point and emergency life support equipment and 2 vehicles on the Haul Road for the June 1981 opening.

Your support for this request will be appreciated.

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE
FY 81

I. REQUEST
Bill/Resolution No. _____
Title North Slope Railroad
Requested by _____ Date _____

II. FISCAL DETAIL
Agency Affected CIP - F.Y. 81 additional. (Summer '81)
Program Category Affected _____
BRU, Program, or Subprogram(s) Affected _____
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

		FY 81	FY 82	FY 83	FY 84	FY 85	FY 86
100	PERSONAL SERVICES	21.5					
200	TRAVEL						
300	CONTRACTUAL	96.5					
400	COMMODITIES						
500	EQUIPMENT						
600	LAND & STRUCTURES						
700	GRANTS, CLAIMS, ETC.						
	TOTAL	118.0					

FUNDING (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

HB 534
118.0
Order of Projects

IV. DATE 4/1/81 PREPARED BY H. Springer
AGENCY _____
PHONE 479-6135

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)

33-001 (Rev. 12/80

FY 81 (1 June - 30 June).

20% 100
5% 200
20% 300
5% 400

5,000	temp. checkpt water & sewage haul	(300 - 5.)
$100,000	Pest control	(100/20. - 200/5. - 300/20 - 400/55).
7,000	addtl. Grading	(100/3,000 - 200/500 - 300/3,500).
21,000	Dump sta. R/V	(300).
6,000	San. Fac 3 Sites	(300)
3,000	San. Fac. Rd. Site	(300).
14,000	Solid waste	(300)
4,000	temp. check point, (staffing) impl	(100 - 3.5/200 - .5)
10,000	Staffing Info. Ctr. Yukon R.	(100/7.5 - 200/.5 - 300/1.5 - 400)
170		
$ ~~165~~,000		
17,000	10% OHD, Contracts	- 4
		- 3
$ 187,000		11L
		- 5

FY 81		
100 -	~~34.0~~	+ 17.0 = 51
200 -	65.	
300 -	~~72.0~~	74.0
400 -	~~40.5~~	55.5
	~~170.0~~	187.0

CIP FY 81 (Summer '81)

$ 6,000 ✓	2 Sites - Tanks	
(100/.5 - 300/5.5) 6,000	temp. checkpoint life support	(100/.5 - 300/5.5).
88,000 ✓	Signs, Mile Posts, Info.	Signs 20.2 (100/2. - 300/
		Info Handouts 2.5 (100/.5 - 300/
		MP 65.8 (100/8. - 300/6
100,000		~~94~~ = 88.0
18,000	20% (Plann, PE, CE)	
$ 118,000		

FY. 81		
100	3.5	+ 18.0 = 21.
300	~~88~~ 87	96.5
		118.5

4. Information Service and Signs: (See attached estimate from Bloom)

a. Signs — $ 7,400

Fox	$ 2,300	4 x 8
Yukon	3,200	4 x 8
Advisory Plantes	1,900	
Arctic Circle, Wood		

7,800

b. Printing, Handouts — Labor, Design $ 500
Questionnaires — Printing 2,000

2,500

Signs Checkpoint

5. Mile Posts: (Estimate from Bloom back-up)

(TAPS Road to Chandalar $48,000)

TAPS to Prudhoe — $ 65,000

6. Travelers Services BLM

7. 5 Mile Airstrip

Commissioner may reach agreement with Alyeska. Reference meeting. March 9, 1981. - Memo Harnisch 3/11/81. No funding requested at this time.

Other Items:

Dust Control: Calcium chloride application

Additional grading effort

Operational expenses Checkpoint. (1981 temporary facilities).

Septic pumping end 81 season

Water & Sewage f. Temp. Set up.

'81 Trailer (4 quarters) + checkpt. contract

A14

Milepost Installation on the Haul Road to Prudhoe Bay

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Beginning of Taps Road to Chandalar

248 mileposts (320 sq. ft Total) @ 125.00 each	= 31,000.00
Mobilization & Misc.	6000.00
Per Diem for 8 days 3 men (@ 200)	2500
	$39500
+ 20% E&C	8000
	@ 47,500.00
Use @ 48,000.00	

BOP TAPS to Prudhoe

427 mileposts @ 125	53375
Mob & Misc	8@0
Per Diem for 12 days, 3 men (100)	3600
	@ 64,975
	65,000

Haul Road Sanitation & Signing
Miscellaneous Facilities

a) Signs — 4'x8' Lucite covered bulletin board type @ Fox & Yukon with 2 advisory signs for each (preceding Boards)

6'x4' scribed & antiqued wood sign with protective covering installed @ Arctic Circle

Assume: Bulletin Boards will be contracted & installed under one contract.

No earthwork involved

Cost: Fox Sign 2300

Yukon Sign 3200

Avisory Plates = 1900 7400 ✓

* 4'x8' scribed, antiqued & protected wood sign, with Arctic Circle & "pertinent" data as a legend, installed at the Arctic Circle.

Assume: Furnished & installed under separate contr.

No earthwork

Cost: 7800 ✓

15 ✓

NORTH SLOPE BOROUGH
P. O. BOX 69
BARROW, ALASKA 99723
TELEPHONE (907) 852-2611

Marla 4-21-81 ABR

April 16, 1981

The Honorable Al Adams
House of Representatives
Pouch V
Juneau, Alaska 99811

Dear Sir:

Detailed below is a schedule of estimated costs involved in the Borough's monitoring, planning, management and environmental protection program for the Haul Road. Please note that we have differentiated between basic administrative work and emergency support (i.e., medical services and public safety) but this in no way implies that the emergency support receives lesser priority.

	STAFF AND RESPONSIBILITIES	SALARY
1	PLANNER - Update comprehensive plan, zoning, historic analysis	$65,000
1	EPO OFFICER - Monitor spills, streams, culverts, camp clean-up and operation, and gravel use	60,000
2	SUBSISTENCE & WILDLIFE OFFICERS - Analyze caribou migration patterns and impact of road and corridor use on all subsistence species and habitat	120,000
1	VILLAGE LIAISON - Establish and maintain 2-way communications on haul road uses with villages of Anaktuvuk Pass, Nuiqsut and Kaktovik	50,000
	SUBTOTAL:	$295,000
	TRAVEL - Per diem, etc.	50,000
	VEHICLES, FIELD EQUIPMENT, ETC.	75,000
	SUBTOTAL:	$420,000

CONTRACT WORK	CONTRACT COSTS
1. Finish nomination of at least 10-20 cultural sites for the National Register of Historic Places	$100,000
2. Establish base-line data on environment, pollution, subsistence, user patterns and impact, etc. with literature research, limited field work, analysis of records, and interviews. Use various combinations of written and audio-visual material to communicate the results and findings.	180,000
SUBTOTAL:	$280,000

PUBLIC SAFETY & EMERGENCY MEDICAL SERVICES	SUPPORT COSTS
4 PUBLIC SAFETY/EMS OFFICERS - Provide emergency and medical support as needed	200,000
TRAVEL - Per diem, etc.	50,000
VEHICLES, FIELD EQUIPMENT, ETC.	75,000
SUBSISTENCE AND SUPPORT SERVICES	65,000
SUBTOTAL:	$390,000

To provide the staff, complete the contract work, and provide emergency and public safety services, the grand total will be $1,090,000.

If you need additional information, please call me at your earliest possible convenience.

Yours truly,

Jacob Adams
Mayor

cc: Conrad Bagne
Borough Attorney

JA:eap

(CONFIRMATION COPY: TELECOPIED ON 4/16/81)

Rich

April 10, 1981

Honorable Ed Dankworth and Don Bennett
Co-Chairmen, Senate Finance Committee
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

FY 82 Capital Budget Amendment # BO71218
Administration of Justice Category
Department of Public Safety
Increase of $2,546,100 GF
Capital costs of the North Slope Haul Road Opening

Dear Senators Dankworth and Bennett:

Please amend the Governor's FY 82 Capital Budget to include an additional $2,546,100 for the Department of Public Safety. This addition will provide for the capital costs related to increased law enforcement activities along the North Slope Haul Road. These increased activities will be on a year round basis over the entire length of the Haul Road, in addition to the public use section during summer months.

Included in this request are housing facilities at Five Mile, Coldfoot, Sag River and Deadhorse. A helicopter and hanger is requested to support enforcement activities and to provide search, rescue and medivac capabilities.

Sincerely,

Dr. Ronald D. Lehr
Director

Attachments

RDL/DB/kl

April 10, 1981

Honorable Sam Cotten
Chairman, House Finance Committee
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

FY 82 Capital Budget Amendment # B071218
Administration of Justice Category
Department of Public Safety
Increase of $2,546,100 GF
Capital costs of the North Slope Haul Road Opening

Dear Representative Cotten:

Please amend the Governor's FY 82 Capital Budget to include an additional $2,546,100 for the Department of Public Safety. This addition will provide for the capital costs related to increased law enforcement activities along the North Slope Haul Road. These increased activities will be on a year round basis over the entire length of the Haul Road, in addition to the public use section during summer months.

Included in this request are housing facilities at Five Mile, Coldfoot, Sag River and Deadhorse. A helicopter and hanger is requested to support enforcement activities and to provide search, rescue and medivac capabilities.

Sincerely,

Dr. Ronald D. Lehr
Director

Attachments

RDL/DB/kl

Project Title	Location(s)	Election Districts Served	Start Date	Completion Date
5 Mile, Deadhorse, Sag River, Coldfoot	North Slope Haul Rd.	19, 20, and 21	7/1/80	6/30/83

AGENCY REQUEST			Operational Cost & No. Personnel Increase -- (Decrease)		First Operating Year 84	Ultimate Annual Year 84	GOVERNOR'S REQUEST Approved	Deferred	Disapprove
1002	Federal Receipts		Funding Source	Federal Receipts			1002	Federal Receipts	
1003	G/F Match			General Fund	(11.4)	(11.4)	1003	G/F Match	
1004	General Fund	2,546.1					1004	General Fund	2,546.1
1005	I/A Receipts						1005	I/A Receipts	
	G.O. Bonds		Total Annual Operational Cost		(11.4)	(11.4)		G.O. Bonds	
			Position (FTE)						
	Total	2,546.1	Previous Year Priority: FY81-1	Agency Priority: 82-18		Governor's Priority		Total	2546.1

PROJECT DESCRIPTION

~~To Fiscal Note: CH #466 Page~~

With the anticipated opening of the Haul Road from Fairbanks to Prudhoe Bay, the need arises for Troopers and Fish and Wildlife Protection Officers, to be stationed along the Haul Road in strategic locations to serve the public and industry. In order to fulfill their requirement, in a timely and efficient manner, eight new residences will be necessary, two at Deadhorse, two Sag River, two at Cold Foot and two additional at 5 Mile. The residences planned are 1,376 square feet with a 288 square foot attached garage. The land selection will have to be made in accordance with DOT/P.F., engineering study and planning. A bell Jet Ranger 206B, with adequate navigational and communications equipment, spare parts, long range capability and MEDIVAC capabilities to support Haul Road enforcement, patrol, search and rescue and emergency medical services, and a 40' x 50' aircraft hangar at Coldfoot.

B 071218

PROJECT DESCRIPTION - PROPOSED CAPITAL

CATEGORY Administration of Justice

AGENCY Public Safety

PROGRAM Crime Identification and Apprehension

Revised Date 10/21/80

FY 82

00284

Capital Project Expenditures (Cash Flow)	Total	Budget Year	Budget Year Plus 1	Budget Year Plus 2	Budget Year Plus 3	Budget Year Plus 4	Remaining Cost
Planning and Engineering							
Land							
Construction	2,048.2						
Equipment	497.9	[illegible]					
Administration and Other							
Total Annual Expenditure (Capital Cost)	2,546.1						

Project Justification

PROJECT NEED:

At the present time, their is no housing available at Deadhorse, Sag River and Coldfoot. Two additional units are required at 5 Mile.

Eight housing units are necessary for the additional Troopers and Fish and Wildlife Protection Officers in these locations. The need involves public protection, search and rescue, emergency medical services, Fish and Wildlife control and regulation, accident investigation and all of the other duties expected of Troopers and Officers who are subject to respond 24 hours a day, seven days a week. The Division of Fish and Wildlife protection will share the housing at Cold Foot and one of the two additional units at 5 Mile.

The Governors Haul Road Policy has addressed itself to some key points, three of them being, "When adequate operational facilities and services necessary to support general public use by private vehicles are in place, such use will be permitted as far north as Dietrich Camp. The intent is to have these facilities in place by June 1, 1982, in order to allow general public use by private vehicle to begin on that date." "Second, the state can ensure that those necessary facilities and services for which it has primary responsibility are in place by June 1, 1982. This would include such things as roadside rest stops, litter control, public safety services, fish and wildlife protection and law enforcement." "Have the capability to provide adequate enforcement and public protection services, including road patrol, public assistance and emergency services such as search and rescue and emergency evacuation, pipeline security, and fish and wildlife protection.

This project meets the Governors Policy Themes (2), (4), and (5) and the Capital Budget Objective (2) of the Department of Public Safety, Alaska State Troopers, as well as our objectives in the Policy Budget.

Project Type

- [x] Building Construction (C)
- [ ] Other Improvement (I)
- [x] Equipment (E)
- [ ] Land (L)
- [ ] Professional Services (P)
- [ ] Other (O)

Project Characteristics

- [x] Totally New Facility
- [ ] Addition to Existing Facility
- [ ] Renovation of Existing Facility
- [ ] Major Maintenance or Repair
- [ ] Supplement Previously Authorized
- [ ] Funds to Enable Completion
- [ ] One of Several Phases
- [ ] Major External Funding Source
- [ ] Other

Site Features

NO	YES	
[ ]	[ ]	Site Currently Owned?
[ ]	[ ]	All Utilities Available?
[ ]	[ ]	Access Already Available?

PROJECT TITLE 5 Mile, Deadhorse, Sag River and Coldfoot

CATEGORY Administration of Justice

AGENCY Public Safety

PROGRAM Crime Identification and Apprehension

Page 2 of 8

Revised Date 3/20/81

FY 82

00285

PROJECT JUSTIFICATION

PROPOSED CAPITAL

The aircraft hanger located at Coldfoot is necessary to provide inside storage and security for the Jet Ranger helicopter, and the departmental Cessna 207 presently headquartered in Fairbanks. The hanger will provide warm storage for the two aircraft keeping them continously ready for flight and emergency response. Hangered facilities eliminate hours of heating the aircraft and removing ice and snow from them. Direct exposure to the harsh winter temperatures, ice and snow, contribute to wear and tear of the aircraft. Anticipated dollar savings will be realized due to the saved maintenance costs. Most likely the greatest savings will be realized by being able to respond immediately to emergency life and death situations.

DOCUMENTATION OF ESTIMATED CAPITAL COSTS:

From engineering costs derived from DOT/PF Regional Design and Construction are available from DOT/PF Regional Offices Anchorage and Fairbanks.

ANALYSIS OF ESTIMATED OPERATION EXPENSES:

For housing units:
Monthly expenses are estimated at $400/month per unit for heating fuel, utilities and maintenance. The Housing Program in the Department of Administration will receive rent revenue from the occupant estimated at $550/month (in line with uniform rates) which would result in a total savings of $150/month per unit, or $14.4 annually.

For the hangar: Operating expenses are estimated at $3.0 annually.

IDENTIFICATION OF ALTERNATIVES CONSIDERED:

If this project is not funded then the Governors Haul Road Policy will not be implemented in those areas concerning the Department of Public Safety.

There are no other funds available except bonding and this will not fit in with the time schedules set out in the Governors Haul Road Policy.

There are no facilities or resources to use on the Haul Road.

There are no other agencies or programs that can fulfill and meet our statutory requirements.

The only central facility available is Fairbanks which is what is being used now and does not fall within the Governors Haul Road Policy Theme.

Trailer homes are the only alternative available and those are totally unacceptable due to cost of purchase, maintaining and short term use effectiveness. Past experiences with trailer homes has been extremely poor and they are substandard as compared to our contemporary counterparts.

The capital project route is the only method open to the Department of Public Safety in order to meet the time schedule in the Governors Haul Road Policy.

ALTERNTIVES:

For the single family units for the Haul Road housing modular pre-fab constructed homes, 28 feet X 68 feet could be purchased. The price includes refrigerator, electric range, and dishwasher. Cost of these modulars is estimated to be considerably less than for on-site constructed homes. Site selection and transportation to the location would be at the States expense.

Gale Kincaid of Melody Home Sales in Anchorage stated that they would place homes on the Haul Road for $92,000 per house.

The houses are 3 bedroom, 1,800 square feet with attached single car garage.

Construction is the only phase of this project that is impacted to a major degree. There are two options to be considere

Option One: Build houses through a local contractor on the site at an estimated DOT/PF estimate of $147.00 per square foot is $246.6 per unit.

Option Two: The modular construction has three bedroom houses built in Anchorage and delivered to the site for an estimated cost of $36.00 per square foot, included are piling for foundation and major appliances. The construction cost will be $64.8 with the remainder of $27.2 to be used for utility needs such as fuel tank, fuel, water, sewer and electrical hook up. The $92.0 does not include site acquisition, transportation conditional upon location of unit or planning and engineering and administration or other costs.

For the hangar, there are two alternatives:

1. Cope with the elements as they effect aircraft stored and parked outside.

2. Do not locate aircraft at this point of the Haul Road.

These residences will have to be furnished with the necessary furniture, appliances, office equipment and communications base stations equipment. All furniture, appliances, in each residence. Office equipment and communications equipment to be installed and operational in the designated office space at each of the designated locations.

RESIDENCE CONSTRUCTION:

2 Units - 5 Mile	400.
2 Units - Deadhorse	420.
2 Units - Sag River	410.
2 Units - Coldfoot	410
TOTAL	1,640.

RESIDENCE FURNISHING:

KITCHEN

(8)	Stove, electric	10.4
(8)	Refrigerator/freezer	10.2
(8)	Freezer, upright	4.4
(8)	Dishwasher	4.8
(8)	Garbage compactor	2.7
(8)	Microwave oven	4.8
(8)	Washer	4.2
(8)	Dryer	3.1
(8)	Food waste disposals	1.1

DINING AREA

(8)	Table, 48 chairs	4.8
(8)	Humidifier	1.5
(8)	Hutch	4.0

LIVING ROOM

(8)	Couch	5.6
(16)	End Tables	2.4
(8)	Coffee table	.8
(24)	Lamps	3.6
(8)	Small table	.4
(16)	Recliners	8.0
(8)	Bookcase	2.0
(8)	Wall mirror	.8

MASTER BEDROOM

(8)	Queen size bed	4.8
(16)	Bedside Tables	4.8
(16)	Bedside lamps	1.2
(8)	Dresser - mans, 6-8 drawer	2.0
(8)	Dresser - womans, 6 drawer with mirror	2.0
(8)	Rocking chair	1.2

BEDROOM, CHILDRENS

(8)	Bunk beds	4.8
(16)	Dressers, 6 drawer	1.6
(16)	Table and chairs.	1.6
(8)	Lamp	.4

BEDROOM, CHILDRENS

(8)	Double bed	3.2
(16)	Bedside tables	1.2
(16)	Bedside lamps	2.0
(8)	Dresser, 6 drawer and mirror	2.0
(8)	Casual chair	.6

MISCELLANEOUS

(8)	Assorted drapes, curtains, towel rods, Shower curtains, traverse rods, etc.	12.0
(8)	Auxiliary heating stove and chimney	6.4
(8)	Heavy duty vacuum cleaner and carpet shampooer	4.8

OFFICE EQUIPMENT

(4)	Desk, double pedestal	1.6
(4)	Desk chair with arms	
(4)	File cabinet, 4 drawer	.9
(8)	Chairs, casual office type	.8
(4)	Small table	.3
(4)	Lamp, office style	.1
	TOTAL	139.9

All prices taken from 1980 Sears Roebuck Fall/Winter Catalog.

COMMUNICATIONS EQUIPMENT:

(4) Base Stations Motorola model C 42 RCB-3105D @ $2,500 each	$10,000
(4) Motorola Repeaters Model C73RCB-3105D @ $4,000 each	16,000
(4) Tower Antenna and associated cable for installation of base station and repeaters @ $2,000 per set up	8,000
	$34,000

FOUR WHEEL DRIVE VEHICLES

Initial purchase of vehicles $15,000 X 4 =	60.0
Annual operating costs (FY82)	33.0
Monthly replacement costs $400 X 12 X 4 =	19.2
Emergency equipment including radio, light bar, speakers, siren and miscellaneous medical and road equipment $3,000 X 4 =	12.0
Arctic survival equipment $1,000 X 4 =	4.0
	128.2

Air Craft, (Haul Road)

(1) Bell Jet Ranger 206B, accessories and spare parts

(a)	Nav. Pac	$300,000	(81 base)
(b)	Long range fuel tanks	+24,000	(8% inflation)
(c)	Medivac Kit	$324,000	(82 cost)

GRAND TOTAL 2266.1

April 10, 1981

Honorable Ed Dankworth and Don Bennett
Co-Chairmen, Senate Finance Committee
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

FY 82 Budget Amendment # B071217
Administration of Justice Category
Department of Public Safety
Detachments and CIB BRU
Increase of $1,023,300 GF
North Slope Haul Road Opening

Dear Senators Dankworth and Bennett:

Please amend the Governor's FY 82 operating budget to include an additional $1,023,300 GF for the Department of Public Safety, Detachments and CIB BRU. This increase will be used to provide public safety services along the North Slope Haul Road, including enforcement, information and public assistance, emergency communications, road patrol, Search and Rescue, emergency evacuation and pipeline security. Seven new Troopers will be assigned to these activities on a year round basis. Assignments will be at Five Mile, Coldfoot, Sag River and Deadhorse, providing additional law enforcement along the entire length of the Haul Road as well as the public use section.

Sincerely,

Dr. Ronald D. Lehr
Director

Attachments

RDL/DB/kl

April 10, 1981

Honorable Sam Cotten
Chairman, House Finance Committee
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

FY 82 Budget Amendment # B071217
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Sincerely,

Dr. Ronald D. Lehr
Director

Attachments

RDL/DB/kl

BUDGET AMENDMENT NO. B071217

CATEGORY: ADMINISTRATION OF JUSTICE

DEPARTMENT: PUBLIC SAFETY

BRU: CRIME I.D. & APPREHENSION

COMPONENT: HAUL ROAD OPERATIONS

CODE	EXPENDITURE BY OBJECT	CURRENT GOVERNOR'S BUDGET	REVISION	AMENDED GOVERNOR'S BUDGET
100	PERSONAL SERVICES		478.5	478.5
200	TRAVEL		94.0	94.0
300	CONTRACTUAL SERVICES		182.5	182.5
400	COMMODITIES		76.2	76.2
500	EQUIPMENT		192.1	192.1
600	LANDS, BUILDINGS ETC.			
700	GRANTS, CLAIMS ETC.			
800	MISCELLANEOUS			
	TOTAL	—	1,023.3	1,023.3
	FEDERAL RECEIPTS			
	REQUIRED GENERAL FUND MATCH			
	OTHER GENERAL FUND		1,023.3	1,023.3
	INTER-AGENCY TRANSFERS			
	OTHER:			
	TOTAL	—	1,023.3	1,023.3
	PERMANENT FULL-TIME POSITIONS	—	7.0	7.0
	PERMANENT PART-TIME POSITIONS			
	TEMPORARY (FULL-TIME) EQUIV.			
	NUMBER OF STAFF MONTHS	—	91.7	91.7

BUDGET AMENDMENT NO. B071217

CATEGORY: ADMINISTRATION OF JUSTICE

DEPARTMENT: PUBLIC SAFETY

BRU: CRIME I.D & APPREHENSION

COMPONENT:

CODE	EXPENDITURE BY OBJECT	CURRENT GOVERNOR'S BUDGET	REVISION	AMENDED GOVERNOR'S BUDGET
100	PERSONAL SERVICES	19,176.2	478.5	19,654.7
200	TRAVEL	1,757.5	94.0	1,851.5
300	CONTRACTUAL SERVICES	7,611.9	182.5	7,794.4
400	COMMODITIES	687.6	76.2	763.8
500	EQUIPMENT	570.0	192.1	762.1
600	LANDS, BUILDINGS ETC.	387.1		387.1
700	GRANTS, CLAIMS ETC.	237.1		237.1
800	MISCELLANEOUS	75.0		75.0
	TOTAL	30,502.4	1,023.3	31,525.7
FEDERAL RECEIPTS		10.5		10.5
REQUIRED GENERAL FUND MATCH				
OTHER GENERAL FUND		30,442.6	1,023.3	31,465.9
INTER-AGENCY TRANSFERS				
OTHER: PGM RECEIPTS		49.3		49.3
	TOTAL	30,502.4	1,023.3	31,525.7
PERMANENT FULL-TIME POSITIONS		472.0	7.0	479.0
PERMANENT PART-TIME POSITIONS		30.0		30.0
TEMPORARY (FULL-TIME) EQUIV.		83.0		83.0
NUMBER OF STAFF MONTHS		6,721.6	91.7	6,813.3

MEMORANDUM State of Alaska

TO: Ron Lehr, Director
Budget and Mangement
Office of the Governor

DATE: March 19, 1981

FILE NO:

TELEPHONE NO: 465-4349

SUBJECT: Haul Road Needs

RECEIVED
MAR 20 1981
BUDGET AND MANAGEMENT

FROM: Walter V. Lawson, Director
Division of Administrative Services
Department of Public Safety

The Department of Public Safety, Alaska State Troopers and Fish and Wildlife Protection Divisions, requests your approval to reinstate our Haul Road increments and capital request into the FY 82 budget, as we have been informed that funding through a fiscal note is no longer an available option. The required budget amendment forms are attached.

It should be noted that all line items except personal services are being re-submitted at their original levels. For personal services, the amounts have been adjusted to reflect the 1981 PSEA salary schedule and to correct an error in the geographic step differentials required.

Also attached is a copy of our capital budget submission for the appropriate facilties and a Bell Jet Ranger helicopter, indicating that this request was to be funded by a fiscal note. It should be noted that this capital request is an integral part of the enforcement program along the haul road, as it would not be feasible to have the staff in place without adequate facilities and needed equipment.

Your assistance in transmitting this request to the Legislature is appreciated.

Attachment

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. HB (File J-77-037-81)
Title "An Act relating to management of access to the highway from the Yukon River to the Deadhorse Airport."
Requested by Date

II. FISCAL DETAIL
Agency Affected Department of Public Safety
Program Category Affected NRMEC, Administration of Justice
BRU, Program, or Subprogram(s) Affected FWP Enforcement, Detachments & CIB
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 81	FY 82	FY 83	FY 84	FY 85	FY 86
100 PERSONAL SERVICES		416.3	416.3	416.3	416.3	416.3
200 TRAVEL		96.0	107.5	120.4	134.8	151.0
300 CONTRACTUAL		202.7	223.0	245.3	269.8	296.8
400 COMMODITIES		78.2	84.5	91.3	98.6	106.5
500 EQUIPMENT		696.0	25.0	60.0	30.0	70.0
600 LAND & STRUCTURES		2,048.2				
700 GRANTS, CLAIMS, ETC.						
TOTAL	-0-	3,537.4	856.3	933.3	949.5	1,040.6

FUNDING (Thousands of Dollars)

GENERAL FUND	-0-	3,537.4	856.3	933.3	949.5	1,040.6
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME	-0-	9	9	9	9	9
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)
With the opening of the Haul Road to the general public, there will exist an increased need for law enforcement services, including the enforcement of fish and game regulations and search and rescue, in this area. To provide an adequate level of service, 9 PFT State Trooper positions are requested, 2 of which will be assigned to the Division of Fish and Wildlife Protection. The positions will be stationed at Five-Mile, Coldfoot, Sag River and Deadhorse, and included in this fiscal note are the capital costs to provide housing at these four locations, as well as a helicopter (and hangar) to support enforcement activities and allow for search and rescue/medivac capabilities. Further details are provided in the attached increments/requests for new positions and capital request.

For FY 82, the required funding includes $2,546.1 in capital funds for

IV. DATE January 7, 1981 PREPARED BY: Marcia Lynn McKenzie, Budget Analyst
AGENCY Department of Public Safety
PHONE 465-4350

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)

33-001 (Rev. 12/80

III. ANALYSIS - continued

the housing, helicopter, and hangar. The operating budget portion for the Division of Alaska State Troopers in FY 82 would be $885.3 and for the Division of Fish and Wildlife Protection, $106.0. Operational funding requirements for subsequent years do not include salary increases; 12%, 10%, and 8% inflation compounded annually were applied against line items 200, 300, and 400 respectively. The FY 82 operating equipment cost is high ($198.1) due to the initial acquisition of specialized gear. Subsequent years will require a certain amount of equipment replacement due to loss/damage or intended use-life.

It should also be noted that the Governor's Capital Budget for the Division of Fish and Wildlife Protection includes $90.7 for a Cessna 185 aircraft to be used for Search and Rescue and enforcement efforts in the northern portion of Alaska, and would therefore be used in conjunction with the opening of the Haul Road. Should funds not be appropriated for this item in the FY 82 capital budget, this fiscal note will be amended to reflect this need.

FY 82 Funding Requirements

Line Item	Alaska State Troopers	Fish and Wildlife Protection	Alaska State Troopers Capital Request	Department of Public Safety Total
100	340.5	75.8		416.3
200	94.0	2.0		96.0
300	182.5	20.2		202.7
400	76.2	2.0		78.2
500	192.1	6.0	497.9	696.0
600			2048.2	2048.2
Total	885.3	106.0	2546.1	3537.4
Positions	7	2		9
Months	91.7	24		115.7

BRU FUNCT. NO.	MEASURE/PERFORMANCE INDICATOR	PRIOR YEAR (FY 80)		CURRENT YEAR PLAN 81	BUDGET YEAR FY 82		
		PLAN	ACTUAL		CONTINUATION LEVEL	AGENCY REQUEST	GOVERNOR'S BUDGET
1	2	3	4	5	6	7	8
1	Response to Rural Felonies	80%/72hrs	80%/72hrs	100%/72hrs	100%/72hrs	80%/48hrs	
1	Increase our Response to Urban Felonies	98%/72hrs	90%/72hrs	98%/72hrs	98%/72hrs	100%/72hrs	
2	Respond to all requests for assistance in Homicide investigations	100%/72hrs	95%/72hrs	95%/72hrs	95%/72hrs	100%/72hrs	
2	Respond to all assistance for Rape and Robbery	85%/72hrs	85%/72hrs	85%/72hrs	70%/72hrs	85%/72hrs	
3	Respond to all assistance in Narcotics Investigations	15%/72hrs	15%/72hrs	20%/72hrs	20%/72hrs	25%/72hrs	
	Respond to all Auto Theft assistance requests	35%/72hrs	35%/72hrs	30%/72hrs	35%/72hrs	35%/72hrs	
3	White collar crime and fraud case assistance in matters in excess of $50,000	80%/72hrs	75%/72hrs	80%/72hrs	75%/72hrs	50%/72hrs	
3	Actively investigate missing person reports	0	10%/72hrs	10%/72hrs	80%/72hrs	80%/72hrs	
4	Respond to Injury Accidents on the Highway System	80%/4hrs	90%/72hrs	99%/2 1/2	99%/72hrs	99%/72hrs	

AGENCY Department of Public Safety

PROGRAM Crime Identification and Apprehension

BRU Detachments and CIB

FY 82

3 BRU ACTIVITY PLAN

REVISED DATE

04215

BRU FUNCT. NO.	MEASURE/PERFORMANCE INDICATOR	PRIOR YEAR (FY 80)		CURRENT YEAR PLAN 81	BUDGET YEAR FY 82		
		PLAN	ACTUAL		CONTINUATION LEVEL	AGENCY REQUEST	GOVERNOR'S BUDGET
1	2	3	4	5	6	7	8
4 & 5	Attempt to reduce Fatality Accidents by aggresive speed enforcement	12%		15%	15%	15%	
5	Decrease the probability of stranded motorists by patrolling all major road systems once every 24 hours	0%	75%	80%	80%	80%	

AGENCY Department of Public Safety

PROGRAM Crime Identification and Apprehension

BRU Detachments and CIB

FY 82

3 BRU ACTIVITY PLAN

04216

REVISED DATE

01 1120(8/80)

ABBREV. TITLE OF POLICY BUDGET PROGRAM DECISION INCREMENT OF WHICH THIS IS PART.

1

Haul Road Troopers

EXPLAIN WHICH POLICY BUDGET PROGRAM OBJECTIVE IS AFFECTED, AND HOW.

2

To implement the Governor's Haul Road Policy.

These positions were noted in the Governor's Haul Road Policy dated April 11, 1980. They will provide public safety services along the Haul Road including enforcement, participate in visitor information programs, emergency communications, public assistance, road patrol, Search and Rescue, emergency evacuation and pipeline security. Current staffing does not allow for effective, adequate response to the geographic area identified as this Post's responsibility. This increment relates to the Governor's Policy Theme #4 and #5.

BRIEFLY DESCRIBE WHAT THIS INCREMENT PURCHASES.

3

Seven new Troopers to patrol the Haul Road on a year round basis. The positions will be located at Five Mile (2), Coldfoot (1), Sag River (2) and Deadhorse (2). State housing for these locations is consistent with the Governor's Haul Road Policy.

Full support equipment including vehicles for each position is included.

4

CODE	EXPENDITURES BY OBJECT	AMOUNT
100	PERSONAL SERVICES	478.5
200	TRAVEL	94.0
300	CONTRACTUAL SERVICES	182.5
400	COMMODITIES	76.2
500	EQUIPMENT	192.1
600	LANDS, BLDGS., ETC.	
700	GRANTS, CLAIMS, ETC.	
800	MISCELLANEOUS	
	TOTAL	1,023.3
	I-A TRANS. (non-add)	
FED. RECEIPTS -- CODE:		
GF MATCH.		
GEN. FUND		1,023.3
I-A RCPTS.		
PGM RCPTS.		
OTHER		
OTHER		

5	PFT	PPT/Seas	NON PERM	TOTAL
NO. POSITIONS	7			
NO. STAFF MONTHS	91.7			91.7

6 PRIORITIES

This increment is part of a Policy Budget increment which was classified as:

(Check Only One!)

LEVEL I [XX]

LEVEL II [ ]

GOVERNOR ACCEPT / REJECT

THIS INCREMENT REQUESTS FUNDS FOR		
	CURRENTLY EXISTING SERVICE	
	NEW SERVICE	X

AGENCY Department of Public Safety

PROGRAM Crime Identification & Apprehension

BRU Detachments & CIB

COMPONENT

FY 82

6 COMPONENT DECISION INCREMENT

Page ____ of ____

REVISED DATE ____

	POSITION TITLE				RANGE/STEP	BARG. UNIT	LOCATION	GOV.	APPROV.	DISAPP.
1	State Trooper				76A	PSEA	Five Mile			
	TYPE OF POSITION	STAFF MONTHS	RP No.	PCN No.	PRIORITY		FORM 12 PAGE/LINE	LEG.		
2	PFT	13.1								

3	TYPE OF EXPENDITURE		AMOUNT
	1	2	3
4	PERSONAL SERVICES: $3714/mo. SALARY 1.1 mo. OT $6128	50,696	
5	BENEFITS 27.33%	13,855	
6	FICA	2,004	
7	HEALTH INS.	1,800	
8	TOTAL PERSONAL SERVICES 01		68,355
9	TRAVEL 02		13,430
10	CONTRACTUAL 03		26,070
11	COMMODITIES 04		10,885
12	EQUIPMENT 05		27,445
13	OTHER		
14	TOTAL COST		146,185

	CODE	FUNDING SOURCE	
15		FED RCPTS. 1002	
16		GF MATCH. 1003	
17		GEN. FUND 1004	146.2
18		I-A RCPTS. 1005	
19		PGM RCPTS 1028	
20		OTHER	
21	CONTINUATION		
22	ADDITION	X	

FOR OMB USE ONLY

AA KEY NUMBER _____ COLUMN NO. _____

JUSTIFICATION:

To implement the Governor's Haul Road Policy.

These positions were noted in the Governor's Haul Road Policy dated April 11, 1980. They will provide public safety servic along the Haul Road including enforcement, participate in visitor information program, emergency communications, public assistance, road patrol, Search and Rescue, emergency evacuation and pipeline security. Current staffing does not allow for effective, adequate response to the geographic area identified as this Posts' responsibility. This increment relates to the Governor's Policy Themes #4 and #5.

AGENCY Department of Public Safety

PROGRAM Crime Identification & Apprehension

BRU Detachments & CIB

COMPONENT

13 REQUEST FOR NEW POSITION

FY 82

Page ____ of ____

REVISED DATE

1	POSITION TITLE: State Trooper				RANGE/STEP: 76A	BARG. UNIT: PSEA	LOCATION: Five Mile	GOV	APPROV.
2	TYPE OF POSITION: PFT	STAFF MONTHS: 13.1	RP No.	PCN No.	PRIORITY		FORM 12 PAGE/LINE	LEG	

	TYPE OF EXPENDITURE	1	2	AMOUNT 3
4	PERSONAL SERVICES: $3714/mo. SALARY 1.1 mo. OT $6128		50,696	
5	BENEFITS 27.33%		13,855	
6	FICA		2,004	
7	HEALTH INS.		1,800	
8	TOTAL PERSONAL SERVICES	01		68,355
9	TRAVEL	02		13,430
10	CONTRACTUAL	03		26,070
11	COMMODITIES	04		10,885
12	EQUIPMENT	05		27,445
13	OTHER			
14	TOTAL COST			146,185

	CODE	FUNDING SOURCE	
15		FED RCPTS. 1002	
16		GF MATCH. 1003	
17		GEN. FUND 1004	146.2
18		I-A RCPTS. 1005	
19		PGM RCPTS 1008	
20		OTHER	
21	CONTINUATION		
22	ADDITION	X	

FOR B&M USE ONLY

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JUSTIFICATION:

To implement the Governor's Haul Road Policy.

These positions were noted in the Governor's Haul Road Polic dated April 11, 1980. They will provide public safety servi along the Haul Road including enforcement, participate in visitor information program, emergency communications, publi assistance, road patrol, Search and Rescue, emergency evacu- ation and pipeline security. Current staffing does not allo for effective, adequate response to the geographic area iden fied as this Posts' responsibility. This increment relates to the Governor's Policy Themes #4 and #5.

AGENCY Department of Public Safety PROGRAM Crime Identification & Apprehension

BRU Detachments & CIB

COMPONENT _____

13 REQUEST FOR NEW POSITION

FY 82

Page ____ of ____

REVISED DATE _____

1	POSITION TITLE: State Trooper			RANGE/STEP: 76A	BARG. UNIT: PSEA	LOCATION: Coldfoot	GOV.	APPROV.	DISAP.
2	TYPE OF POSITION: PFT	STAFF MONTHS: 13.1	IRP No.	PCN No.	PRIORITY	FORM 12 PAGE/LINE	LEG		

	TYPE OF EXPENDITURE	1	2	AMOUNT 3
4	PERSONAL SERVICES: $3714/mo. SALARY 1.1 mo. OT $6128		50,696	
5	BENEFITS 27.33%		13,855	
6	FICA		2,004	
7	HEALTH INS.		1,800	
8	TOTAL PERSONAL SERVICES	01		68,355
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13	OTHER			
14	TOTAL COST			146,185

	CODE	FUNDING SOURCE	
15		FED RCPTS. 1002	
16		GF MATCH. 1003	
17		GEN. FUND 1004	146.2
18		I-A RCPTS. 1026	
19		PGM RCPTS 1028	
20		OTHER	
21	CONTINUATION		
22	ADDITION	X	

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To implement the Governor's Haul Road Policy.

These positions were noted in the Governor's Haul Road Polic dated April 11, 1980. They will provide public safety servi along the Haul Road including enforcement, participate in visitor information program, emergency communications, publi assistance, road patrol, Search and Rescue, emergency evacu- ation and pipeline security. Current staffing does not allo for effective, adequate response to the geographic area iden fied as this Posts' responsibility. This increment relates to the Governor's Policy Themes #4 and #5.

AGENCY Department of Public Safety PROGRAM Crime Identification & Apprehension

BRU Detachments & CIB

COMPONENT

13 REQUEST FOR NEW POSITION.

FY 82

Page ____ of ____

REVISED DATE

1	POSITION TITLE: State Trooper			RANGE/STEP: 76A	BARG. UNIT: PSEA	LOCATION: Sag River	GOV	APPROV.	DISA
2	TYPE OF POSITION: PFT	STAFF MONTHS: 13.1	RP No.	PCN No.	PRIORITY	FORM 12 PAGE/LINE	LEG		

	TYPE OF EXPENDITURE	1	2	AMOUNT 3
4	PERSONAL SERVICES: $3714/mo. SALARY 1.1 mo. OT $6128		50,696	
5	BENEFITS 27.33%		13,855	
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13	OTHER			
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	CODE	FUNDING SOURCE	
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18		I-A RCPTS. 1005	
19		PGM RCPTS 1008	
20		OTHER	
21	CONTINUATION		
22	ADDITION	X	

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AGENCY Department of Public Safety PROGRAM Crime Identification & Apprehension

BRU Detachments & CIB

COMPONENT _____

13 REQUEST FOR NEW POSITION.

Page ___ ___ of ___

REVISED DATE _____

FY 82

1	POSITION TITLE: State Trooper			RANGE/STEP: 76A	BARG. UNIT: PSEA	LOCATION: Sag River	GOV	APPROV.	DIS.
2	TYPE OF POSITION: PFT	STAFF MONTHS: 13.1	RP No.	PCN No.	PRIORITY	FORM 12 PAGE/LINE	LEG		

	3 TYPE OF EXPENDITURE	1	2	AMOUNT 3
4	PERSONAL SERVICES: $3714/mo. SALARY 1.1 mo. OT $6128		50,696	
5	BENEFITS 27.33%		13,855	
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18		I-A RCPTS. 1005	
19		PGM RCPTS 1028	
20		OTHER	
21	CONTINUATION		
22	ADDITION	X	

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AGENCY Department of Public Safety PROGRAM Crime Identification & Apprehension

BRU Detachments & CIB

COMPONENT _____

13 REQUEST FOR NEW POSITION

FY 82

Page ____ of ____

REVISED DATE _____

1	POSITION TITLE: State Trooper			RANGE/STEP: 76A	BARG. UNIT: PSEA	LOCATION: Deadhorse	GOV.	APPROV.	DISAP
2	TYPE OF POSITION: PFT	STAFF MONTHS: 13.1	RP No.	PCN No.	PRIORITY	FORM 12 PAGE/LINE	LEG.		

	TYPE OF EXPENDITURE	1	2	AMOUNT 3
4	PERSONAL SERVICES: $3714/mo. SALARY 1.1 mo. OT $6128		50,696	
5	BENEFITS 27.33%		13,855	
6	FICA		2,004	
7	HEALTH INS.		1,800	
8	TOTAL PERSONAL SERVICES	01		68,355
9	TRAVEL	02		13,430
10	CONTRACTUAL	03		26,070
11	COMMODITIES	04		10,885
12	EQUIPMENT	05		27,445
13	OTHER			
14	TOTAL COST			146,185

	CODE	FUNDING SOURCE	
15		FED RCPTS. 1002	
16		GF MATCH. 1003	
17		GEN. FUND 1004	146.2
18		I-A RCPTS. 1007	
19		PGM RCPTS 1008	
20		OTHER	
21	CONTINUATION		
22	ADDITION	X	

FOR B&M USE ONLY

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AGENCY Department of Public Safety PROGRAM Crime Identification & Apprehension

BRU Detachments & CIB

COMPONENT _____

13 REQUEST FOR NEW POSITION.

Page ___ of ___

REVISED DATE _____

FY 82

	POSITION TITLE			RANGE/STEP	BARG. UNIT	LOCATION	GOV	APPROV	DISAP
1	State Trooper			76A	PSEA	Deadhorse			
2	TYPE OF POSITION: PFT	STAFF MONTHS: 13.1	RP No.	PCN No.	PRIORITY	FORM 12 PAGE/LINE	LEG		

	TYPE OF EXPENDITURE		AMOUNT
	1	2	3
4	PERSONAL SERVICES: $3714/mo. SALARY 1.1 mo. OT $6128	50,696	
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19		PGM RCPTS 1008	
20		OTHER	
21	CONTINUATION		
22	ADDITION	X	

FOR R&M USE ONLY

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AGENCY Department of Public Safety PROGRAM Crime Identification & Apprehension

BRU Detachments & CIB

COMPONENT _____

13 REQUEST FOR NEW POSITION.

Page ____ of ____

REVISED DATE _____

FY 82

	ITEM NO.	DESCRIPTION OF ITEMS REQUESTED	EQUIP. CODE	NO. OF UNITS	UNIT COST	Continuation (REPLACEMENT)	Addition (NEW)	
	1	2	3	4	5	6	7	
1.		HAUL ROAD INCREMENT						
2.		Vehicles/Patrol		7	9,300		65,100	3
3.		Portable Light		7	200		1,400	3
4.		Underhood Speaker		7	200		1,400	1
5.		Car Radio		7	3,000		21,000	1
6.		Siren/Amplifier		7	200		1,400	1
7.		Revolvers		7	160		1,120	3
8.		Shot Guns		7	300		2,100	1
9.		Rifles		7	200		1,400	3
10.		Snowmachines - Artic Cat		7	3,500		24,500	1
11.		Snowmachine Trailers		4	500		2,000	4
12.		IBM Typewriter/Correcting Selectric		4	1,028		4,112	2
13.		Desks - Double Pedestal		7	352		2,464	2
14.		Chairs - Executive with arms		7	177		1,239	2
15.		File Cabinet - 4 drawer, legal		4	200		800	2
16.		Storage Cabinet		4	185		740	2
17.		Adding Machines		4	150		600	2
18.		MX 360 Radio - Portable with charger		7	3,000		21,000	3
19.		Heavy Duty Vehicle Heaters		7	200		1,400	1
20.		Propane Engine Heaters for Vehicles		7	425		2,975	1
21.		Moving Radar Guns		7	600		4,200	3
22.		Citizen Band Radio		7	200		1,400	3
23.		Highway Frequency Radio/Telephone		7	2,500		17,500	3
24.		Alyeska Radio/Telephone-Security & Antennaes		4	2,500		10,000	3
25.		Dictaphone - Lanier		4	583		2,252	2
26.		TOTAL					192,102	
27.								
28.								
29.								
30.								

AGENCY Public Safety

PROGRAM Crime Identification & Apprehension

BRU Detachments & CIB

COMPONENT

17A EQUIPMENT & MACHINERY

FY 82

Dick

April 13, 1981

The Honorable Don Bennett and Ed Dankworth
Co-Chairmen, Senate Finance Committee
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

FY82 Budget Amendment B051213
NRMEC Category
Department of Public Safety
Fish and Wildlife Protection Enforcement BRU
Increase of $151,400 GF for the North Slope Haul Road opening

Dear Senators Bennett and Dankworth:

Please increase the Governor's FY82 operating budget to include an additional $151,400 in general funds for the Department of Public Safety, Fish and Wildlife Protection Enforcement BRU. This addition will be used to provide enforcement activities along the North Slope Haul Road, which is an area currently not covered by the Fish and Wildlife Protection Division. Two new Fish and Wildlife Officers will be supported by this amendment, one assigned to Five Mile and one to Coldfoot. Both positions will be effective on a year round basis.

Sincerely,

Dr. Ronald D. Lehr
Director

RDL/DB/tl

Attachment

April 13, 1981

The Honorable Sam Cotten
Chairman, House Finance Committee
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

FY82 Budget Amendment B051213
NRMEC Category
Department of Public Safety
Fish and Wildlife Protection Enforcement BRU
Increase of $151,400 GF for the North Slope Haul Road opening

Dear Representative Cotten:

Please increase the Governor's FY82 operating budget to include an additional $151,400 in general funds for the Department of Public Safety, Fish and Wildlife Protection Enforcement BRU. This addition will be used to provide enforcement activities along the North Slope Haul Road, which is an area currently not covered by the Fish and Wildlife Protection Division. Two new Fish and Wildlife Officers will be supported by this amendment, one assigned to Five Mile and one to Coldfoot. Both positions will be effective on a year round basis.

Sincerely,

Dr. Ronald D. Lehr
Director

RDL/DB/tl

Attachment

Budget Amendment Summary

BUDGET AMENDMENT NO. 1

B 05 12 13

CATEGORY: NRMEC

DEPARTMENT: Public Safety

BRU: Fish and Wildlife Protection Enforcement

COMPONENT: p. 2179

CODE	EXPENDITURE BY OBJECT	CURRENT GOVERNOR'S BUDGET	REVISION	AMENDED GOVERNOR'S BUDGET
100	PERSONAL SERVICES	5140.3	121.2	5261.5
200	TRAVEL	285.6	2.0	287.6
300	CONTRACTUAL SERVICES	984.4	20.2	1004.6
400	COMMODITIES	263.6	2.0	265.6
500	EQUIPMENT	60.3	6.0	66.3
600	LANDS, BUILDINGS ETC.			
700	GRANTS, CLAIMS ETC.			
800	MISCELLANEOUS			
	TOTAL	6734.2	151.4	6885.6
	FEDERAL RECEIPTS			
	REQUIRED GENERAL FUND MATCH			
	OTHER GENERAL FUND	6732	151.4	6885.6
	INTER-AGENCY TRANSFERS			
	OTHER:			
	TOTAL	6734.2	151.4	6885.6
	PERMANENT FULL-TIME POSITIONS	93	2	95
	PERMANENT PART-TIME POSITIONS	50		50
	TEMPORARY (FULL-TIME) EQUIV.			
	NUMBER OF MAN MONTHS	1425.9	24.0	1449.9

MEMORANDUM State of Alaska

TO: Ron Lehr, Director
Budget and Mangement
Office of the Governor

DATE: March 19, 1981

RECEIVED
MAR 20 1981
BUDGET AND MANAGEMENT

FILE NO:

TELEPHONE NO: 465-4349

FROM: Walter V. Lawson, Director
Division of Administrative Services
Department of Public Safety

SUBJECT: Haul Road Needs

The Department of Public Safety, Alaska State Troopers and Fish and Wildlife Protection Divisions, requests your approval to reinstate our Haul Road increments and capital request into the FY 82 budget, as we have been informed that funding through a fiscal note is no longer an available option. The required budget amendment forms are attached.

It should be noted that all line items except personal services are being re-submitted at their original levels. For personal services, the amounts have been adjusted to reflect the 1981 PSEA salary schedule and to correct an error in the geographic step differentials required.

Also attached is a copy of our capital budget submission for the appropriate facilties and a Bell Jet Ranger helicopter, indicating that this request was to be funded by a fiscal note. It should be noted that this capital request is an integral part of the enforcement program along the haul road, as it would not be feasible to have the staff in place without adequate facilities and needed equipment.

Your assistance in transmitting this request to the Legislature is appreciated.

Attachment

BRU FUNCT. NO.	MEASURE/PERFORMANCE INDICATOR	PRIOR YEAR (FY 80)		CURRENT YEAR PLAN 81	BUDGET YEAR FY 82		
		PLAN	ACTUAL		CONTINUATION LEVEL	AGENCY REQUEST	GOVERNOR'S BUDGET
1	2	3	4	5	6	7	8
1	Commercial Fish						
	*Man days spent fishing	712,000	642,670	700,000	735,000	735,000	
	Number of persons field contacted	9,915	10,472	9,985	10,900	11,700	
	Violations observed	852	1,082	994	1,180	1,265	
	% of persons contacted in violation	.086	.103	.089	.108	.106	
	Probable total number of violations	61,232	66,195	62,300	79,380	77,910	
	Violation apprehension rate	1 - 72	1 - 61	1 - 62	1 - 67	1 - 61	
	* Based on 35 days per fisherman						
2	Game						
	*Man days spent hunting	532,020	550,971	571,000	575,000	575,000	
	Number of persons field contacted	14,750	9,517	10,000	11,100	12,200	
	Violations observed	578	344	400	380	410	
	% of persons contacted in violation	.04	.036	.039	.034	.033	
	Probable total number of violations	21,240	19,835	22,269	19,550	18,975	
	Violation apprehension rate	1 - 37	1 - 57	1 - 54	1 - 51	1 - 46	
	* Based on 7 days per hunter						
3	Sport Fish						
	* Man days spent fishing	1,200,000	1,364,711	1,370,000	1,395,000	1,395,000	
	Number persons field contacted	22,360	19,620	20,500	22,500	23,600	
	Violations observed	1,125	1,267	1,300	1,400	1,450	
	% of persons contacted in violation	.050	.064	.063	.062	.061	
	Probable total number of violations	60,000	87,341	86,310	86,490	85,095	
	Violation apprehension rate	1 - 53	1 - 69	1 - 66	1 - 61	1 - 58	
	*Obtained from ADF&G						

AGENCY Public Safety

PROGRAM Fish & Wildlife Protection

BRU Enforcement

FY 82

3 BRU ACTIVITY PLAN

REVISED DATE

02177

1. All figures are based on calendar years.

2. a. Man days spent sport fishing based upon ADF&G's figures.
   b. Man days spent hunting based on informal survey with groups and individual hunters times the number of licenses sold.
   c. Man days spent commercial fishing based upon informal survey with groups of fishermen, individuals, and season openings by area. Total people involved based upon information from limited entry, fishermen groups and fish ticket information.

3. The number of field contacts, violations noted and % of persons contacted given citations are obtained from monthly officer activity sheets.

Method of Computation

1. Violations observed divided by the number of field contacts = % of persons contacted that were issued citations or warnings.

2. The % of people contacted that were issued citations or warnings X the total resource user = estimated number of violations. This should be fairly accurate based upon the random sample of contacts made.

3. Estimated number of violations divided by the number of citations and warnings given = the violation apprehension rate.

All man days spent on an activity are based upon the number of licensed users. Those that are under or over the age requirement for licensing are not included. Based on this, some deviation in accuracy exists but, it points out that the figures used are conservative.

AGENCY Public Safety PROGRAM Fish & Wildlife Protection

BRU Enforcement

23 3 CONTINUED

COMPONENT

Page 2 of 2

REVISED DATE

FY82

02178

ABBREV. TITLE OF POLICY BUDGET PROGRAM DECISION INCREMENT OF WHICH THIS IS PART.
1

Two Troopers for Haul Road.

EXPLAIN WHICH POLICY BUDGET PROGRAM OBJECTIVE IS AFFECTED, AND HOW.
2

To increase the number of contacts with users of the game and sport fish resources. These positions will work in an area currently not covered by the division and are part of the Governor's Haul Road Policy. Additional duties include nuisance bear control and manning the visitor center once the Haul Road is open.

This increment relates to the Governor's Policy Themes #4 and #5.

BRIEFLY DESCRIBE WHAT THIS INCREMENT PURCHASES.
3

A Fish and Wildlife officer at Coldfoot and Five Mile along the Haul Road

4

CODE	EXPENDITURES BY OBJECT	AMOUNT
100	PERSONAL SERVICES	121.2
200	TRAVEL	2.0
300	CONTRACTUAL SERVICES	20.2
400	COMMODITIES	2.0
500	EQUIPMENT	6.0
600	LANDS, BLDGS., ETC.	
700	GRANTS, CLAIMS, ETC.	
800	MISCELLANEOUS	
	TOTAL	151.4
	I-A TRANS. (non-add)	
FED. RECEIPTS – CODE:		
GF MATCH.		
GEN. FUND		151.4
I-A RCPTS.		
PGM RCPTS.		
OTHER		
OTHER		

5	PFT	PPT/Seas	NON PERM	TOTAL
NO. POSITIONS	2			
NO. STAFF MONTHS	24			24

6 PRIORITIES

This increment is part of a Policy Budget increment which was classified as: (Check Only One!)

LEVEL I [X]
LEVEL II [ ]

GOVERNOR ACCEPT / REJECT

THIS INCREMENT REQUESTS FUNDS FOR		
	CURRENTLY EXISTING SERVICE	
	NEW SERVICE	X

AGENCY Department of Public Safety

PROGRAM Fish and Wildlife Protection

BRU Enforcement

COMPONENT

FY 82

6 COMPONENT DECISION INCREMENT

Page ____ of ____

REVISED DATE ____

01-1122(8/80)

	POSITION TITLE				RANGE/STEP	BARG. UNIT.	LOCATION			
1	State Trooper				76A	PSEA	Five Mile/Haul Ro	Gov	APPROV	DISAPP
2	TYPE OF POSITION: PFT	STAFF MONTHS: 12	RP No.	PCN No.	PRIORITY		FORM 12 PAGE/LINE	Lug		

	TYPE OF EXPENDITURE		AMOUNT
	1	2	3
4	PERSONAL SERVICES: SALARY $3714/mo.	44,568	
5	BENEFITS	12,180	
6	FICA	2,004	
7	HEALTH INS.	1,800	
8	TOTAL PERSONAL SERVICES 01		60,552
9	TRAVEL 02		1,000
10	CONTRACTUAL 03		10,100
11	COMMODITIES 04		1,000
12	EQUIPMENT 05		3,000
13	OTHER		
14	TOTAL COST		75,652

	CODE	FUNDING SOURCE	
15		FED RCPTS. 1002	
16		GF MATCH. 1003	
17		GEN. FUND 1004	75.7
18		I-A RCPTS. 1005	
19		PGM RCPTS 1028	
20		OTHER	
21	CONTINUATION		
22	ADDITION	X	

FOR B&M USE ONLY

AA KEY NUMBER _____ COLUMN NO. _____

JUSTIFICATION:

These position requests are intended to monitor an expected increase in activity along the entire length of the Alaska Pipeline Haul Road due to the construction of the Alpetco Trans-Alaska Natural Gas Pipeline and the subsequent effect this construction may have on the fish and game resources which inhabit the areas along the Haul Road.

These positions will by the use of on-road vehicles and aircraft provide the department with the ability to perform on sight patrol inspection capabilites associated with fish and game resources, violations of state criminal codes and in assuring the public's safety by our presence and to assist in search and rescues.

Alpetco estimates that by late 1982 over 4,000 workers will be involved in the project with a total of 15,000-20,000 being employed at full capacity.

The Haul Road with over 350 miles of roadway, located in prime wildlife habitat, makes it absolutely necessary that the division have the capability to effectively monitor and enforce state laws and regulations along the Haul Road which the division does not now have without seriously affecting other on-going programs.

Benefits include 9.66% for Police Retirement.

AGENCY Department of Public Safety PROGRAM Fish and Wildlife Protection

BRU Enforcement

COMPONENT

13 REQUEST FOR NEW POSITION

Page ____ of ____

REVISED DATE

FY 82

1	POSITION TITLE: State Trooper			RANGE/STEP: 76A	BARG. UNIT: PSEA	LOCATION: Coldfoot	GOV.	APPROV. / DISAPP.
2	TYPE OF POSITION: PFT	STAFF MONTHS: 12	RP No.	PCN No.	PRIORITY	FORM 12 PAGE/LINE	LEG.	

	TYPE OF EXPENDITURE	1	2	AMOUNT 3
4	PERSONAL SERVICES: SALARY $3714/mo		44,568	
5	BENEFITS		12,180	
6	FICA		2,004	
7	HEALTH INS.		1,800	
8	TOTAL PERSONAL SERVICES	01		60,552
9	TRAVEL	02		1,000
10	CONTRACTUAL	03		10,100
11	COMMODITIES	04		1,000
12	EQUIPMENT	05		3,000
13	OTHER			
14	TOTAL COST			75,652

	CODE	FUNDING SOURCE	
15		FED RCPTS. 1002	
16		GF MATCH. 1003	
17		GEN. FUND 1004	75.7
18		I-A RCPTS. 1005	
19		PGM RCPTS 1028	
20		OTHER	
21	CONTINUATION		
22	ADDITION	X	

FOR B&M USE ONLY

AA KEY NUMBER _____ COLUMN NO. _____

JUSTIFICATION:

These position requests are intended to monitor an expected increase in activity along the entire length of the Alaska Pipeline Haul Road due to the construction of the Alpetco Trans-Alaska Natural Gas Pipeline and the subsequent effect this construction may have on the fish and game resources which inhabit the areas along the Haul Road.

These positions will by the use of on-road vehicles and aircraft provide the department with the ability to perform on sight patrol inspection capabilites associated with fish and game resources, violations of state criminal codes and in assuring the public's safety by our presence and to assist in search and rescues.

Alpetco estimates that by late 1982 over 4,000 workers will be involved in the project with a total of 15,000-20,000 being employed at full capacity.

The Haul Road with over 350 miles of roadway, located in prime wildlife habitat, makes it absolutely necessary that the division have the capability to effectively monitor and enforce state laws and regulations along the Haul Road which the division does not now have without seriously affecting other on-going programs.

Benefits include 9.66% for Police Retirement.

AGENCY Department of Public Safety PROGRAM Fish and Wildlife Protection

BRC Enforcement

COMPONENT

13 REQUEST FOR NEW POSITION

Page ____ of ____

REVISED DATE

FY 82

	CODE	EQUIPMENT AND MACHINERY CLASSIFICATION	PRIOR YEAR FY 80 ACTUAL	CURRENT YEAR FY 81 AUTHORIZED	BUDGET YEAR – 82 AGENCY CONTINUATION	AGENCY ADDITION	AGENCY REQUEST	GOVERNOR BUDGET
	1	2	3	4	5	6	7	8
1.	600	TOTAL EQUIPMENT AND MACHINERY	17.5	146.1	60.3	6.0	66.3	60.3
2.	510	AUTOMOTIVE	17.1	82.0	57.9	5.7	63.6	57.9
3.	520	COMMUNICATIVE	.2	37.6				
4.	530	LABORATORY AND SCIENTIFIC		10.0				
5.	540	SHOP, PLANT AND INDUSTRIAL						
6.	550	OFFICE AND HOUSEHOLD	.2					
7.	560	SPECIAL EQUIPMENT		11.7				
8.	590	OTHER EQUIPMENT		4.8	2.4	.3	2.7	2.4
9.	860	INTER–AGENCY TRANSFERS (NON–ADD)						

EXPLANATION:

	ITEM NO.	DESCRIPTION OF ITEMS REQUESTED	EQUIP. CODE	NO. OF UNITS	UNIT COST	Continuation (REPLACEMENT)	Addition (NEW)
10.		Continuation Items:					
11.	2	140 h.p. O/B, Dillingham, Kodiak	510	2	2480	4960	
12.	1	100 h.p. O/B, King Salmon	510	1	2325	2325	
13.	4	85 h.p. O/B, 2 - Nome, 1 - Wrangell, 1 - King Salmon	510	4	2230	8920	
14.	2	75 h.p. O/B, 1 - Juneau, 1 - Yakutat	510	2	1875	3750	
15.	4	70 h.p. O/B, 2 - Kotzebue, 2 - Kodiak	510	4	1790	7160	
16.	5	55 h.p. O/B, 3 - Soldotna, 1 - Delta, 1 - Tok	510	5	1495	7475	
17.	2	25 h.p. O/B, 1 - Craig, 1 - Petersburg	510	2	1160	2320	
18.	1	15 h.p. O/B, Craig	510	1	1020	1020	
19.	2	10 h.p. O/B, 1 - Soldotna, 1 - Yakutat	510	2	1000	2000	
20.	3	Jet Units for O/B, 2 - Soldotna, 1 - Wrangell	510	3	600	1800	
21.	8	Snowmachines, 1 - Cantwell, 1 - Delta, 1 - Fairbanks					
22.		1 - Tok, 1 - Homer, 1 - Valdez, 1-Coldfoot, 1-Livengood	510	6	2400	14400	4800
23.	3	Inflatable rafts, 8', Kodiak, 1 - Coldfoot	510	2	900	1800	900
24.	12	Tents, 6 - Kodiak, 6 - Soldotna	590	12	200	2400	
25.	2	Rifles, 30.06 for new positions	590	2	150		300

AGENCY Department of Public Safety PROGRAM Fish & Wildlife Protection

BRU Enforcement

17 EQUIPMENT & MACHINERY

COMPONENT

REVISED DATE

FY 82

02224

01-1148(8/80)

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. HB (File J-77-037-81)
Title "An Act relating to management of access to the highway from the Yukon River to the Deadhorse Airport."
Requested by Date

II. FISCAL DETAIL
Agency Affected Department of Public Safety
Program Category Affected NR-EC, Administration of Justice
BRU, Program, or Subprogram(s) Affected FWP Enforcement, Detachments & CIB
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 81	FY 82	FY 83	FY 84	FY 85	FY 86
100 PERSONAL SERVICES		416.3	416.3	416.3	416.3	416.3
200 TRAVEL		96.0	107.5	120.4	134.8	151.0
300 CONTRACTUAL		202.7	225.0	245.3	269.8	296.8
400 COMMODITIES		78.2	84.5	91.3	98.6	106.5
500 EQUIPMENT		696.0	25.0	60.0	30.0	70.0
600 LAND & STRUCTURES		2,048.2				
700 GRANTS, CLAIMS, ETC.						
TOTAL	-0-	3,537.4	856.3	933.3	949.5	1,040.6

FUNDING (Thousands of Dollars)

GENERAL FUND	-0-	3,537.4	856.3	933.3	949.5	1,040.6
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME	-0-	9	9	9	9	9
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)
With the opening of the Haul Road to the general public, there will exist an increased need for law enforcement services, including the enforcement of fish and game regulations and search and rescue, in this area. To provide an adequate level of service, 9 PFT State Trooper positions are requested, 2 of which will be assigned to the Division of Fish and Wildlife Protection. The positions will be stationed at Five-Mile, Coldfoot, Sag River and Deadhorse, and included in this fiscal note are the capital costs to provide housing at these four locations, as well as a helicopter (and hangar) to support enforcement activities and allow for search and rescue/medivac capabilities. Further details are provided in the attached increments/requests for new positions and capital request.

For FY 82, the required funding includes $2,546.1 in capital funds for

IV. DATE January 7, 1981 PREPARED BY Marcia Lynn McKenzie, Budget Analyst
AGENCY Department of Public Safety
PHONE 465-4350

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)

33-001 (Rev. 12/80

III. ANALYSIS - continued

the housing, helicopter, and hangar. The operating budget portion for the Division of Alaska State Troopers in FY 82 would be $885.3 and for the Division of Fish and Wildlife Protection, $106.0. Operational funding requirements for subsequent years do not include salary increases; 12%, 10%, and 8% inflation compounded annually were applied against line items 200, 300, and 400 respectively. The FY 82 operating equipment cost is high ($198.1) due to the initial acquisition of specialized gear. Subsequent years will require a certain amount of equipment replacement due to loss/damage or intended use-life.

It should also be noted that the Governor's Capital Budget for the Division of Fish and Wildlife Protection includes $90.7 for a Cessna 185 aircraft to be used for Search and Rescue and enforcement efforts in the northern portion of Alaska, and would therefore be used in conjunction with the opening of the Haul Road. Should funds not be appropriated for this item in the FY 82 capital budget, this fiscal note will be amended to reflect this need.

FY 82 Funding Requirements

Line Item	Alaska State Troopers	Fish and Wildlife Protection	Alaska State Troopers Capital Request	Department of Public Safety Total
100	340.5	75.8		416.3
200	94.0	2.0		96.0
300	182.5	20.2		202.7
400	76.2	2.0		78.2
500	192.1	6.0	497.9	696.0
600			2048.2	2048.2
Total	885.3	106.0	2546.1	3537.4
Positions	7	2		9
Months	91.7	24		115.7

Dick

April 10, 1981

The Honorable Sam Cotten
Chairman, House Finance Committee
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

FY 82 Budget Amendment B05\614
NRMEC Category
Department of Environmental Conservation
Environmental Quality Operations BRU
Increase of $34,500 GF for the
North Slope Haul Road opening.

Dear Representative Cotten:

Please amend the Governor's FY 82 operating budget to include an additional $34,500 in general funds for the Department of Environmental Conservation, Environmental Quality Operations BRU, Northern Region. This addition will be used to increase the department's activities in prevention and clean-up of pollution problems and monitoring public sanitation facilities along the North Slope Haul Road. An existing permanent part-time position will be extended to permanent full-time in order to accomplish these additional activities.

Sincerely,

Dr. Ronald D. Lehr
Director

RDL/DB/tl

Attachment

April 10, 1981

The Honorable Don Bennett and Ed Dankworth
Co-Chairmen, Senate Finance Committee
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

FY 82 Budget Amendment B051614
NRMEC Category
Department of Environmental Conservation
Environmental Quality Operations BRU
Increase of $34,500 GF for the
North Slope Haul Road opening.

Dear Senators Bennett and Dankworth:

Please amend the Governor's FY 82 operating budget to include an additional $34,500 in general funds for the Department of Environmental Conservation, Environmental Quality Operations BRU, Northern Region. This addition will be used to increase the department's activities in prevention and clean-up of pollution problems and monitoring public sanitation facilities along the North Slope Haul Road. An existing permanent part-time position will be extended to permanent full-time in order to accomplish these additional activities.

Sincerely,

Dr. Ronald D. Lehr
Director

RDL/DB/tl

Attachment

Budget Amendment Summary

BUDGET AMENDMENT NO. _____ B 05 16 14

CATEGORY: Natural Resource Management

DEPARTMENT: Environmental Conservation

BRU: Environmental Quality Operations

COMPONENT: Northern Region

CODE	EXPENDITURE BY OBJECT	CURRENT GOVERNOR'S BUDGET	REVISION	AMENDED GOVERNOR'S BUDGET
100	PERSONAL SERVICES	1250.0	24.2	1274.2
200	TRAVEL	107.7	2.5	110.2
300	CONTRACTUAL SERVICES	165.9	6.5	172.4
400	COMMODITIES	16.4	.8	17.2
500	EQUIPMENT	8.3	.5	8.8
600	LANDS, BUILDINGS ETC.	---	---	
700	GRANTS, CLAIMS ETC.	---	---	
800	MISCELLANEOUS	---	---	
	TOTAL	1548.3	34.5	1582.8
	FEDERAL RECEIPTS	218.1	---	218.1
	REQUIRED GENERAL FUND MATCH	155.2	---	155.2
	OTHER GENERAL FUND	1172.8	34.5	1207.3
	INTER-AGENCY TRANSFERS	---	---	---
	OTHER: _____	2.2	---	2.2
	TOTAL	1548.3	34.5	1582.8
	PERMANENT FULL-TIME POSITIONS	29.0	1.0	30.0*
	PERMANENT PART-TIME POSITIONS	3.0	(1.0)	2.0*
	TEMPORARY (FULL-TIME) EQUIV.	3.0		3.0
	NUMBER OF MAN MONTHS	375.0	6.6	381.6

*NOTE: PCN 18-7191 will change from PPT (5.4 months) to PFT (12 months).

MEMORANDUM State of Alaska

TO: Richard Aks
Budget Analyst
Division of Budget
and Management
Office of the Governor

DATE: March 20, 1981

FILE NO:

TELEPHONE NO: 465-2600

SUBJECT:

FROM: Ernst W. Mueller
Commissioner
Department of Environmental
Conservation

RECEIVED
MAR 23 1981
BUDGET AND MANAGEMENT

The June 1 opening of the North Slope Haul Road will significantly increase activities along the road will require the Department to (1) step up prevention and clean-up of air, water and solid waste pollution, including oil spills, (2) increase its assistance to Department of Transportation and Public Facilities to assure that public sanitation facilities are in place and are capable of handling anticipated wastes, and (3) assist the Departments of Natural Resources and Fish and Game in anticipating increased use of natural resources in the road corridor.

For two years, the Department has employed an Environmental Field Officer to work half-time on environmental concerns along the Haul Road. This budget amendment will change this position, PCN 18-7191, from permanent part-time of 5.4 months to permanent full-time.

The primary duties of this position have been to respond to such problems as oil spills from tanker truck accidents, fuel storage and distribution facilities, and transportation pipelines; mining operations including gravel mining, gold mining and mineral exploration activity; air quality violations including gravel dryers, incinerators, asphalt plants, power generation equipment, and fugitive dust; surface oiling of roadways; litter, abandoned vehicles, and promiscuous dumps; roadside waste oil dumping and oil spill cleanup activities; thermal, wind, and water erosion related to road and pipeline construction; contamination of public water supplies; and wastewater disposal, including recreational vehicles, sewage treatment plant and construction project wastewater disposal.

In order to assess and correct these and other problems, the employee must frequently travel the road to inspect situations first-hand, collect and analyze data and meet with major and minor industrial developers, the public and other State agencies. Notices of violation must be issued expeditiously and followed up with equal speed.

Recently the employee has been working very closely with the Bureau of Land Management and the Alaska Department of Transportation and Public Facilities to assure that necessary services, facility siting and construction, and on-going operation and maintenance schedules are pursued in the most environmentally sound manner. Once the road is opened, it is critically important to increase our participation with DOTPF as such problems as landfill locations and recreational vehicle facilities are addressed more closely under the actual conditions of public use. Interim facilities may be necessary and must be designed, sited and constructed to guarantee the public as safe, healthful travel as possible.

The request was omitted from the Governor's budget because, while the need to plan for the facilities and services along the Haul Road was anticipated, the need only became critical following the court decision that the road should be opened this year.

STATE OF ALASKA
Office of the Governor
Budget & Management Div.

REVISED PROGRAM SUMMARY

CATEGORY	Natural Resource Management
COVER PROGRAM	Environmental Conservation
AGENCY	Environmental Conservation
DIVISION	Environmental Quality Operations
BUDGET REQUEST UNIT	Environmental Quality Operations
APPROPRIATION	
ALLOCATION	

BRU COMPONENTS	INITIAL AUTHORIZATION	RP	RP	RP	RP	RP	RP	RP	AMENDED AUTHORIZATION
Administration	971.6								971.6
Env. Quality Operations	7562.3	34.5							7596.8
Env. Quality Mgmt.	3152.6								3152.6
Gas Pipeline Surveillance	1478.9								1478.9
Office of Science & Technology	498.2								498.2
TOTAL	13,663.6								13,663.6
FEDERAL RECEIPTS	3003.4	---							3003.4
G/F MATCH	816.2	---							816.2
GENERAL FUND	8169.4	34.5							8203.9
I/A RECEIPTS	---								---
PROGRAM RECEIPTS	---								---
OTHER	1674.6								1674.6
FULL TIME	224.0	---							225.0*
PART TIME	13.0	1.0							13.0*
TEMPORARY	5.0	---							5.0
MAN-MONTHS	2772.4	6.6							2779.0

*NOTE: PCN 18-7191 will change from PPT (5.4 mo) to PFT (12 mo).

STATE OF ALASKA
Office of the Governor
Budget & Management Div.

REVISED PROGRAM SUMMARY
by
BUDGET COMPONENT

CATEGORY	Natural Resource Management
COVER PROGRAM	Environmental Conservation
AGENCY	Environmental Conservation
DIVISION	Environmental Quality Operations
BUDGET REQUEST UNIT	Northern Region
BUDGET COMPONENT	Northern Region
APPROPRIATION	
ALLOCATION	

		INITIAL AUTHORIZATION	RP	RP	RP	RP	RP	RP	RP	AMENDED AUTHORIZATION
01	PERSONAL SERVICES	1250.0	24.2	--						1274.2
02	TRAVEL	107.7	2.5							110.2
03	CONTRACTUAL	165.9	6.5							172.4
04	COMMODITIES	16.4	.8							17.2
05	EQUIPMENT	8.3	.5							8.8
06	LANDS, BUILDINGS	---	---							---
07	GRANTS, CLAIMS	---	---							---
08	MISCELLANEOUS	---	---							---
	TOTAL	1548.3	34.5							1582.3
1002	FEDERAL RECEIPTS	218.1	---							218.1
1003	G/F MATCH	155.2	---							155.2
1004	GENERAL FUND	1172.8	34.5							1207.3
1005	I/A RECEIPTS	---	---							---
1028	PROGRAM RECEIPTS	2.2	---							2.2
15	FULL TIME	29.0	---							30.0*
16	PART TIME	3.0	1.0							3.0*
17	TEMPORARY	3.0	---							3.0
18	MAN-MONTHS	375.0	6.6							381.6

*NOTE: PCN 18-7191 will change from PPT (5.4 mo) to PFT (12 mo).

	POSITION TITLE			RANGE/STEP	BARG. UNIT.	LOCATION	BDV	APPROV	DISAPP
1	Environmental Field Officer II			17E	CGU	Fbks			
	TYPE OF POSITION	STAFF MONTHS	RP No.	PCN No.	PRIORITY	FORM 12 PAGE/LINE	CEG		
2	PFT	6.6		18-7191					

3	TYPE OF EXPENDITURE		AMOUNT
	1	2	3
4	PERSONAL SERVICES: SALARY	19,080.60	
5	BENEFITS	1,172.95	
6	FICA	2,947.89	
7	HEALTH INS.	990.00	
8	TOTAL PERSONAL SERVICES	24,191.44	
9	TRAVEL	2,500	
10	CONTRACTUAL	6,500	
11	COMMODITIES	800	
12	EQUIPMENT	500	
13	OTHER	---	
14	TOTAL COST	34,491.44	

	CODE	FUNDING SOURCE	
15		FED RCPTS.	
16		GF MATCH.	
17		GEN. FUND	34,491.44
18		I-A RCPTS.	
19		PGM RCPTS	
20		OTHER	34,491.44
21	CONTINUATION	XXXXX	
22	ADDITION		

FOR OMB USE ONLY

WAIVER NUMBER _____ COLUMN NO. _____

JUSTIFICATION:

This budget request will change the existing position, PCN 18-7191 from a permanent part-time of 5.4 months to a permanent full-time of 12 months. The decision by the Court that the Haul Road should be opened on June 1 of this year has accelerated the department's activities with respect to assuring that facilities and services are in place and well-maintained during the summer travel season. It is particularly the latter that will be addressed by this budget amendment, as some facilities will be in place by the end of the present fiscal year.

AGENCY Environmental Conservation

PROGRAM Environmental Conservation

BRU Environmental Quality Operations

COMPONENT Northern Region

13 REQUEST FOR NEW POSITION.

Page ____ of ____

REVISED DATE _____

FY 82

I. REQUEST

Bill/Resolution No.

Title An act relating to management of access to the highway from the Yukon River to Deadhorse Airport

Requested by Date

II. FISCAL DETAIL

Agency Affected Department of Environmental Conservation

Program Category Affected Environmental Conservation

BRU, Program, or Subprogram(s) Affected Environmental Quality Operations

(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

		FY 81	FY 82	FY 83	FY 84	FY 85	FY 86
100	PERSONAL SERVICES	16.9	20.0				
200	TRAVEL	4.0	5.0				
300	CONTRACTUAL						
400	COMMODITIES						
500	EQUIPMENT						
600	LAND & STRUCTURES						
700	GRANTS, CLAIMS, ETC.						
	TOTAL Contingency Request	19.0 20.9	25.0	25.0	25.0		

FUNDING (Thousands of Dollars)

GENERAL FUND	20.9	25.0	25.0	25.0		
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME	.5	.5	.5	.5		
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

FY 81 request is for the last half of FY 81 (6 mm)

Environmental Engineer 1-- located in Fairbanks; this funding would provide the second half of an existing (currently half-time) position to oversee the department's activities along the haul road; extensive use of the road, pump station construction and maintenance along pipeline, oil spills, sewage, water and solid waste disposal all require surveillance to prevent degradation of the environment. Will work with federal and state agencies and private sector to coordinate waste disposal problems.

IV. DATE 1/9/81 PREPARED BY S. Rue/ E. Greenberg

AGENCY DPDP/ DEC

PHONE 465-3573/465-2289

Original: Legislative Finance

cc: Budget and Management

Prime Sponsor (First Legislator Named)

33-001 (Rev. 12/80

TO: The Honorable Jay Hammond
Governor
State of Alaska

DATE: February 5, 1981

FILE NO:

TELEPHONE NO: 465-2600

FROM: Ernst W. Mueller
Commissioner
Department of Environmental Conservation

SUBJECT: Haul Road--Funding for One Position

The 1982 opening of the North Slope Haul Road will require ADEC to (1) continue prevention and clean-up of air, water and solid waste pollution, including oil spills; (2) assist DOTPF in planning for public facilities; and (3) assist DNR and ADF&G in anticipating increased use of natural resources in the road corridor.

For two years, the Department has employed an Environmental Field Officer to work half-time on environmental concerns along the Haul Road. The primary duties have been to respond to such problems as oil spills from tanker truck accidents, fuel storage and distribution facilities, and transportation pipelines; mining operations including gravel mining, gold mining and mineral exploration activity; air quality violations including gravel dryers, incinerators, asphalt plants, power generation equipment, and fugitive dust; surface oiling of roadways; litter, abandoned vehicles, and promiscuous dumps; roadside waste oil dumping and oil spill cleanup activities; thermal, wind, and water erosion related to road and pipeline construction; contamination of public water supplies; and wastewater disposal, including recreational vehicles, sewage treatment plant and construction project wastewater disposal. In order to assess and correct these and other problems, the employee must frequently travel the road to inspect situations first-hand, collect and analyze data and meet with major and minor industrial developers, the public and other State agencies. Notices of violation must be issued expeditiously and followed up with equal speed.

Another major responsibility is planning for the establishment of facilities along the Haul Road in the most environmentally sound manner. Recently, the employee has been working more closely with the Bureau of Land Management and the Alaska Departments of Transportation and Public Facilities, Fish and Game, and Natural Resources as they plan necessary services, facility siting and construction, and on-going operation and maintenance schedules. I believe that this coordination is necessary to ensure that the problems listed above don't occur or at least are minimized; it is imperative that difficulties be anticipated early enough to ensure implementation during the next year and a half. This, of course, is in keeping with your philosophy that early planning is the most effective guarantee of good future management.

The person currently filling this position is an Environmental Field Officer II, Range 17. The position is presently funded through the FY 81 budget for 5.4 months. The Legislature chose not to fund a full-time, permanent position, although the Department made that request in its original budget request. The heavy workload, however, requires the full-time position.

Because of the need for a full-time person devoted solely to the Haul Road, I request you to use your authority to allocate part of the contingency fund to support this position for the last four months of FY 81.

The monthly periodical services costs for Range 17, pay schedule E is as follows:

Base Salary	$2744.00
SBP	168.21
Benefits	446.72
Health	130.00
Total	$3488.93

Estimated cost of this position:

Personal Services	100	14.0
Travel	200	4.0
Commodities	400	0.5
Equipment	500	0.5
Total		19.0

cc: Fran Ulmer, DPDP

Dick

April 13, 1981

The Honorable Don Bennett and Ed Dankworth
Co-Chairmen, Senate Finance Committee
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

FY 82 Budget Amendment B051112
NRMEC Category
Department of Fish & Game
Sportfish, Game and Subsistence BRU's
Increase of $205,200 GF for the
North Slope Haul Road opening.

Dear Senators Bennett and Dankworth:

Please amend the Governor's FY 82 operating budget to include an additional $205,200 in general funds for the Department of Fish and Game. This increase will be used to fund additional management and research activities related to public use of the North Slope Haul Road. Two full-time and three part-time positions will be supported by this amendment, as listed below:

The BRU's and components affected are:

BRU	Component	Amendment Request	Positions
Sport Fish	Management	83,300 GF	1 PFT, 1 PPT
Div. of Game	Investigations & Research	103,000 GF	1 PFT, 1 PPT
Subsistence	---	18,900 GF	1 PPT

Sincerely,

Dr. Ronald D. Lehr
Director

RDL/DB/tl

Attachment

April 13, 1981

The Honorable Sam Cotten
Chairman, House Finance Committee
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

FY 82 Budget Amendment B051112
NRMEC Category
Department of Fish & Game
Sportfish, Game and Subsistence BRU's
Increase of $205,200 GF for the
North Slope Haul Road opening.

Dear Representative Cotten:

Please amend the Governor's FY 82 operating budget to include an additional $205,200 in general funds for the Department of Fish and Game. This increase will be used to fund additional management and research activities related to public use of the North Slope Haul Road. Two full-time and three part-time positions will be supported by this amendment, as listed below:

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Sport Fish	Management	83,300 GF	1 PFT, 1 PPT
Div. of Game	Investigations & Research	103,000 GF	1 PFT, 1 PPT
Subsistence	---	18,900 GF	1 PPT

Sincerely,

Dr. Ronald D. Lehr
Director

rd/db/tl

Attachment

B 05 11 12

1 of 3

BUDGET AMENDMENT NO. _____

CATEGORY: NRMEC

DEPARTMENT: Fish and Game

BRU: Sport Fish

COMPONENT: Management p. 1348

RECEIVED
MAR 23 1981
BUDGET AND MANAGEMENT

CODE	EXPENDITURE BY OBJECT	CURRENT GOVERNOR'S BUDGET	REVISION	AMENDED GOVERNOR'S BUDGET
100	PERSONAL SERVICES	943.6	55.8	999.4
200	TRAVEL	29.0	8.7	37.7
300	CONTRACTUAL SERVICES	154.5	11.1	165.6
400	COMMODITIES	32.4	6.0	38.4
500	EQUIPMENT	1.1	1.7	2.8
600	LANDS, BUILDINGS ETC.			
700	GRANTS, CLAIMS ETC.			
800	MISCELLANEOUS			
	TOTAL	1,160.6	83.3	1,243.9
	FEDERAL RECEIPTS			
	REQUIRED GENERAL FUND MATCH			
	OTHER GENERAL FUND		83.3	83.3
	INTER-AGENCY TRANSFERS			
	OTHER: Fish & Game Fund	1,160.6		1,160.6
	TOTAL	1,160.6	83.3	1,243.9
	PERMANENT FULL-TIME POSITIONS	17.5	1 FB III (12 mm)	18.5
	PERMANENT PART-TIME POSITIONS	5.0	1 FB II (3 mm)	6.0
	TEMPORARY (FULL-TIME) EQUIV.			
	NUMBER OF MAN MONTHS	227.0	15 mm	242.0 mm

Please save

HB 90

FISCAL NOTE

I. REQUEST
Bill/Resolution No. HOUSE BILL NO. 90 (Page 6 of 8)
Title An Act relating to management of access to the highway from the Yukon River to Deadhorse Airpt
Requested by Date

II. FISCAL DETAIL
Agency Affected Fish and Game
Program Category Affected Fisheries Resource Conservation
BRU, Program, or Subprogram(s) Affected Sport Fisheries
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

		FY 81	FY 82	FY 83	FY 84	FY 85	FY 86
100	PERSONAL SERVICES		55.8				
200	TRAVEL		8.7				
300	CONTRACTUAL		11.1				
400	COMMODITIES		6.0				
500	EQUIPMENT		1.7				
600	LAND & STRUCTURES						
700	GRANTS, CLAIMS, ETC						
	TOTAL		83.3	83.3	83.3		

FUNDING (Thousands of Dollars)

GENERAL FUND		83.3	83.3	83.3		
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME		15 mm	15 mm	15 mm		
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

Fisheries Biologist III (18) PFT -- Fairbanks

Fisheries Biologist II (14) Perm. Seasonal (3 mos.)-- Fairbanks

IV. DATE 1/9/81 PREPARED BY S. Rue/J. Clark
AGENCY DF&G/DFG
Original: Legislative Finance PHONE 465-4100

	CLASSIFICATION TITLE	LOCATION	PRIORITY	PCN	PAY RGE	MONTHLY SALARY	REVISED PROGRAM No.	TOTAL POSITION COST FROM FORM 13	BUDGET YEAR - FY82				
									No. POS.	No. MO.	ANNUAL AMOUNT		
											AGENCY		GOVERNOR
											CONTINUATION	ADDITION	
	1	2	3	4	5	6	7	8	9	10	11	12	13
1	Fishery Biologist III	Fairbanks	1	4115	18	3039		73.5	1	12		46.0	
2	Fishery Biologist I	Fairbanks	2	4223	14	2291		9.8	1	3		9.8	
3													
4													
5													
6													
7													
8													
9													
10													
11													
12													
13													
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19													
20													
21													
22													
23													
24													
25													
								TOTAL ANNUAL AMOUNT		26		55.8	
								PERMANENT FULL TIME: POSITIONS & (months)		27	( )	(12)	( )
								PERMANENT PART TIME/SEASONAL: POSITIONS & (months)		28	( )	(3.3)	( )
								NON-PERMANENT: POSITIONS & (months)		29	( )	( )	( )
								TOTAL MONTHS		30		15.3	

IF ADDITIONAL FORM 12's ARE REQUIRED, COMPLETE THIS SECTION ONLY ON THE LAST PAGE.

AGENCY Department of Fish and Game PROGRAM Fisheries Resources Conservation

12 CHANGES TO CURRENT AUTHORIZED POSITIONS SUMMARY

BRU Sport Fish

COMPONENT Management

FY 82

01-1135(8/80)

REVISED DATE 3/27/81

1	POSITION TITLE: Fishery Biologist III			RANGE/STEP: 18/A	BARG. UNIT: GG	LOCATION: Fairbanks	GOV.	APPROV. / SUPP.
2	TYPE OF POSITION: Full Time	STAFF MONTHS: 12	RP No.	PCN No.: 4115(requested)	PRIORITY: 1	FORM 12 PAGE/LINE: 1/1	Leg	

3	TYPE OF EXPENDITURE		AMOUNT
	1	2	3
4	PERSONAL SERVICES: SALARY	36,468	
5	BENEFITS	5,744	
6	FICA	2,004	
7	HEALTH INS.	1,800	
8	TOTAL PERSONAL SERVICES 01		46.0
9	TRAVEL 02		8.7
10	CONTRACTUAL 03		11.1
11	COMMODITIES 04		6.0
12	EQUIPMENT 05		1.7
13	OTHER		
14	TOTAL COST		73.5

	CODE	FUNDING SOURCE	
15		FED RCPTS. 1002	
16		GF MATCH. 1003	
17		GEN. FUND 1004	73.5
18		I-A RCPTS. 1005	
19		PGM RCPTS 1028	
20		OTHER	
21	CONTINUATION		
22	ADDITION	X	

FOR B&M USE ONLY

AA KEY NUMBER ..... COLUMN NO. ____

JUSTIFICATION:

This position will direct creel census work along the haul road. It will also catalog the major lakes and streams in the area for species present and ability to sustain sport fishing pressure. This may lead to lake stocking to support a fishery.

Land use impacts need to be considered and fish population studies done.

This position aided by the Fishery Biologist I will collect the above data which will help in establishing regulations for the area and help in making management decisions on access and enhancement that might be needed in the future.

AGENCY Department of Fish and Game

PROGRAM Fisheries Resources Conservation

BRU Sport Fish

COMPONENT Management

13 REQUEST FOR NEW POSITION

FY 82

REVISED DATE 3/27/81

	POSITION TITLE			RANGE/STEP	BARG. UNIT	LOCATION	GOV.	APPROV.	DISAPP.
1	Fishery Biologist I			14/A	GG	Fairbanks			
	TYPE OF POSITION	STAFF MONTHS	RP No.	PCN No.	PRIORITY	FORM 12 PAGE/LINE	LEG.		
2	Seasonal	3 1/3	-----	4223(requested)	2	1/2			

	TYPE OF EXPENDITURE		AMOUNT
	1	2	3
4	PERSONAL SERVICES: SALARY	7629	
5	BENEFITS	1202	
6	FICA	468	
7	HEALTH INS.	495	
8	TOTAL PERSONAL SERVICES	01	9.8
9	TRAVEL	02	
10	CONTRACTUAL	03	listed on
11	COMMODITIES	04	FB III
12	EQUIPMENT	05	prior page
13	OTHER		
14	TOTAL COST		9.8

	CODE	FUNDING SOURCE	
15		FED RCPTS. 1002	
16		GF MATCH. 1003	
17		GEN. FUND 1004	9.8
18		I-A RCPTS. 1005	
19		PGM RCPTS 1028	
20		OTHER	
21	CONTINUATION		
22	ADDITION	X	

FOR R&M USE ONLY

AA KEY NUMBER _____ COLUMN NO. _____

JUSTIFICATION:

See explanation under Fishery Biologist III (page 1 of 2)

AGENCY Department of Fish and Game PROGRAM Fisheries Resources Conservation

BRU Sport Fish

COMPONENT Management

13 REQUEST FOR NEW POSITION

Page 2 of 2

REVISED DATE 3/27/81

FY 82

BUDGET AMENDMENT NO. _____

CATEGORY: Natural Resources Management and Environmental Conservation

DEPARTMENT: Fish and Game

BRU: Division of Game

COMPONENT: Investigations and Research p. 1708

RECEIVED
MAR 23 1981
BUDGET AND MANAGEMENT

CODE	EXPENDITURE BY OBJECT	CURRENT GOVERNOR'S BUDGET	REVISION	AMENDED GOVERNOR'S BUDGET
100	PERSONAL SERVICES	5327.2	75.0	5402.2.
200	TRAVEL	286.8	6.0	292.8
300	CONTRACTUAL SERVICES	1635.6	15.0	1650.6
400	COMMODITIES	192.2		192.2
500	EQUIPMENT	57.6	7.0	64.6
600	LANDS, BUILDINGS ETC.			
700	GRANTS, CLAIMS ETC.			
800	MISCELLANEOUS			
	TOTAL	7499.4	103.0	7602.4
FEDERAL RECEIPTS		4047.4	-0-	4047.4
REQUIRED GENERAL FUND MATCH				
OTHER GENERAL FUND		1077.8	103.0	1180.8
INTER-AGENCY TRANSFERS				
OTHER: F&G Fund		2374.2	-0-	2374.2
	TOTAL	7499.4	103.0	7602.4
PERMANENT FULL-TIME POSITIONS		104.8	1	105.8
PERMANENT PART-TIME POSITIONS		28.0	1	29.0
TEMPORARY (FULL-TIME) EQUIV.				
NUMBER OF MAN MONTHS		1406.0	16	1412.0

FISCAL NOTE HB 90

I. REQUEST
Bill/Resolution No. HOUSE BILL NO. 90 (Page 5 of 8)
Title: An Act relating to management of access to the highway from the Yukon River to Deadhorse Airp
Requested by: Date:

II. FISCAL DETAIL
Agency Affected: Fish and Game
Program Category Affected: Game, Resource Conservation
BRU, Program, or Subprogram(s) Affected: Game
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

		FY 81	FY 82	FY 83	FY 84	FY 85	FY 86
100	PERSONAL SERVICES		75.0				
200	TRAVEL		6.0				
300	CONTRACTUAL		15.0				
400	COMMODITIES		..				
500	EQUIPMENT		7.0				
600	LAND & STRUCTURES						
700	GRANTS, CLAIMS, ETC						
	TOTAL		103.0	103.0			

FUNDING (Thousands of Dollars)

GENERAL FUND		103.0	103.0			
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME		16 mm	16 mm			
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

Game Biologist III (16) PFT-- Prudhoe Bay

Game Biologist II (16) Permanent Seasonal-- Prudhoe Bay (4 mos.)

IV. DATE 1/9/81 PREPARED BY J.S. Rue/J. Clark
AGENCY Fish/DFG
PHONE 465-3373/465-4105

Original: Legislative Finance

MEMORANDUM

State of Alaska

TO: Rupe Andrews
Ron Somerville
Dennis Kelso

MAIL STOP:

DATE: 3/19/81

FILE NO:

TELEPHONE NO:

RECEIVED
MAR 20 1981
Fish and Game
Admin

FROM: Dick Logan

SUBJECT: Haul Road Budget Amendments

Earlier this year, you each submitted a fiscal note for FY82 relating to haul road legislation (HB 90). A copy of your fiscal note is attached. The Governor and the Legislature have joint agreed that the bill should be withdrawn, and that the FY82 budget request should be increased to incorporate haul road funds. Budget and Management is now requiring that we submit budget amendment forms to match the previously submitted fiscal note.

Attached are the necessary budget amendment forms. Budget and Management must have the informa by Monday, March 23. Please submit your material typed on the forms by noon that day, and I will submi the entire package as requested.

1	POSITION TITLE: Game Biologist III			RANGE/STEP: 18	BARG. UNIT: G	LOCATION: Prudhoe Bay	GOV	APPROV. / DISAPP.
2	TYPE OF POSITION: PFT	STAFF MONTHS: 12	RP No.	PCN No.	PRIORITY	FORM 12 PAGE/LINE	LEG	

3	TYPE OF EXPENDITURE		AMOUNT
	1	2	3
4	PERSONAL SERVICES: SALARY $3,623	43,476	
5	BENEFITS	11,047	
6	FICA	2,865	
7	HEALTH INS.	1,800	
8	TOTAL PERSONAL SERVICES 01		58,988
9	TRAVEL 02		3,000
10	CONTRACTUAL 03		7,500
11	COMMODITIES 04		
12	EQUIPMENT 05		3,500
13	OTHER		
14	TOTAL COST		72,988

	CODE	FUNDING SOURCE	
15		FED RCPTS. 1002	
16		GF MATCH. 1003	
17		GEN. FUND 1004	72,988
18		I-A RCPTS. 1005	
19		PGM RCPTS 1078	
20		OTHER	
21	CONTINUATION		
22	ADDITION	X	

FOR OMB USE ONLY

OMB KEY NUMBER _____ COLUMN NO. _____

JUSTIFICATION:

With opening of the TransAlaska Pipeline Haul Road from the Yukon River to Deadhorse to the public, there is need to manage wildlife populations adjacent to the road intensively. Until now access to this area has been very limited and consequently exploitation of its wildlife resource minimal. This biologist will work closely with the public and gather adequate biological data to establish allowable harvest levels and accommodate public desires. This area supports an important caribou herd, limited numbers of Dall sheep and moose, black and grizzly bears and a diversity of furbearers. Management of harvests and access for hunting and other forms of recreation will be necessarily cost(effort) intensive and unlike management of other remote areas of Alaska. New procedures and guidelines must be established for management of these resources under these circumstances. This position will support ongoing, long-term research on caribou/pipeline interactions to the extent possible.

AGENCY Fish and Game PROGRAM Game Resource Conservation

BRU Game

13 REQUEST FOR NEW POSITION

COMPONENT Investigations and Research

FY 82

Page _____ of _____

REVISED DATE _____

1	POSITION TITLE: Game Biologist II			RANGE/STEP: 16	BARG. UNIT: G	LOCATION: Prudhoe Bay	GOV.	APPROV. / DISAPP.
2	TYPE OF POSITION: Seasonal	STAFF MONTHS: 4	RP No.	PCN No.	PRIORITY	FORM 12 PAGE/LINE	LEG.	

3	TYPE OF EXPENDITURE		2	AMOUNT 3
	1			
4	PERSONAL SERVICES: SALARY $3,153		12,612	
5	BENEFITS		1,986	
6	FICA		773	
7	HEALTH INS.		600	
8	TOTAL PERSONAL SERVICES	01		15,971
9	TRAVEL	02		3,000
10	CONTRACTUAL	03		7,500
11	COMMODITIES	04		
12	EQUIPMENT	05		3,500
13	OTHER			
14	TOTAL COST			29,971

	CODE	FUNDING SOURCE	
15		FED RCPTS. 1002	
16		GF MATCH. 1003	
17		GEN. FUND 1004	29,971
18		I-A RCPTS. 1005	
19		PGM RCPTS 1026	
20		OTHER	
21	CONTINUATION		
22	ADDITION	X	

FOR OMB USE ONLY

PAA KEY NUMBER _____ LINE NO. _____ COLUMN NO. _____

JUSTIFICATION:

Opening of the Haul Road from the Yukon River to Deadhorse to the public will require intensification of management and research activities associated with wildlife populations along this access route. This seasonal-part time position will serve primarily in support of ongoing research on pipeline/ caribou interactions in the immediate vicinity of Prudhoe Bay. Additionally, and opportunistically, this position will assist, as practical, the Area Management Biologist stationed in Prudhoe Bay. These two positions, located in Prudhoe Bay at the peak of expected Haul Road travel, will also handle expected public conflicts with bears and other wildlife in cooperation with existing staff in Fairbanks.

AGENCY Fish and Game

PROGRAM Game Resource Conservation

BRU Game

COMPONENT Investigations and Research

13 REQUEST FOR NEW POSITION

Page ____ of ____

REVISED DATE ____

FY 82

BUDGET AMENDMENT NO. _____

CATEGORY: NRMEC

DEPARTMENT: FISH & GAME

BRU: SUBSISTENCE SECTION

COMPONENT: _____ p. 1899

RECEIVED
MAR 23 1981
BUDGET AND MANAGEMENT

CODE	EXPENDITURE BY OBJECT	CURRENT GOVERNOR'S BUDGET	REVISION	AMENDED GOVERNOR'S BUDGET
100	PERSONAL SERVICES	1015.9	14.0	1029.9
200	TRAVEL	218.6	1.5	220.1
300	CONTRACTUAL SERVICES	142.0	1.2	143.2
400	COMMODITIES	69.0	0.7	69.7
500	EQUIPMENT	3.0	1.5	4.5
600	LANDS, BUILDINGS ETC.			
700	GRANTS, CLAIMS ETC.			
800	MISCELLANEOUS			
	TOTAL	1448.5	18.9	1467.4
	FEDERAL RECEIPTS			
	REQUIRED GENERAL FUND MATCH	1448.5	18.9	1467.4
	OTHER GENERAL FUND			
	INTER-AGENCY TRANSFERS			
	OTHER: _____			
	TOTAL	1448.5	18.9	1467.4
	PERMANENT FULL-TIME POSITIONS	23		23
	PERMANENT PART-TIME POSITIONS	18	1	19
	TEMPORARY (FULL-TIME) EQUIV.	4		4
	NUMBER OF MAN MONTHS	347	6	353

FISCAL NOTE HB 90

I. REQUEST
Bill/Resolution No. HOUSE BILL NO. 90 (Page 7 of 8)
Title: An Act relating to management of access to the highway from the
Requested by: Date: Yukon River to Deadhorse Airpt

II. FISCAL DETAIL
Agency Affected: Fish and Game
Program Category Affected: Fish and Game Support
BRU, Program, or Subprogram(s) Affected: Subsistence Section
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

		FY 81	FY 82	FY 83	FY 84	FY 85	FY 86
100	PERSONAL SERVICES		14.0				
200	TRAVEL		1.5				
300	CONTRACTUAL		1.2				
400	COMMODITIES		0.7				
500	EQUIPMENT		1.5				
600	LAND & STRUCTURES						
700	GRANTS, CLAIMS, ETC						
	TOTAL		18.9	18.9	18.9		

FUNDING (Thousands of Dollars)

GENERAL FUND		18.9	18.9	18.9		
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME		6 mm	6 mm	6 mm		
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

Technician IV-- Permanent Seasonal (6 mm)-- Fairbanks

Gathering data on use patterns, user dynamics, land and resource use in the corridor; gathering information on current use to assist Boards of Fisheries and Game; gather information on use patterns outside corridor but affected by corridor activity.

IV. DATE 1/9/81 PREPARED BY S. Rue/J. Clark
AGENCY [illegible]
PHONE [illegible]

Original: Legislative Finance

	CLASSIFICATION	LOCATION	PRIOR.	PCN	PAY RGE	MONTHLY SALARY	REVISED PROGRAM NO.	TOTAL POSITION COST FROM FORM 13	BUDGET YEAR FY 82 NO. POS.	NO. MO.	ANNUAL AMOUNT AGENCY CONTINUATION	ANNUAL AMOUNT AGENCY ADDITION	ANNUAL AMOUNT GOVERNOR
	1	2	3	4	5	6	7	8	9	10			
1.	Cost of Divisional Reclassification							88,675			88,675		
2.	Restoration of Personal Services		Underfunding					100,000				100,000	
3.	F&G Technician IV	Fairbanks		Pending	13	2,135		18,900	1	5		18,900	
4.													
5.													
6.													
7.													
8.													
9.													
0.													
1.													
2.													
3.													
4.													
5.													
6.													
7.													
8.													
9.													
0.													
1.													
2.													
3.													
4.													
5.													
								TOTAL ANNUAL AMOUNT		26.	88,675	118,900	
IF ADDITIONAL FORM 12's ARE REQUIRED, COMPLETE THIS SECTION ONLY ON THE LAST PAGE								PERMANENT FULL TIME: POSITIONS & (months)		27.	( )	( )	( )
								PERMANENT PART TIME/SEASONAL: POSITIONS & (months)		28.	( )	1 (5 mos)	( )
								NON-PERMANENT: POSITIONS & (months)		29.	( )	( )	( )
								TOTAL MONTHS		30.		5	

AGENCY Department of Fish and Game

PROGRAM Fish and Game Administration & Support

Revised Date 03-27-81

COMPONENT Subsistence Section

BRU

	POSITION TITLE			RANGE/STEP	BARG. UNIT.	LOCATION	GOV	APPROV	DISAPP
1	Fish & Game Technician IV			13/B	General	Fairbanks			
	TYPE OF POSITION	STAFF MONTHS	RP No.	PCN No.	PRIORITY	FORM 12 PAGE/LINE	LHG		
2	PS	6		Pending	3	1/3			

	TYPE OF EXPENDITURE		AMOUNT
	1	2	3
4	PERSONAL SERVICES: SALARY $2135 x 6	12,810	
5	BENEFITS	2,018	
6	FICA	785	
7	HEALTH INS.	900	
8	TOTAL PERSONAL SERVICES 01		16,513
9	TRAVEL 02		1,500
10	CONTRACTUAL 03		1,200
11	COMMODITIES 04		700
12	EQUIPMENT 05		1,500
13	OTHER		
14	TOTAL COST		21,413

	CODE	FUNDING SOURCE	
15		FED RCPTS. 1002	
16		GF MATCH. 1003	
17		GEN. FUND 1004	21,413
18		I-A RCPTS. 1005	
19		PGM RCPTS 1028	
20		OTHER	
21	CONTINUATION		
22	ADDITION	21,413	

FOR B&M USE ONLY

4A KEY NUMBER _____ COLUMN NO. _____

JUSTIFICATION:

Relating to management of access to the highway from the Yukon River to Deadhorse Airport. Gathering data on use patterns, user dynamics, land and resource use in the corridor; gathering information on current use to assist the Boards of Fisheries and Game; gather information on use patterns outside corridor but affected by corridor activity.

Note: The full amount for funding this position for six months has not been requested due to lapse in recruitment.

AGENCY Department of Fish & Game PROGRAM Fish & Game Administration & Support

BRU _____

13 REQUEST FOR NEW POSITION

COMPONENT Subsistence Section

FY 82

REVISED DATE 3/27/81

PLEASE NOTE: THE PRECEDING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT.

HB

5371

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE: 5/11
LOCATION: 124D
SUBJECT: HB 537

NAME	REPRESENTING	ADDRESS	PHONE	HERE TO TESTIFY	HERE TO OBSERVE
FRANK FLAVIN	Office of OMBUDSMAN	Fourth Wo	4970	X	
Ron Lind	DOT PF	Pouch Z 222 Seward St	465-3900	X	
Kelly Quigg	DOT PF	" "	586-2712		X

4/30/81

Patty Moriarity - Ombudsmen (4970)
Request →

81. 3

professional services contract
report (ltd covr)

4 recs: DOT subj to same req as any other dept
(pg 15)
atty gen'l opinion in appendix

call her if any ques.

Alaska State Legislature

House

JUNEAU ALASKA

TRANSPORTATION COMMITTEE

HB 537--An Act relating to the authority of the DOT/PF to enter into professional service contracts; e.d.

HB 537 was introduced by the State Affairs Committee by request of the Ombudsmen's office after their review of the "Proper Use of Professional Services Contracts" (see attached highlighted report).

The bill establishes a new section to AS 44.42. which states that regulations and procedures adopted by the Commissioner of Administration, whether or not adopted in accordance with the Administrative Procedure Act (AS.62) apply to contracts for professional services proposed to be entered into by the department.

The purpose of the bill, (concluded after conversations with Patty Morarity of the Ombudsmen's office and Jeff in Mike Miller's office) is to require the DOT/PF to comply with the same procedures in PSC's as other agencies.

A review of the Ombudsmen's report indicates that some agencies only comply with correct procedures only when it is convenient (or timely), with specific examples. The issue areas identified by the Ombudsmen's report have been addressed in the Administrative Manual and Choosing and Using Contractors but apparently not consistenly followed. They recommend that currently policy guidelines on PSC's contained in the State Administrative Manual and in Choosing and Using Contractors should, after revision, be adopted as regulations under teh Administrative Procedure Act. It may also be noted that DOA's authority to "veteo" a contractual agreement proposed by the DOT/PF is in the case where the proposed contractor is a state employee. A legal opinion by the Transportation Section of the Department of Law regarding same is also included in the report. (Interesting note perhaps is that the opinions and agreements were made by then Deputy Commissioner Holden; one question that may bear fruit is asking the origination of the Ombudsmen's report. After the "Town Hall Meetings" of 1979, Holden was involved in controversy over the contracting procedures utilized to produce the show for the same reasons given in report's findings.)

(suggestions)

Kind -

- procedure currently used -

uniformity - not sure it would make a difference -

prof. consulting firm unless

firm qualifications - - yrs of training etc.

- sole source -

specific

inst - seek service of state employees'

not supposed to

policy to get services of private sector - over 5000.00 even if there are state employees.

- HB 546 -

less than 2500.00 - you can select & proceed

- internal policy -

~~State~~

greater than 100,000.00 submitted by bid.

10 or 15 % under 20,000.00

300 professional contract.

each ~~selection~~ response. assigned a weight

anything over 2,500 has been advertising

Market Building
- procedures -

- 537 -

↔ - Administrative manual -

60 mil in State -(
5 mil in D.O.T. -

- 1. uniformity in PSC in all agencies -
2- uniform accountability -
A+E - one agency responsible

830, 150 ~~expended by~~ D.O.T.

1, 290, 000 P+P=

- Administrative manual -

any
public notice
public input.

Hayes. agency
A+E

- D.O.A. Manual -
APA
administrative procedures
act.

Hayes
- left your entity 1 yr ago -

criteria right in progress

- budgeting process -

except for statutory provision
records exclude

unique

↔ unique need argument.

PLEASE NOTE: THE FOLLOWING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DEPUTY COMMISSIONER – ADMINISTRATION

(907) 465-3900
POUCH Z
JUNEAU, ALASKA 99811

May 13, 1981

The Honorable Bette M. Cato,
Chairperson
House Transportation Committee
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

Dear Representative Cato:

Attached are the Policy and Procedures sections that were superseded by the March 26, 1981 Policy and Procedure regarding selection of professional and specialty contractors. I have also reviewed AS 44.42.020(a)(6), where the phrase "private organizations and persons" is used. From the context in which this term is used, it appears that it would include all groups or units not already named.

If you should desire additional comments on HB 537 or the material provided, please do not hesitate to call me.

Sincerely,

Ron B. Lind
Deputy Commissioner

Attachments

26A-T3LH

MEMORANDUM State of Alaska

TO. ALL DEPUTY COMMISSIONERS

DATE: February 8, 1980

FILE NO: 000H-

TELEPHONE NO:

FROM: Robert W. Hardy
Commissioner
DOT/PF

SUBJECT: Interim Final
Consultant Selection
Procedures

Enclosed is a copy of the Department's recently revised Consultant Selection Procedure. It supercedes P & P 10-0006 and 10-0007 and becomes effective immediately. For Consultant selection efforts previously initiated under P & P 10-0006 and 10-0007, please transition into using this new procedure to the extent practicable. The decision to use the new procedure for these earlier projects should be based on your own judgement and whether there will be a substantial conflict with information already requested or provided by consultants.

A Department wide Standard Agreement(s) for Professional/Technical Services has not yet been completed. However, it is my intent that this Standard Agreement be developed and implemented by May 1, 1980. Meanwhile this procedure is modified to allow interim use of existing approved agreements for Professional/Technical Services.

I appreciate very much the hard work that many of you and your staff have devoted to this difficult task. While a general concensus has been reached, I also recognize that the procedure still may not be ideal and further refinements may be necessary.

In view of these possible uncertainties, this procedure is to be used and in effect until September 1, 1980. Meanwhile, Ron Lind, Deputy Commissioner of Administration, and his staff will work with you, your staff and the private sector to identify problem areas and propose specific solutions. By September 1, 1980, I intend to complete the review process and issue the final P & P for the Consultant Selection Procedure process. Your continued cooperation and assistance on this important matter would be appreciated.

Enclosure

cc: Internal Review
Federal Highway Administration

RWH/JWS/sh

State of Alaska
Department of Transportation and Public Facilities

Consultant Selection and Contracting Procedures for Professional or Technical Services

1.0 PURPOSE

1.1 To promulgate standard procedures to insure that uniform practices will be applied in all situations involving the use of consultants to perform professional or technical services.

2.0 DISTRIBUTION

2.1 All Procedure Manual Holders.

3.0 DEFINITIONS

3.1 Professional/Technical Services - Services rendered by a Consultant having in depth expertise in a particular field and which requires specialized knowledge, training and experience to perform. The phrase includes artistic abilities but not manual skills.

3.2 Consultant - The individual or firm providing professional or technical services. A firm may be a proprietorship, partnership, corporation, co-venture or joint venture. The term "Consultant" includes planners, architects, engineers, land surveyors and professionals in other disciplines requiring similiar technical expertise.

3.3 Subconsultant - Consultant engaged thru a subcontract with the firm or individual under contract with the State.

3.4 Approving Officer - That State employee who is authorized by current delegation of authority from the Commissioner of the Department of Transportation and Public Facilities, to function in the Commissioner's capacity with regard to specified actions.

3.5 Project Manager - That State employee who is in responsible charge of a project. Project Managers are appointed for projects of a statewide nature or for regional projects.

3.6 Client/User Agency - That agency (Department, Division, School District, Municipality, etc.) which generates a project requirement for which a negotiated contract for services is necessary.

3.7 Agreement - The legal instrument, a negotiated contract, which defines the obligations and considerations of the signatory parties.

3.8 Scope of Work - Services and actions required of the Consultant by the obligations of the Agreement.

4.0 USE

4.1 This Procedure applies to all operating divisions of Planning and Research, Design and Construction, and Maintenance and Operations Units of the Department. All personnel within these divisions, who participate in the Consultant selection process and the execution of negotiated contracts, shall comply with these procedures.

4.2 The Department's Standard Agreement(s) for Professional/Technical Services must be used for all negotiated Contracts, irrespective of the amount or form of compensation. Changes to any Agreement must be accomplished by negotiated Amendment using the Department's standard form.

4.3 Agreements executed in accordance with these procedures may be for one or several specific projects, or for professional/technical services on an "as-needed", calendar term basis. Maximum allowable compensation and the type(s) of services to be provided must be specifically identified within each Agreement.

4.4 When an emergency exists, or when determined by the Commissioner of the Department of Transportation and Public Facilities to be in the best interest of the State, the Commissioner may waive any or all requirements of this procedure.

5.0 PROCEDURES

5.1 Summary - The CPM diagram at Appendix E presents the 24 principal activities required to complete this procedure. Twelve are optional in accordance with each Division policy.

5.2 Evaluation Committees must be established to administer and evaluate Prequalification Submittals, Project Statements of Interest, Proposals, Interviews; and, to select Consultants for negotiation except as otherwise provided for in this procedure. Committees must be composed of a minimum of three persons appointed in writing by the Director or his designee.

5.2.1 Divisions which use prequalification procedures must maintain a standing Prequalification Committee of three of the Department's professional level employees to evaluate general experience and competence and prequalify Consultants. Director's may coordinate between Division's for the appointment of appropriately experienced personnel for such committees.

5.2.2 Except for Prequalification Committees, all other Evaluation Committees must include a Client/User Agency Representative (except if the Agency waives its participation in writing) and the Project Manager (if assigned at the time the Committee is established). The Project Manager, if assigned, must serve as the Committee Chairman.

5.2.3 When a single evaluation is conducted to identify Consultants for more than one contract, additional committees or subcommittees may be established after the evaluation of Project Statements of Interest and ranking of Consultants. Each subcommittee must then complete the selection process thru evaluation of proposals, interviews, etc. for each contract to be negotiated. Project Managers, if assigned, must be members of such subcommittees.

5.3 Prequalification (Division option) when used, must be accomplished as follows:

5.3.1 Identification of Services and Projects for Prequalification must be accomplished in accordance with Division policy.

5.3.2 Advertisements for Prequalification Submittals must be placed in newspapers and similiar media for Consultants to submit pertinent statements of qualifications to provide professional/technical services in broadly defined types of projects and project support services (Sample Advertisement at Appendix A). As a minimum, each Prequalification Submittal must contain a completed Federal Standard Form 254 (Architect-Engineer and Related Services Questionaire), Federal Standard Form 255 (Architect-Engineer Related Services for Specific Project) and a State of Alaska Form 25A355 (Affirmative Action Certification).

5.3.3 The Division Director must designate a section to serve as office of record to maintain Consultant Qualification Files. In addition to a Prequalification Submittal, each Consultant's File may also contain performance evaluations (memo's, letters, or agency forms) for previous projects, selection evaluation reports for previous projects, and Consultant's comments concerning any evaluation.

5.3.4 Anyone may review specific Consultant Qualification Files, if identified in advance and by appointment only, during the Divisions normal working hours.

5.3.5 The assigned Prequalification Committee must, by methods of their choice, assign a numerical prequalification rating of 1 to 5 (5 is the best score) for each Consultant for each type of service/project for which the Consultant is generally qualified. The assigned prequalification ratings must be retained until the next quarterly or annual review.

5.3.6 Prequalification List - At least annually, the Division must make available a Prequalification List which includes the following information:

Categories of services and/or broadly defined types of projects;
Consultants interested in providing services;
Consultants prequalification ratings;
DOT/PF region in which Consultants business office(s) are located.

5.3.7 Updated Prequalification - The Prequalification Committee must review each file at least annually and new or updated submittals at least quarterly. Consultants must be invited at least annually thru newspaper and similiar media advertisements, to update their Prequalification Submittals. Files containing submittals over 18 months old may not be used for prequalification.

5.4 Identification of Projects requiring contracted professional or technical services must be accomplished in accordance with Division policy.

5.5 Project(s) Statements of Interest are not required when:

-Estimated contract costs is less than $10,000;
-Consultants have been prequalified and the estimated contract cost is less than $20,000; or
-Procedures are waived by the Commissioner.

In such cases, the Consultant(s) may be selected by the operating section within the Division and approved by the Director or his designee.. In all other cases, the Evaluation Committee Chairman must prepare a Project Statement of Interest Form and an invitation to submit the Statement.

5.5.1 Invitations for Project Statement of Interest (Sample at Appendix B) must include the following items:

Definition of the project(s);
Scope of Contract Work;
Desired approach and anticipated disciplines to be involved;
Information and/or assistance to be furnished by the Department; Division, other agency, or other Consultants under contract with the State;
Time Constraints;
Number of Contracts proposed for negotiations;
Number of copies, time and place to be submitted;
Any additional items expected to be submitted with Statement (include Federal Standard Form 254 (Architect-Engineer and Related Services Questionnaire), Federal Standard Form 255 (Architect-Engineer Related Services for Specific Project) for the Consultant and it's Subconsultants, when Prequalification is not used);
Department's Statement of Interest form (or instructions for obtaining such).

5.5.2 If Consultants are not prequalified or the cost of Consultants services is estimated to be $100,000 or more, the invitation must be advertised in local papers, papers of state-wide circulation and appropriate professional publications. The advertisements must be placed at least once in a minimum of three publications, with the first advertisement appearing at least 15 calendar days before the submittal

deadline. Advertisements must indicate where copies of the Statement of Interest forms can be obtained.

5.5.3 If Consultants are prequalified and the estimated cost for Consultants services is $100,000 or more, the invitation must also be direct mailed to all Consultants on the Prequalification List for providing the required services. Direct mailing must be accomplished at least 15 calendar days before the submittal deadline.

5.5.4 If Consultants are prequalified, and the estimated cost for Consultant Services is less than $100,000 a Division has the following options:

5.5.4.1 Direct mail and advertise the invitation.

5.5.4.2 Direct mail the invitation to each Consultant on the Prequalification List for providing the required services without any publicity in advertising media.

5.5.4.3 If estimated cost is less than $20,000, forego both the direct mailing and advertising and select a Consultant(s) approved by the Director or his designee from among those on the Prequalification List.

5.5.4.4 Negotiations begun under any of the provisions of this paragraph (5.5.4) which cannot be concluded within the specified dollar limitations, must be terminated. Contract cost estimate must then be re-evaluated and negotiations conducted accordingly.

5.6 Standard Project Statement of Interest for Negotiated Contracts - The Department's standard format (Appendix C) must be submitted by all Consultants interested in providing services. The Statement consists of numerical responses to several objective questions and narrative, project(s) specific responses to subjective questions. Committee evaluation of responses results in a numerical ranking of Consultants. Part A of the Statement is completed by the Evaluation Committee. Part B is completed by the Consultant.

5.6.1 Weighting Coefficients - Numerical responses from Consultants and the average Committee ratings for each narrative response, are weighted to arrive at Consultant scores. Weighting Coefficients are determined by listing each applicable question on the Statement of Interest, in reverse order of significance, for the contract(s) to be negotiated ie, the least important question is assigned a Coefficient of one and the most significant question a Coefficient equal to the total number of applicable questions. Weighting Coefficients for the remaining questions must be a whole number between one and the total number of applicable questions, with no two Coefficients being the same. A Coefficient of zero indicates a question is not applicable to the contract and the Consultant should not respond; eg, if four of

the 15 possible questions are assigned a Weighting Coefficient or zero, there remain 11 applicable questions which must be assigned Coefficients of 1 - 11. (Note: If some Coefficients must be changed to zero after Statements are received, eg. question number one, remaining Coefficients must not be changed.

5.6.2 Weighting Coefficients are determined by the Committee Chairman in coordination with Client/User Agency. The Chairman must enter these Coefficients on the form before distribution to Consultants; to allow each consultant to stress those areas which are most important.

5.6.3 The Committee Chairman, in coordination with Client/User Agency, may add three project(s) specific questions in the space provided on the Statement before weighting and distributing it to Consultants.

5.7 Evaluation of Project Submittals - The Committee Chairman shall log in all submittals as received. Any submittal that is incomplete (in accordance with the invitation) must be rejected if not corrected prior to submittal deadline. Consultants whose submittal is rejected must be advised in writing by the Chairman of the reason for rejection.

5.7.1 If prequalification is not used, the Evaluation Committee must review the Federal Standard Forms 254 for the Consultant and, by methods of their choice, assign a numerical prequalification score of 1 to 5 (5 is the best score) for the Consultant. The Project Statement of Interest must then be evaluated in accordance with paragraph 5.7.3, below.

5.7.2 If prequalification is used, the Chairman shall enter the Consultant's Prequalification Rating under Item 6 of Part A and the name and Prequalification Rating for the Consultant as obtained from the Prequalification List of Consultants, in Part A, Note 2, of each Consultant's Statement of Interest; make necessary copies; and distribute to Committee members for evaluation.

5.7.2.1 If complete submittals and Federal Standard Forms 254 are received from new Consultants not on the Prequalification List, the forms and any additional statements of qualifications or promotional material provided must be sent to the office of record for establishment of the Consultants Qualification File. The standing Prequalification Committee must evaluate and assign a Prequalification Rating for each new (prime) Consultant prior to evaluation of their Statements of Interest.

5.7.2.2 If submittals are received from Consultants on the Prequalification List but not listed for providing the required services, they must be processed as new Consultants in accordance with paragraph 5.7.2.1.

5.7.3 Evaluation of Project Statement of Interest - Each Evaluation Committee member shall evaluate Part B of each Statement and enter rating of 1 thru 5 in Part A. Questions weighted zero do no apply, should not have received a response, and must not be rated. Questions which are weighted other than zero but have no response from the Consultant must be rated one (1). Numerical ratings should be based on the following: "X" = Disqualified Submittal must be rejected, 1 = Unacceptable, 2 thru 4 = Acceptable, 5 = Outstanding. Members shall return evaluated Statements to the Committee Chairman who will complete Evaluation Summary forms (Appendix D) for each Consultant. The final ranking of consultants will be determined by the committee. Generally, the top three Consultants are those considered for the remainder of the selection process. However, the number of top ranked firms considered may be appropriately increased if the selection procedure is conducted for several contracts. If a tie score occurs among the top ranked firms, the committee must conduct interviews with the tied Consultants and then jointly decide the ranking.

5.7.4 The original Committee score copies of all Project Statements of Interest, Evaluation Summary forms and related documents must be maintained in the files of the division or regional office which conducts the selection.

5.8 Personal References concerning project(s) for which the top ranked Consultants provided services may be contacted at the discretion of the Committee.

5.8.1 The Committee must develop a standard list of questions to be asked of the references, however this does not preclude discussion of other pertinent points.

5.8.2 References to be contacted will be selected by the Committee and assigned to each member by the Chairman. Personal reference contacts need not be those identified by the Consultant. If negative responses result, at least one additional reference must be contacted as determined by the Committee. If such negative recommendations cause the Committee to alter the ranking of Consultants as established by the evaluation of Projects Statements of Interest, interviews must be conducted with the Consultant.

5.9 Proposals - The Committee may request formal proposals from the top ranked Consultants at its discretion or as may be required by a funding agency.

5.9.1 Requests for Proposals (RFP's) must be written and include the following information:

Definition of the project(s);
Scope of Contract Work;
Desired approach and anticipated disciplines to be involved;
Assistance to be furnished by the Department, Division, other agency, or other firms or individuals under contract with the State;
Any pertinent, available, engineering information;
Practical, policy, technological and legal limitations;
Specific questions that need to be answered;
Time Constraints;
Number of Contracts proposed for negotiations;
Any additional items expected to be submitted with the Proposal;
Number of copies, time and place to be submitted;
Compensation, if any, for the Proposal.

5.9.2 Proposals may be requested in either a priced or non-priced format, except as may be prohibited by law or regulation, and in accordance with Division policy, the type and scope of services desired, and the common practice of Consultants which provide such services.

5.9.2.1 Priced Proposals must include a specific scope of services and provide a detailed estimate of the Consultant's direct and indirect costs for elements of the work and expected net fee.

5.9.2.2 Non-priced Proposals must include the Consultant's detailed evaluation of the services required, the proposed approach to performing the services, the firm's background and disciplines to support the effort, and estimated time frame to provide the services.

5.9.3 Evaluation of Proposals must be accomplished by the Committee and may be used exclusively or in combination with interviews to select a Consultant for contract negotiation.

5.10 Interviews are required with the top ranked firms when any of the following apply:

The nature of the project is such that a clearly defined scope of work for the Consultant is not available;
Tie score results among top ranked Consultants;
Negative recommendations from personal references alter ranking;
Requested by a simple majority of the Evaluation Committee.

5.10.1 If Interviews are to be held, the Committee must establish the time, place and order and develop a list of questions to be uniformly presented to each Consultant within an approximately equal amount of time for the interview. Consultants selected for Interviews must be notified by telephone and letter prior to the time established. All Interviews for any contract must normally be held on one day.

5.10.2 Following completion of all Interviews the Committee must jointly decide the final ranking of Consultants with a minimum of delay.

5.11 Federal Notification - If federal funding is involved, the Chairman must prepare a letter for the Director's or his designee's signature which notifies the appropriate Federal Agency of the proposed contract and Estimated Cost, if required.

5.12 Selection of Consultant(s) - Following evaluation of Project Statements of Interest, Personal References, Proposals and Interviews, the Committee must agree and list Consultants in a recommended order for negotiations. The Chairman will prepare a selection report which identifies all Consultant submittals rejected, and the top ranked Consultants and their total point scores based on the Project Statements of Interest. If Personal References, Proposals and/or Interviews were used in the selection, the report must also summarize the Committee's conclusions and basis or manner of evaluation.

5.13 Department of Administration Check - The Chairman must coordinate with the Department of Administration, Division of Finance, to confirm that the selected Consultants and their Subconsultants are independent vendors having an IRS tax identification number and that no tax payments are in arrears.

5.14 Negotiating Position - The Chairman must prepare a report to establish the State's negotiating position for the amount of the Consultant's Fees. The report must recommend a reasonable level of compensation which is based on scope of work, historical data such as fees for similar projects, project specific pecularities, job market, design time frame, etc. Authority to negotiate may not be provided until the report is approved by the Division Director or his designee. Negotiations which result in compensation exceeding the approved fee structure must not be concluded without the written approval of the Director or his designee.

5.15 Authority to Negotiate (ATN) - The Chairman shall prepare a memorandum requesting authority to negotiate a contract in accordance with this Procedure, for the Deputy Commissioner's written approval. Copies of the selection report (paragraph 5.12) and the approved negotiating position (paragraph 5.14) must be attached. A brief statement acknowledging a Department of Administration Check (paragraph 5.13) and any discussion points concerning the attachments must also be included. Following receipt of the approval the Chairman

shall notify the selected Consultants in writing of their status for contract negotiations.

5.16 Pre-award audit evaluations are required on all negotiated contracts in excess of $50,000 if federal aid highway funds are utilized. Internal Review shall be advised as soon as the consultant is selected in order for the results to be utilized during the negotiations as required by federal regulation. Consultants who have had recent audits by State or federal government agencies should be asked to provide those reports with their proposals.

5.17 Negotiations - The Committee Chairman will negotiate a contract with the selected Consultant(s) using the Department's Standard Agreement for Professional/Technical Services.

5.17.1 During the negotiation period, the Consultant must provide a current copy of State of Alaska Form 25A355 (Affirmative Action Certification).

5.17.2 Specific elements of the project to be established during negotiation include project schedule, manpower requirements, level of effort, complexity, avenues of research, areas of responsibility/liability and fee structure, amount and method of payment.

5.17.3 If negotiations with the first Consultant fail, the Committee Chairman shall in writing notify the Director or his designee of the impasse and negotiate with successive firms in the order listed in the approved ATN, until an agreement is reached at a level of compensation which is within the approved negotiating position. In the event that negotiation attempts with three Consultants are unsuccessful, the general scope and negotiating position must be re-evaluated.

5.17.4 The derivation of the negotiated compensation and all work-sheets and related papers for successful negotiations must be maintained in the project files for which the contract is negotiated.

5.18 Contract Review and Approval - Prior to execution, the negotiated contract must be reviewed and approved in accordance with Division procedures.

5.19 Execution of the Contract - Following execution by the Consultant, the Agreement must be executed by the State's Approving Officer, in accordance with current delegation of authority. Two copies (three for federally funded or partially funded projects) of the Agreement must be executed. Contract numbers must be assigned in accordance with Division procedures.

5.20 If Federal funding is involved, a copy of the executed Agreement must be provided to the Director or his designee for forwarding to the appropriate Federal Agency, if required.

IMPLEMENTATION

6.1 Directors are responsible for establishing divisional procedures which are necessary to augment this Department Procedure as applicable to each Division's functions.

7.0 APPENDICES

A - Sample Advertisement for Annual Solicitation for Prequalification Submittals
B - Sample Invitation for Project Statements of Interest
C - Standard Project Statement of Interest
D - Evaluation Summary Form
E - CPM Diagram for Procedures

State of Alaska
Department of Transportation and Public Facilities
Division of (enter division)
Public Notice
for
Professional and Technical Services

The Division of (enter division) is conducting its annual solicitation to update Consultants prequalification submittals for providing professional/ technial services in the following categories and for the following types of projects:

(list)

Those firms or individuals wishing to be considered for contracts to provide such services must establish a current Qualification File with this Division. Consultants will be prequalified and selected according to standard departmental policy and procedures.

Submittals must be addressed to:

(fill in name, address and phone number and indicate if questions are to be directed to someone else and if so, identify).

Prequalification submittals and updates may be submitted at any time; however, to be placed on the current Prequalification List and to receive direct mail invitations for specific contracts, Submittals must be received by:

(fill in time, date, place and indicate number of copies)

Submittals must contain the following items:

Federal Standard Form 254 (Architects - Engineers and Related Services Questionnaire)
State of Alaska Form 25A355 (Affirmative Action Certification)

Any additional statements of qualifications or promotional material deemed appropriate by the Consultant.

(enter name)
COMMISSIONER
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES

AO # (enter number of Advertising Order)
PUBLISH: (list dates)

Department of Transportation and Public Facilities
Division of (enter division)
Invitation
for
Project Statement of Interest

Appdx. D

The State of Alaska, Department of Transportation and Public Facilities, Division of (enter division) intends to negotiate contracts for the purpose of

(Define project(s), provide the scope of contract(s) work, time constraints and identify a desire approach and anticipated disciplines to be involved. Identify any information and/or assistance to be furnished by the Department, Division, other agency or other firms or individuals under contract with the State. Indicate number of contracts proposed for negotiations).

Consultants will be selected according to standard departmental policy and procedures.

(Indicate if formal Proposals will be required from top ranked Consultants and if Interviews are anticipated).

Submittals must be addressed to:

(enter name, address and phone number and indicate if questions are to be directed to someone else and if so, identify).

Submittals must be received by:

(enter time, date and place and indicate number of copies required).

Submittals must include the Department's Project Statement of Interest as prepared for this contract(s), and any other materials which may be solicited therein.

(If prequalification used, enter: "Consultants submitting a Statement of Interest, which do not have a current Prequalification File established with this Division should contact the Division for instructions. Submittals received from non-prequalified Consultants may be rejected").

(If no prequalification used, enter: "In addition to the Department's project Statement of Interest, Submittals must include a Federal Standard Form 254 (Architect - Engineer and Related Services Questionnaire) and Federal Standard Form 255 (Architect - Engineer Related Services for Specific Project) completed for the Consultant and each proposed Subconsultant. Additional statements of qualifications or promotional material may also be included as deemed appropriate by the Consultant").

Project Statements of Interest

(enter "are attached" or "may be obtained at (enter address)".

The right is reserved by the Department to reject any and all submittals.

(enter name)
COMMISSIONER
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES

AO #

PUBLISH: (enter Advertising Order number and list dates to be published if Invitation is publicized.

CONSULTANTS
PROJECT STATEMENT OF INTEREST
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

APPENDIX C

PART A
PROJECT(S) IDENTIFICATION AND CONSULTANT EVALUATION
(completed by state personnel)

PROJECT TITLES(S):
TYPE OF SERVICE:
PROJECT NUMBER(S):
DOT/PF DIVISION & ADDRESS:

EVALUATION COMMITTEE CHAIRMAN & PHONE NO:

CONSULTANT:

Item No	Item Description	Weighting Coefficient	Rating (Note 1)
1	Alaska Residents		
2	Professional Liability Insurance		
3	State Funded Contracts		
4	Follow on Project		
5	Distance between Offices		
6	Minority Business Enterprise (Note 2)	1	
7	Prequalification Rating - Consultant		
8	Production Capabilties		
9	Project Concept and Experience		
10	Project Manager		
11	Project Team and Schedule		
12	Geographical Experience		
13			
14			
15			

NOTES:
1. Blocks 1 thru 6 not completed by Committee. Block 7 rating entered by Chairman if prequalification procedure used; by rater's if no prequalification procedure. Others rated in accordance with the following: "X" = Disqualified, Submittal must be rejected, 1 = Unacceptable, 2 - 4 = Acceptable, 5 = Oustanding.

2. Weighting coefficient for this item will always be one.

Rater's Signature, date

Rater's Name (typed or printed)

PART B
CONSULTANTS QUESTIONNAIRE

The purpose of this proposal is to rank interested Consultants for the purpose of entering into negotiations resulting in an Agreement for required services. Consultant evaluation and selection must be accomplished in accordance with DOT/PF Policy and Procedures.

Incomplete submittals (in accordance with the invitation to submit this Statement) may be rejected.

This standard form consists of numerical responses to several objective questions and narrative, contract specific, responses to subjective questions. Committee evaluation results in a numerical ranking of Consultants for the purpose of contract negotiations. Part A of the form is completed by the Evaluation Committee. Part B is completed by the Consultant.

Numerical responses from the Consultants and the average Committee rating for each narrative response are weighted to arrive at Consultant's total point score.

Questions are weighted by listing in reverse order of significance; i.e., the least important item is assigned a Weighting Coefficient of one. A Coefficient of zero indicates the question is not applicable and the Consultant should not respond.

Weighting Coefficients are entered in Part A of the form before distribution to Consultants to allow each Consultant to stress those areas which are most important. If these Coefficients are not shown in Part A, contact the Evaluation Committee Chairman before completing the Statement.

All responses are limited to the space provided for each. Only this form and specifically solicited items should be submitted. Letters of transmittal and promotional or other unsolicited material will not be considered in the selection.

If selected, Consultant's business records may be subject to audit by the Department to verify submitted information as a condition of negotiations and execution of a contract.

Alaska Residents

If Alaska residents are available and qualified, AS 36.10.010 requires ninety percent (ninety five percent if more than ten persons employed under a contract) of total services to be performed by Alaska residents. Enter "X" or a number from the following table, which reflects the resident status of your intended project team. Failure to meet this requirement disqualifies the Consultant and the submittal must be rejected (except as noted below).

Percentage of Residents

10 or less employed	more than 10 employed	Rating
less than 90%	less than 95%	X
90% or greater	95% or greater	5

Note: this item is not applicable to projects supported by Federal Funds or if qualified residents are not available to any Consultant. In such cases, the Weighting Coefficient must be zero for all Consultants submitting.

2. Professional Liability Insurance

If a Weighting Coefficient, other than zero is entered in Part A for this item, professional liability insurance for errors and omissions is required for the contract. Failure to have coverage or to obtain coverage, at no direct expense to the State, disqualifies the Consultant and the submittal must be rejected. Enter "X" or a number from the following table as applicable to your coverage or willingness to obtain such, at no expense to the State. (Generally, for contracts estimated to cost less than $100,000, and if the State's potential liability under the contract is minimal, a Weighting Coefficient of zero is assigned).

Coverage Per Claim	Rating
less than 100,000	X
$100,000 - 199,999	1
200,000 - 299,999	2
300,000 - 399,999	3
400,000 - 499,999	4
500,000 - or more	5

If selected for contract negotiations, the Consultant shall be required to provide a Certificate of Insurance which identifies the limit per claim, amount of any deductible and the period of coverage, as a condition of contract negotiations.

State Funded Contracts

If not awarded any state funded contracts during the last three years enter "5". (State funded contracts include work and services for all departments and agencies of the State and State school districts) If awarded State funded contracts, enter "1".

4. Follow on Project

If this project is a "follow-up" of a previous state project (eg. remodel of a facility or update or implementation of a plan or study) enter the indicated number from the following table.

Criterion	Rating
No Previous Association	1
Original Subconsultant	2
Original Consultant w/o original Subconsultant	3
Original Consultant with original primary Subconsultant	4
Original Consultant with all original Subconsultants	5

5. Distance from State Office Administering Project

Enter a number from the following table based on the approximate radial distance between your work location and the State's office which will manage the project. (Consultants not having an office within the State of Alaska, if awarded a contract, must establish and maintain a local office and obtain an Alaska Business license during the life of said contract)

Distance (Miles)	Rating
600 or more	1
300 - 599.9	2
100 - 199.9	3
50 - 99.9	4
0 - 49.9	5

6. Minority Business Enterprise

If Consultant is a Minority Business Enterprise as recognized by the DOT/PF MBE Listing, enter 5, otherwise enter 0. (For MBE firms not listed in the DOT/PF MBE Listing, include a current MBE Directory Questionnaire (DOT/PF Form 25A323.))

7. Prequalification Rating - Consultant
(will be entered in Part A by Contract Administrator)

8. Production Capabilities

Describe facilities, manpower and production capabilities of your Alaska business office and that of any subconsultants which would provide required services for this project.

Project Concept and Experience

Summarize your concept of the project, as derived from the invitation to submit this Statement of Interest, and discuss similiar projects and any special or unique capabilities of your firm for this contract. Include any special qualifications required for this project which may have been identified in the invitation. Complete Federal Standard Form 255 (Architect-Engineer Related Services for Specific Project) listing Alaska projects first.

Project Manager

The Consultant's Project Manager is defined to be the individual within the Consultant's firm who is directly responsible and engaged in performing the required services. The Project Manager is the most knowledgeable individual regarding all aspects of the project, i.e., not necessarily a principal of the firm. Discuss your intended Project Manager's experience and relate that experience to this project.

Project Team and Schedule

List your intended project team by discipline and name (individual within the Consultant's firm or if a Subconsultant, the firm(s) as identified in Item 8). Discuss your intended project team's experience, relate that experience to this project, and discuss ability to provide requested services within time constraints.

Geographical Experience

Discuss your recent knowledge or experience with local conditions (regulatory, environmental, logistic) in the proposed geographical area for this project.

Item numbers 13, 14 & 15 (if included below) were developed by the selection committee for this contract. Questions and responses are limited to space provided unless noted otherwise.

13.

15.

Signature, Date

Firm Name, Address, Phone No.

TITLE:

Average rating for Committee scored items, Consultants rating for objective questions, carried to one decimal place (tenths). Shaded blocks not completed by Committee.

** Rounded to next whole number

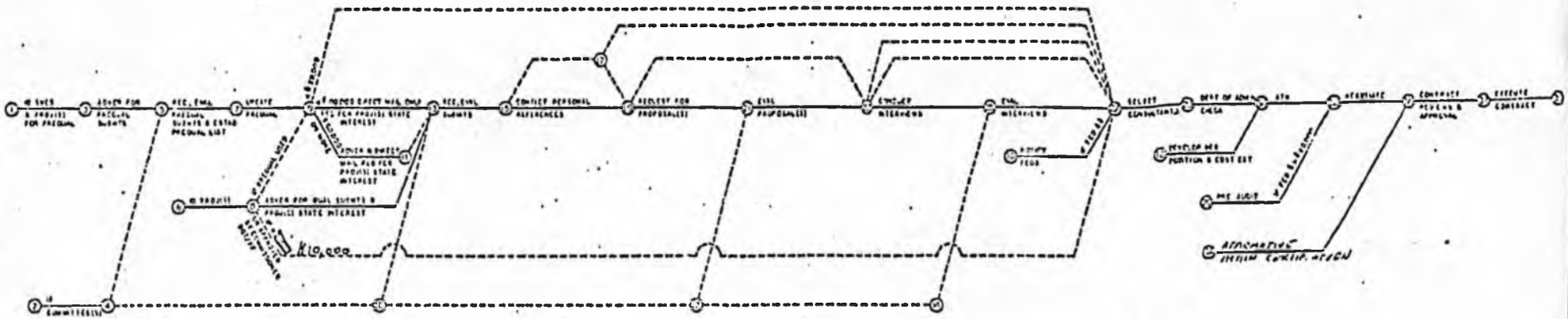
CONSULTANT:

ITEM #	RATER'S NAME/RATING					* RATING	WGTING COEF	** WEIGHTED RATING
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
							TOTAL POINT SCORE (SUM)	

CONSULTANT:

ITEM #	RATER'S NAME/RATING					* RATING	WGTING COEF	** WEIGHTED RATING
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
							TOTAL POINT SCORE (SUM)	

CONSULTANT SELECTION AND CONTRACTING FOR PROFESSIONAL OR TECHNICAL SERVICES



ACTIVITY #	ACTIVITY	REFERENCE PARAGRAPH
* 1-3	ID SVCS/PROJ(S) FOR PREQUAL	5.3.1
* 3-5	ADVER FOR PREQUAL SUBMTS	5.3.2
* 5-7	REC, EVAL PREQUAL SUBMTS & ESTAB PREQUAL LIST	5.3.5 & 5.3.6
* 7-9	UPDATE PREQUAL	5.3.7
* 9-11	ADVER & DIRECT MAIL REQ FOR PROJ(S) STATE INTEREST	5.5.3
* 9-13	DIRECT MAIL ONLY REQ FOR PROJ(S) STATE INTEREST	5.5.4
13-15	REC, EVAL SUBMTS	5.7
*15-19	CONTACT PERSONAL REFERENCES	5.8
*19-21	REQUEST FOR PROPOSALS	5.9
*21-23	EVAL PROPOSALS	5.9.3
*23-25	CONDUCT INTERVIEWS	5.10.1
*25-27	EVAL INTERVIEWS	5.10.2
27-29	SELECT CONSULTANT(S)	5.12
29-31	DEPT OF ADMIN CHECK	5.13
31-33	ATN	5.15
33-35	NEGOTIATE	5.17
35-37	CONTRACT REVIEW & APPROVAL	5.18
37-39	EXECUTE CONTRACT	5.19
2-4	ID COMMITTEE(S)	5.2
6-8	ID PROJ(S)	5.4
* 8-13	ADVER FOR QUAL SUBMTS & PROJ(S) STATE INTEREST	5.5.2
16-27	NOTIFY FEDS IF FED $	5.11
18-31	DEVELOP NEG POSITION & COST EST	5.14
20-33	PREAUDT IF FED $ GREATER THAN $50,000	5.16
22-35	APPROPRIATE ACTION CERTIFICATION	5.7.1

NOTES: 1. ACTIVITIES MARKED WITH AN ASTERICK (*) ARE OPTIONAL IN ACCORDANCE WITH DIVISION POLICY.*

2. START POINTS ARE EVENT NUMBERS 1 or 6.

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

POLICY AND PROCEDURES

P & P No.	Page
10-0006	1 OF 5
Effective Date: October 1, 1978	
Supersedes P & P No. dtd 12-1-74 Hwy SOP 0000-13	Dated 10-17-78
APPROVED BY: Ronald Hamm	

SUBJECT: CONSULTANT SELECTION DESIGN AND CONSTRUCTION PROJECTS

DIVISION	SECTION	CHAPTER TITLE
Commissioner	Commissioner	Policy

PURPOSE:

To promulgate standard procedures for selection of consultants for Department of Transportation and Public Facilities' negotiated agreements for architectural and engineering design, survey and related services.

DISTRIBUTION:

All Procedure Manual Holders.

PROCEDURE:

1. The contracts section of each division will maintain a permanent file for each consultant firm that has indicated an interest in performing work funded by the State. The file will contain the GSA Form 254, technical reviews filled out by the project administrator for each phase of work (design, construction, etc.) and a copy of each selection evaluation, whether successful or not.

2. A Project Manager shall be appointed

   a) By the Director of the Division responsible for the project when the project is of a Statewide nature, or

   b) By the Regional Chief of the Division when the project is totally within one region.

3. The Project Manager who desires to retain a consultant shall prepare a complete description of the work to be performed. Where warranted, maps, drawings and summaries of available existing data such as traffic information or a compilation of previous studies should be made a part of the description of work. The Project Manager shall transmit this information to the division director.

4. The director of the responsible division or his designee will review the submittal for appropriate format, attachments, etc., to ascertain that it is in proper form. Pursuant to requirements of A.S. 44.44.030, the Director (or his designee) advertises the project in appropriate local papers, papers of statewide circulation and/or other appropriate national newspapers or professional publications, requesting interested professional consultants to submit their letters of interest and qualification statements to the Project Manager. The advertisement must include a clear, brief statement of the work scope.

5. The proposals shall contain the following information together with any other pertinent information as necessary:

   (a) A federal form 255 and a form 254, if a recent copy is not already on file with the Department.

(b) The time schedule proposed by the consultant

(c) The method to be used and general scheduling of the work. To insure coordination, the location at which work is to be done shall be stated.

(d) The name of a qualified project manager with full authority to act for the consultant.

(e) The ability of the consultant to furnish sufficient manpower and facilities to perform the required work with accuracy and dispatch.

(f) Special conditions or requirements proposed by the consultant.

(g) The familiarity of the consultant with locale, terrain and special problems of the project.

(h) On Federal-aid projects, the consultant shall submit an EEO self-evaluation on the Department's approved form (DOT/PF 25A-~~351~~ 25A355).

6. During time of advertisement and before receipt of letters of interest, the Project Manager obtains names for a Selection Committee by contacting appropriate persons. The Selection Committee is to be composed of a minimum of three persons (Persons a,b and c are MANDATORY,)

a. A representative from the Client Agency

NOTE: The Client Agency is that agency (Department, School District, Municipality, etc.) who will be responsible for the maintenance, use or occupancy of the completed project after construction is completed.

b. The Project Manager

c. A representative from Facility Procurement Policy Division, unless this representation is waived by Facility Procurement Policy Division Director

NOTE: waiver will be contingent upon the project division following the procedures described in this P&P.

(one or more of the following may also be used on larger projects where it is desireable to have a larger selection team)

d. A Construction Manager

e. A Design Manager

f. A Maintenance and Operations Manager

g. One uninvolved representative from another Division.

All committee members shall be from the same region unless:

1) Those positions do not exist in that region, or
2) The project is of a Statewide, or multi-region nature.

7. The Project Manager drafts for the Director's signature, a memo to the appropriate Deputy Commissioner containing the following information:

   a. Brief statement of the scope of services advertised for,

   b. Identification of funding,

   c. Statement that services were properly advertised and that responses were received from: (list the firms)

   d. Recommendation of Selection Committee composition: (list each name and organization)

8. Receipt of each consultant's qualifications and/or letter of interest packet will be acknowledged in writing by the project manager. The acknowledgement will include an estimate of the expected selection date. If the selection process is delayed each responding consultant will be informed of the delay and a new estimated selection date.

9. Upon receipt of approval of composition of the Selection Committee, the Project Manager calls a meeting of the committee and provides each member with instructions for selection procedure, the evaluation criteria and the score sheets. The Project Manager provides a copy of the firm's responses and the qualification criteria, for review at the meeting. The members are to score their evaluations independently.

10. The Project Manager is Chairperson.

11. Each committee member scores each of the responsive firms on the forms provided in accordance with the established criteria. When a member is unable to evaluate a firm in a specific area, that blank should be marked with an X.

12. Each evaluator should sign the score sheet and return it to the chairperson for tabulation. The average score for all committee members in each catagory is used in tabulating the final score. When a member has been unable to score a particular category, the remaining members' average scores are used for scoring purposes.

13. The Project Manager drafts, for the Director's signature, a memo transmitting the Selection Committee's recommendations to the appropriate deputy Commissioner, with copies of the average score tabulation, a listing of any discussion points or minority opinions to the final recommendations, and a completed Authority to Enter Contract Negotiations form.

NOTE: Oral interviews are required:

1) When the project is of a significant scale, or

2) When the implications of the project will be greater than a traditional design and construction project, or

3) When the nature of the project is such that a clearly defined scope of work for the consultant is not attainable at that time.

(If the oral interview phase is used, proceed with Step 14, if not, by-pass this step.)

14. The Project Manager contacts the firms listed and arranges appointments for oral interviews. The Project Manager develops a list of questions and reviews same with the members of the Selection Committee. The interview questions shall be applied uniformally to all firms and each firm shall be given an equal amount of time for their total interview.

Upon completion of each interview, each member individually writes a short evaluation (or score) of the firm. At completion of all interviews, the committee jointly reaches a list of the top three firms. The Project Manager drafts, for the division Director's signature a memo to the Commissioner thru the Deputy Commissioner notifying them of the final selection list and requesting final approval to enter contract negotiations.

15. Receipt of the Commissioner's approval on Authority to Enter Contract Negotiation form, shall constitute authority to negotiate with the top ranked consultant. Upon receipt of this notification, the Project Manager shall notify the consultant in writing. The Project Manager plus one other State representative shall then negotiate the contract utilizing the State's standard contract form (Attention is directed to FHWA Program Manual Vol. 6 Ch. Sec. 2 Sub. Sec. 2 for requirements which must be met on federally assisted contracts. Refer to Vol. 1 Ch. 7 Sec. 2 for those contracts which are expected to exceed $50,000. The provisions of Title IV, Civil Rights Act of 1964 must also be included in the contract format). Concurrent with commencing contract negotiations, the Project Manager notifies the firms not selected for negotiation, thanking them for their interest and indicating the name of the successful firms.

If a satisfactory contract cannot be negotiated with the first listed firm, the Project Manager prepares a report for the Division Director documenting why the negotiations failed and, after concurrence by the Director, enters negotiations with the next listed firm on the Authority to Enter Contract Negotiations form.

16. When negotiations have been completed, the Project Manager prepares three (3) copies of the contract, obtains the Consultant signature and then completes, for the Director's signature, a memo to the Commissioner recommending acceptance of the attached contract. The text of such transmittal shall include statements that the contract is concurred with by the Client Agency, is within the approved budget, and the amount of the fee (and what percent this fee represents of the estimated construction contract value, if appropriate).

17. The original and two copies of the executed consultant contract and the data necessary to support the consultant's fee shall be transmitted to the Commissioner. After execution by the Commissioner of the contract for federally assisted work, the Department shall transmit the original and two (2) copies of the contract to the appropriate federal agency for their final review and approval (except in case of all ADAP federally funded projects, Federal-aid projects under the Secondary Road Plan or approved Certification Acceptance procedures). Upon receipt of approval, the Project Manager shall notify the consultant to proceed with the work and provide a copy to the department's contract section and to Financial Management.

18. If a modification of the agreement is required, the Project Manager shall prepare the necessary documents and process in the same manner as the original agreement. In no case is the consultant to be authorized to proceed with the work until Commissioner and Federal agency approval is received.

19. In those instances where a division has need of professional services for small contracts ($10,000.00 per project, or under), the selection may be made utilizing this same procedure but writing a general scope of work for the advertisement and having a contract cover the Fiscal Year for that type of service. Then the division may authorize work under that contract for specific projects during that Fiscal Year for which it is valid (use Department's standard contract form).

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
POLICY AND PROCEDURES

10-0007	1 OF 4
Effective Date: October 1, 1978	
Supersedes P & P No.: New	Dated: 10/12/78
APPROVED BY: Ronald Thomas	

SUBJECT
CRITERIA FOR THE EVALUATION OF CONSULTANTS
(For Design & Construction Projects)

DIVISION	SECTION	CHAPTER TITLE
Commissioner	Commissioner	Policy

In accordance with A.S. 36.10.010 the firm must have the capabilities of performing a minimum of 90% of the services with Alaskan residents. If firm cannot meet this requirement then their proposal is to be recorded as non-responsive and not given further evaluation. (NOTE: on projects with Federal funds delete this restriction).

The following items will comprise the basic qualitative criteria for the evaluation of firms for performance of professional architectural and engineering design and other related services. Any firm offering professional services for a project must submit a complete team providing all basic services required for the project, otherwise they may be considered non-responsive. The evaluation will be based upon consideration of the qualifications of the sponsoring firm, its affiliated consultants, and the assembled team as a whole. When it is in the State's best interest, the qualitative data will be augmented by personal interviews with the top-ranking firms. In these interviews such aspects as time schedule, responsiveness, specific project staff, etc., can be evaluated. Point weights are included in parenthesis.

A. PHYSICAL PLANT AND MANPOWER RESOURCES
The facility and manpower (capability of the firm related to the size of the project). (0-10 points)

Criteria:

Higher score if the firm has adequate facilities and staffing in-house, prorate accordingly if the firm anticipates staffing-up to handle the job award of contract.

B. EXPERIENCE OF PROJECT TEAM
Qualifications of principle team firms for the work each is expected to perform. (0-10 points)

Criteria:

Higher score if all firms have adequate training and experience; prorate accordingly if not.

C. RELEVANT EXPERIENCE
The background of experience related to the particular facility type for the project, such as highway, airstrip, school, office building, airport terminal, hatchery, housing, etc. (0-10 points)

Criteria:

Consider the firm's previous design work similar to the project - give a maximum score when the firm (including subconsultants) has had specific experience: Zero score for no experience. Allow points for special educational courses relevant to this project scope.

D. EXPERIENCE OF PROJECT MANAGER
Qualifications of the project manager. (0-10 points)

Criteria:

Higher score if manager has substantial previous experience managing projects of similar scope and type. Prorate score accordingly, if not.

E. GEOGRAPHIC PROXIMITY
The professional's office location and major work should be performed in close geographic proximity to that of project. (0-15 points)

Criteria:

If in the same City, in the same geographic area (depending upon accessibility and communications), or if outside geographic area (depending upon accessibility and communications): prorate accordingly, least score for the latter.

F. DESIGN AND LOGISTIC CONSTRAINTS
(If, for example, thorough knowledge of arctic design requirements is desired, give heavier point weight to this criteria)

Design professionals should have previous successful experience working under design and logistic constraints equivalent to those of the project. (0-10 points)

Criteria:

Consider contemporary experience with several projects, contemporary experience with one or two projects, noncontemporary experience, or no experience: Prorate accordingly, with zero points for the latter.

G. ORIGINAL DESIGN PROFESSIONAL (this criteria is optional)

If the project is an addition or major remodeling, preference is given to the original design professional used on the existing project. If project is a follow-up of a master plan or study, partial preference may be given to the firm who performed the master plan or study. (0-10 points)

H. COMPLIANCE WITH MINORITY HIRE REGULATIONS
Extent to which firm has hired minorities and women (0-5 points)

Criteria:

Five (5) points if firm has federal or State approved plan of minority hire.

I. PREVIOUS PERFORMANCE (DESIGN)
This is a measure of the firm's (or individual members of the "team's") previous performance in the design function. (0-20 points)

Criteria:

Consider ability to assimilate program data and develop alternative design options; organize and manage subconsultant's work; ability and willingness to respond and conform to the State's procedure and standards; and to fiscally manage (i.e., adhere to negotiated fee and schedule) and timely compensate subconsultants. Lastly, but certainly not least, ability to maintain the established time schedule and design the project within the established construction budget. Place an "X" on the score sheet in this category if no previous State experience; however, the experience of individual members of the firm or team with another firm or team should be prorated accordingly.

J. PREVIOUS PERFORMANCE (CONSTRUCTION)
This is a measure of the firm's (or individual members of the team's) previous performance in the construction phase. (0-10 points)

Criteria:

Consider willingness to perform all required phases of the post-bid services including:

a. Timely review and approval of submittals and shop drawings, Contractor Pay Estimates, perform construction administration and inspection as required and respond during warranty period. Also, consider the quality of contract documents provided for previous projects. Place an "X" on the score sheet if no previous State experience; however, the experience of individual members of the firm or team (with another firm or team) should be prorated accordingly.

K. POST CONSTRUCTION
This is a measure of the effectiveness and efficiency of the facilities previously designed by the firm for the State. (0-10 points)

Criteria:

Prorate accordingly with a maximum score for a superior facility and minimum score for the other extreme. Both maintenance and operational costs should be considered in the proration. Place an "X" on the score sheet for a firm with no previous experience.

L. MANAGEMENT STRUCTURE OF FIRMS - assuming technical capabilities the same.

Office location of team firm(s) (0-30 points)

Criteria:

Office location(s) listed for team member(s); and where the decisions are being made.

25-30	entire team in Alaska
16-24	managing team in Alaska/support firm outside Alaska
11-15	managing team outside Alaska/support firm in Alaska
0-10	entire team outside Alaska

PLEASE NOTE: THE PRECEDING PAGES HERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT.

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
POLICY AND PROCEDURES

P & P No.	Page
28-8000	1 OF 8
Effective Date: March 26, 1981	
Supersedes P & P No.: 10-0006	Dated: 10/1/78
APPROVED BY: Robert Ward	

SUBJECT: Selection of Professional and Specialty Services Contractors

DIVISION	SECTION	CHAPTER TITLE
Support Services	Contracts Administration	Procedure

1.0 PURPOSE

1.1 To promulgate standard departmental procedures for the selection of Contractors to provide exempt professional or specialty services.

2.0 POLICY

2.1 To select Contractors for exempt professional and speciality services in an objective manner which is documented and results in the use of the most qualified Contractor consistent with sound financial practices.

3.0 DISTRIBUTION

3.1 All holders of the Policy and Procedures Manual.

4.0 DEFINITIONS

4.1 Professional/Specialty Services - Services rendered by a Contractor that require specialized knowledge and training to perform, often through long and intensive academic preparation. The term includes artistic abilities, but not manual skills. Services are not limited to those requiring professional licensing under State Law.

4.2 Exempt Services - Professional and specialty services specifically related to the planning, design or construction of a capital project, for which the Department of Transportation and Public Facilities (DOT/PF) has contracting authority under Alaska Statute and/or by Agreement with the Department of Administration (DOA), to include the following examples:

Aerial Photogrammetry;
Appraisals;
Architectural Services;
Art for Public Buildings and Facilities;
Engineering Services;
Land Surveys;
Mapping;
Materials Testing;
Pre-Construction Feasibility Studies;
Site Selection Studies;
and
Any services obtained from the University of Alaska or federal, municipal or local government agencies.

4.3 Contractor - Firm (person or any business combination) providing services.

4.4 Prequalification - General evaluation of Contractor capability to provide broadly defined types of services.

4.5 Qualification - Formal evaluation of a Contractor's capability to provide specific services.

4.6 Expression of Interest - Questionnaire for specific contract(s) which contains questions and space for each response by interested Contractors (prepared in accordance with Division procedures).

4.7 Divisional Procedures - Written supplemental procedures as required by reference in this document.

4.8 Short List - Contractors to be considered for negotiations in the order listed, or from which technical and/or priced proposals may be solicited.

4.9 Term Contract - Agreement to provide identified types of services when authorized by Notice to Proceed for specific projects.

5.0 USE

5.1 This Procedure applies to all contracts for exempt professional or specialty services.

5.2 When determined by the Commissioner of DOT/PF to be in the best interest of the State, this procedure may be waived.

6.0 SUMMARY OF PROCEDURE

Action	Paragraph
Identify services required.	7.1
Prequalification of Contractors (Division Option).	7.2
If cost less than or equal to $2,500, select Contractor (proceed to paragraph 7.16).	7.3
If cost greater than $2,500, but less than or equal to $20,000 and Contractors are Prequalified, select Contractor (proceed to paragraph 7.14).	7.4
If cost greater than $2,500 ($20,000 if Contractors Prequalified), Committee Selection required.	7.5
Establish Selection Committee.	7.6
Prepare Expression of Interest questionnaire.	7.7
Prepare Invitation.	7.8

Distribute Invitation and Expression of Interest. 7.9

Log in responses. 7.10

Score responses. 7.11

Establish Short List. 7.12

Prepare Evaluation Report. 7.13

Obtain Approval for Negotiations (AFN). 7.14

Mail Short List to all respondents. 7.15

Negotiate (technical and or priced proposals, as appropriate). 7.16

Select Contractors, prepare and execute contract. 7.17

7.0 PROCEDURE

7.1 Identify services to be obtained by contract. Services may be for one or several specific projects, or for services on an "as-needed" basis under a term contract. Services which are non-exempt or which may be non-exempt must be coordinated with DOA through the DOT/PF Contracts Administration Section.

7.2 Prequalification of Contractors (Division option) may be used for broadly defined projects or professional/specialty services in accordance with Division procedures. If prequalification is used, such procedures must include the following;

A. Annual solicitation thru advertisement to obtain general qualifications or to update prior submittals from Contractors for the provision of services. Specific items to be included with submittals must be identified.

B. Designation of an office of record to maintain Contractor Qualification Files. In addition to prequalification submittals, Contractor files may contain performance evaluations (memos, letters, or agency forms) for previous projects, selection reports for previous projects, and Contractor's comments concerning any evaluation or selection.

C. Provision for a Prequalification Committee of not less than three of the Department's professional level employees to evaluate general experience and competence of Contractors. Directors may coordinate between Divisions for the appointment of personnel for such Committees.

1. The Committee must review each file at least annually and new or updated submittals at least quarterly.

2. In accordance with Division procedures the Committee must assign a Pre-qualification Rating for each Contractor for each type of service/project for which the Contractor's physical plant is adequate and current personnel are experienced and qualified. Assigned ratings will be retained until the next quarterly or annual review.

D. Provision for any Contractor to review its file by appointment during the Division's normal working hours.

7.3 If contract cost is less than or equal to $2,500, select Contractor (Proceed to Paragraph 7.16).

7.4 If contract cost is greater than $2,500, but less than or equal to $20,000, and Contractors are Prequalified in accordance with Division procedures, select Contractor (Proceed to paragraph 7.14).

7.5 If contract cost is greater than $2,500 ($20,000 if Contractors are Prequalified), Committee evaluation is required.

7.6 Establish Evaluation and Selection Committee. Committees must be composed of a minimum of three persons appointed in writing by the Director or his designee. Client Agency representation must be in accordance with Division procedures.

7.7 Prepare an Expression of Interest questionnaire for the proposed contract(s) which includes:

A. Instructions for completion, including a statement that responses must be entered on the form and limited to the space provided, and an explanation of standard Department scoring procedure (paragraph 7.11).

B. Identification of project and/or services required.

C. Amount of funding available expressed by one significant figure.

D. Statement indicating if technical and/or priced proposals will be solicited from the Contractors placed on the Short List.

E. Questions relating to the proposed contract(s), addressing professional, technical and organizational capabilities. The following question must be included verbatim:

"What is the approximate percentage of total compensation under the proposed contract(s) which will be paid to Female and to Minority Business Enterprises (FMBE) and list the business name(s) and telephone number(s) of each such enterprise?"

F. Weights (paragraph 7.11) shall be assigned to each question prior to distribution of the Expression of Interest to allow each Contractor to stress those areas which are most important.

G. Statement concerning statutory residency requirements, if applicable.

H. Current requirements for Affirmative Action for Equal Employment Opportunity and Female and Minority Business Enterprises.

I. Approximate Date for Short List to be mailed.

J. Maximum of fifteen questions.

7.8 Prepare an Invitation to submit the Expression of Interest which includes:

Abbreviated definition or scope of services to be provided;

Desired approach and anticipated disciplines to be involved;

Information and/or assistance to be furnished by the Department, Division other agency or other Contractors;

Time constraints;

Number of contracts proposed for negotiations;

Number of copies, time and place to be submitted;

Any additional items expected to be submitted with the Expression of Interest;

Instructions for obtaining the Expression of Interest.

7.9 Distribute Invitation and the Expression of Interest questionnaire. If direct contact with contractors prequalified in accordance with Division procedure is not used (or if used and the contract cost is greater than $100,000) the Invitation to submit the Expression of Interest must be advertised in local papers, state-wide papers, appropriate minority media and professional publications. The advertisement must be placed at least once in three publications, with the first advertisement appearing at least 15 calendar days before the submittal deadline.

7.10 Log responses. Insure that responses are not evaluated before submittal deadline and that contact with any respondent does not result in any unfair advantage or premature commitment.

7.11 Score responses as follows:

A. Each question must be assigned a Weight before Expression of Interest questionnaires are distributed to Contractors. Weights will be expressed as a whole number between 1 and 100 and the sum of all weights must equal 100 (i.e. 100%). Minimum Weight of the mandatory FMBE Question is "5". If some questions are deleted from consideration by the Committee after responses are received, the assigned Weight for other questions will not be changed.

B. Each Committee member shall rate Contractor response for each question as follows: "X" =Disqualified (submittal must be rejected) or a whole number from 0 to 5 where 0 = Unacceptable, 1 through 4 = Acceptable and 5 = Outstanding. Responses to the mandatory FMBE Question must be rated as follows: 0% = 0, 1 - 20% = 1, 21 - 40% = 2, 41 - 60% = 3, 61 - 80% = 4, 81 - 100% = 5.

C. Committee members' ratings for Contractor responses to each question must be multiplied by the assigned weight and the products summed to obtain the member's score for each Contractor. Example (3 questions):

Question	Weight	Rating	Product
1	70	4	280
2	5	3	15
3	25	3	75
	(Sum = 100)	Member's Score =	370

D. A Contractors total score shall be equal to the sum of each member's score (Do not average member ratings to obtain a Committee rating for each response or manipulate this scheme in any other way).

7.12 Establish Short List for negotiations based on one or any combination of the following:

A. Highest numerical score for responses in the Expressions of Interest.

B. Interviews with highest scored Contractors. (Committee must develop a list of questions to be uniformly presented to each Contractor with approximately equal amount of time for the interview. Contractors selected for interviews must be notified by telephone and letter.)

C. Contact with Contractor's references.

D. Current Affirmative Action Programs for Equal Employment Opportunity and Female and Minority Business Enterprises.

E. Records of Contractor performances.

7.13 Prepare an Evaluation Report which identifies Committee members, all responsive Contractors, Committee member scores and total scores for each Contractor, the Short List, and indicates if technical and/or priced proposals will be requested from Contractors on the Short List. Contractors whose submittals were rejected should be identified, including the reason for rejection. If the Short List is not based on the highest numerical scores, document the reason(s). Attach one copy of the Expression of Interest questionnaire used for the evaluation.

7.14 Obtain Approval for Negotiations (AFN) with Contractors on the Short List using DOT/PF Form 25A251.

A. Copies of the Committee Evaluation Report, or a memorandum stating why Committee selection not required and documenting the bases of selection, and an uncompleted Expression of Interest questionnaire must be attached.

B. All approvals indicated on the AFN Form must be obtained before a contract is executed. Negotiations may begin, however, following signature on the AFN by the individual authorized by Delegation of Authority to execute the contract.

7.15 Mail approved Short List to all respondents.

7.16 Either negotiate with Contractors on the Short List in the order listed or solicit and evaluate technical and/or priced proposals, as appropriate, from all Contractors on the list. (Guidelines for preparing Requests for Proposals (RFP) and evaluating proposals are contained in the State Administrative Manual - Sections 8142 and 8144.)

A. Technical Proposals must be solicited from Contractors on the Short List when any of the following apply:

Services required are unusually large or complex;

Scope of Services is not clearly defined;

Requested by a simple majority of the Evaluation Committee.

B. Priced Proposals should be requested in accordance with Division policy, the type and scope of services desired, and professional practice.

C. If negotiations cannot be concluded within the amount stated in the AFN, verbal approval of the increased amount must be obtained from the individual authorized by Delegation of Authority before the Contract is executed by either party, following which a revised AFN to document such approval must be processed.

7.17 Select Contractor and prepare and execute contract in accordance with current DOT/PF Policy and Procedure. If selection was based upon technical and or priced proposals from several Contractors a Committee Report which documents such action must accompany the Contract when forwarded for execution for the Department.

8.0 IMPLEMENTATION

8.1 Directors are responsible for establishing divisional procedures to augment this Department Procedure as applicable to each Division's functions and to maintain records of all selection and Contracting actions.

Introduced: 4/28/81
Referred: Transportation

IN THE HOUSE

BY THE STATE AFFAIRS COMMITTEE
BY REQUEST

HOUSE BILL NO. 537

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWELFTH LEGISLATURE - FIRST SESSION

A BILL

For an Act entitled: "An Act relating to the authority of the Department of Transportation and Public Facilities to enter into professional services contracts; and providing for an effective date."

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

* Section 1. AS 44.42.020(a)(6) is amended to read:

(6) cooperate and coordinate with and, subject to AS 44.42.035, enter into agreements with federal, state and local government agencies and private organizations and persons in exercising its powers and duties;

* Sec. 2. AS 44.42 is amended by adding a new section to read:

Sec. 44.42.035. CONTRACTS OF THE DEPARTMENT. (a) Regulations and procedures adopted by the commissioner of administration, whether or not adopted in accordance with the Administrative Procedure Act (AS 44.62), apply to contracts for professional services proposed to be entered into by the department.

(b) For purposes of this section, "contracts for professional services"

(1) means a contract for professional, technical, or consultant's services which are predominantly intellectual in character and which

(A) include analysis, evaluation, prediction, planning or recommendation; and

(B) result in the production of a report or the comple-

tion of a task;

(2) includes but is not limited to design and engineering services and surveys in conjunction with the construction of a highway or public facility by the department.

* Sec. 3. This Act takes effect July 1, 1981.

OFFICE OF THE OMBUDSMAN
STATE OF ALASKA

SPECIAL REPORT 81-3

PROPER USE OF PROFESSIONAL SERVICES CONTRACTS

MARCH 27, 1981

Frank Flavin

FRANK FLAVIN
OMBUDSMAN

Town Meetings held in fall of '79

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According to a recent report of the Comptroller General to the Congress, the "proper use" of consultants is viewed as a "normal, legitimate, and economical way to improve Government service and operations." In Alaska, consultant services are obtained through the use of Professional Services Contracts (PSC's); their "proper use," however, is a continuing controversy.

I. BACKGROUND

In May, 1979, staff of the Attorney General's Office wrote to the Ombudsman:

> AS 37.05.230(1)(c)(vi) specifically exempts professional services contracts from bidding requirements. . . However, the Department of Administration, pursuant to AS 37.05.220(1), has established certain internal guidelines for the approval of such contracts. These guidelines are not regulations promulgated under the Administrative Procedures Act, and therefore do not have the force and effect of law. (emphasis added)

Although the Division of General Services and Supply is the purchasing agent for the state, in his response to a 1978 Legislative Audit, then Commissioner of Administration, B.B. Allen, explained that PSC's:

> . . . are negotiated by the (various) agencies. The Department of Administration determines that prescribed guidelines and procedural safeguards are followed. This activity more closely resembles a pre-audit rather than a procurement function.

PSC guidelines, previously in the Purchasing Regulations, were moved to form a new chapter in the State Administrative Manual.

In August, 1980, the Pre-Audit Section, Division of Finance, ". . . assumed the responsibility of reviewing and processing proposed professional services contractual agreements." Subsequently, the PSC chapter in the State Administrative Manual was reorganized and minimally revised to include reference to a manual, Choosing and Using Contractors. This guidebook was developed by an Atlanta firm as the text for state-sponsored seminars conducted during 1980 on the "proper use" of consultants.

Additionally, in 1981, the Division of General Services and Supply compiled a computerized listing of potential contractors by professional service commodity code (area of specialization).

II. PROBLEM

These incremental efforts to reform the system and educate those state employees who are subject to its controls are laudable and should continue, but are effective only if the guidelines are strictly observed.

In the Governor's Office response to a Legislative Audit on d-2 contracts, it was stated that, "Idealism oftentimes is tempered by reality." This argument, the substance of which has been used by various agencies when rejecting Ombudsman findings that proper procedures have been subverted or ignored, is that although agencies "endeavor to follow the ideal progression of events whenever possible," circumstances take precedence over guidelines.

Investigative findings in Ombudsman complaints reveal that some agencies fail to comply with correct procedures because of ignorance, poor planning, favoritism, or conscious disregard. In other words, some agencies follow appropriate procedures only when it is convenient. They are, after all, only guidelines, with no penalty for their violation. While some agencies conscientiously follow accepted procedures and some have imposed further in-house restrictions, others attempt to outmaneuver Department of Administration oversite and provide only after-the-fact rationalization as to why their project was a special case.

Because the policy guidelines in the Administrative Manual lack the force of law, in practice they have often been reduced to "idealistic tools" by agencies which pay lip service to their existence while rejecting their substance and spirit. The Department of Administration's pre-audit, to ensure compliance with procedural safeguards, then becomes manipulated into a post-audit rubber stamp. At best it is a paperwork review prior to issuance of a Request for Proposals, wholly dependent upon information submitted by the contracting agency.

III. EXAMPLES

Following are examples of recent PSC complaints evidencing multiple problem areas, with selected Ombudsman findings and recommendations:

- A79-1133 et al (insurance coverage on fishing boats which were purchased with state loaned funds)

Summary:

Agency improperly and unfairly designated one company to work with a state program without fairly reviewing the current level of service available from other provides in the free market. This state endorsement created unfair competition for new customers.

Findings:

1. insufficient justification for sole source negotiations
2. no formal Request for Proposals (RFP) and insufficient proposal solicitation
3. no formal review of the few proposals submitted

Recommendations:

1. terminate favored status designation
2. take action to inform the public of state's withdrawal of the firm's special designation
3. develop guidelines to address future similar situations so that all businesses will have the opportunity to compete when a state endorsement will result in a considerable profit to the state designated entity.

- F80-0904 et al (land clearing)

Summary:

The process was in marked contrast to a 1959 Attorney General Opinion which states:

> The purpose of the chapter (AS 37.05) was not only to protect the state and the public from uneconomic contracts let because of failure to request competitive bids and because of possible favoritism, but was also to insure that contractors would be insured a certain amount of "fair play" in dealing with the state government and in competing with one another for state contracts.

Findings:

1. insufficient planning resulted in a rushed procedure deficient in virtually every PSC guideline area
2. work to be performed did not meet criteria of a professional service and therefore should have gone to bid
3. negotiations began prior to submission or approval of Authority to Negotiate (ATN)
4. no formal RFP and questions as to whether those verbally asked to submit proposals started with the same information or were given the same response time
5. no written record of some proposal costs and other estimates submitted in such inconsistent form as to preclude cost comparisons
6. no formal evaluation process

Recommendations:

1. clarify definition of and rules for professional services contracting
2. revise the Administrative Manual to reflect recommendation 1
3. plan future projects sufficiently far in advance so that proper contracting procedures can be followed, and then follow them

- A79-0429 (public participation in transportation planning process)

Summary:

Sole source professional services contracts can be authorized under certain circumstances. However, once a determination is reached to request proposals, contracting procedures change dramatically to ensure a fair and impartial selection. All proposers should start on equal footing so that the process is competitive rather than a bureaucratic ruse.

Findings:

1. prior sole source negotiations were fundamentally unfair to private sector providers subsequently allowed to compete
2. vague RFP
3. insufficient time between RFP and proposal submission deadline
4. no accessible and knowledgeable agency contact person to respond to proposers' questions
5. agency official involved in prior sole source negotiations drafted subsequent RFP and participated in finalizing evaluation criteria
6. agency officials involved in prior sole source negotiations evaluated proposals submitted
7. proposals were distributed to evaluators prior to finalization of evaluation criteria
8. DOT has statutory contracting authority; DOA provides advice and oversite only to the extent of a voluntary agreement

Recommendations:

1. Administrative Manual professional services contracting procedures be promulgated pursuant to the Administrative Procedures Act to afford them the force of law
2. DOTPF should not be a contracting empire unto itself. Statutorily DOTPF should be made subject to Department of Administration PSC regulations
3. Department of Administration should maintain a central specialized listing of professional services contractors by area of expertise which must be consulted before contract negotiations are initiated.

- J79-0013 (telecommunications--tape delay center)

Summary:

In a rush to obtain the services of a perceived expert, well established administrative contracting policies were abrogated and fundamental fairness violated.

Findings:

1. some services contracted for had previously been provided by a state employee
2. insufficient justification for sole source negotiations
3. no ATN, RFP, or evaluation system to compare other unsolicited proposals

Recommendations:

1. request proposals and impartially evaluate them when the current contract expires
2. delete from future contracts those services which can be performed by state employees

- J79-0515 (public school alcoholism education program)

Summary:

Substantial problems found with the technical aspects of the RFP and the evaluation method used by the proposal evaluation committee.

Findings:

1. evaluation system developed after contracting process began
2. budget information in proposals inadequate to the extent that cost of services to be provided and cost effectiveness of different approaches could not be compared
3. selected contractor's proposal did not meet all RFP requirements

Recommendations:

1. request standardized financial information in RFP
2. develop evaluation criteria prior to, and include in, RFP
3. RFP requirements should be explicit, and areas of latitude/allowable deviation specifically identified in the RFP
4. develop aggrieved bidder appeal procedures

- A80-0285 (evaluation of alcoholism education program)

Summary/Suggestion:

When basic parameters of an RFP are disregarded or altered by a proposer, the proposal should be found non-responsive. If the issues raised by the non-responsive proposal merit serious consideration, the appropriate avenues might include rejection of all proposals, plus reissuance of a new RFP or securing authority to proceed sole source.

Findings:

1. a proposal should have been rejected as non-responsive since it did not meet the time frame set out in the RFP and ATN
2. another proposal should have been rejected as non-responsive because of excessive costs

IV. RECOMMENDATIONS

These complaints, and numerous others, evidence areas of contracting problems. Ironically, most of these issue areas are adequately addressed in the current policy guidelines. Were the procedures and suggestions contained in the Administrative Manual and Choosing and Using Contractors consistently followed, the magnitude of administrative discretion, and therefore possible abuse, would be vastly lessened. Especially in these times of increased state spending, the "proper use" of PSC's is essential.

1. The following areas in the current guidelines should be clarified (or consistently interpreted) and/or emphasized:

- when to contract for services; when to have current employees do the work; when to hire project employees
- what constitutes a professional service as opposed to those services which would more appropriately be solicited through a bid process
- when are sole source negotiations, or any waivers from normal procedures, permissible
- why prior approval of Authority to Negotiate is essential
- why lists of prequalified vendors or interested potential contractors must be solicited, kept current, and manditorily used
- why the RFP is as important a document as the contract itself, and why an accessible and responsive agency contact person to answer proposers' questions is required
- why adequate RFP response time must be allowed and why decisions to allow deviations from RFP requirements must be communicated to all proposers
- why early development of evaluation criteria, and their inclusion in the RFP, is important and how to structure and conduct a fair and impartial evaluation process
- why and how contractor performance must be adequately monitored
- why contract amendments, renewals and extensions must be carefully negotiated and considered to ensure that the competitive process which led to the contract award isn't now being subverted by substantative change or delays caused by the contractor
- why contractor performance must be evaluated for results so that agencies will have the benefit of past experience in letting future contracts

2. The current policy guidelines on PSC's contained in the State Administrative Manual and in Choosing and Using Contractors should, after revision, be adopted as regulations under the Administrative Procedure Act.

The APA, at AS 44.62.640(a)(2) defines "regulation" as:

> every rule, regulation, order, or standard of general application or the amendment, supplement or revision of a rule, regulation, order or standard adopted by a state agency to implement, interpret, or make specific the law enforced or administered by it, or to govern its procedure, except one which relates only to the internal management of a state agency; "regulation" does not include a form prescribed by a state agency or instructions relating to the use of the form, but this provision is not a limitation upon a requirement that a regulation be adopted under this chapter when one is needed to implement the law under which the form is issued; "regulation" includes "manuals," "policies," "instructions," "guides to enforcement," "interpretative bulletins," "interpretations," and the like, which have the effect of rules, orders, regulations or standards of general application, and this and similar phraseology shall not be used to avoid or circumvent this chapter; whether a regulation, regardless of name, is covered by this chapter depends in part on whether it affects the public or is used by the agency in dealing with the public

According to AS 37.05.020

> The Department of Administration shall adopt rules and regulations for the performance of its powers or duties, the execution of its business, and its relations to and business with other state agencies. (emphasis added)

Following this statute is an exerpt from a 1959 Attorney General Opinion:

> A policy of publishing regulations concerning bidding and letting of contracts in the Administrative Code is consistent with the Alaska Administrative Procedure Act, since these regulations are regulations in which an important portion of the public has a vital interest and since they are of great use to the portion of the public interested in dealing and contracting with the state.

An April 25, 1978, Legislative Audit of Professional Service Contracting in the Department of Administration (see Appendix A) recommended that the DOA "develop and implement regulations requiring departments to publicly request proposals for all professional service contracts." B.B. Allen, who was then DOA Commissioner, responded for the Department on August 24, 1978:

> This department has prepared, to the degree we consider necessary, a separate section of the State Administrative Manual dealing with professional service contracts. Your recommendation is covered to the degree that we believe necessary in this addition to the manual.

Following this Audit, DOA prepared the July 1978 addition to the Administrative Manual on PSC's and submitted it to the Attorney General's Office for review. On November 14, 1978, Avrum Gross, then Attorney General, wrote to the DOA Commissioner:

> . . . the material has a direct, regulatory effect on the rights of persons, firms, and corporations who seek to provide the state with professional services on a contractual basis. Because of that, the material, "affects the public or is used by the agency in dealing with the public" AS 44.62.640(a)(2). Accordingly, the material does not have the legal effect you apparently intend unless and until it is adopted under the Administrative Procedures Act. Coghill v. Boucher, 511 .2d 1297, 1302 (Alaska 1973).
>
> The manual addition is an excellent effort to systematize the state's professional services contracts. It should be fairly simple to rewrite it in regulatory form. However, if you prefer and the Lieutenant Governor agrees, it could be codified by reference alone under AS 44.62.130. It seems to me that the important thing is that public notice be made, an opportunity to comment be given, and a regulation be adopted.

The advice of the Attorney General was apparently not heeded, and the PSC chapter of the Administrative Manual was adopted as guidelines only.

On April 12, 1979, a meeting was held in the Attorney General's Office to discuss adoption of the Administrative Manual section dealing with PSC's under the APA. In attendance were then Deputy Attorney General Wil Condon, then Deputy Commissioner of the Department of Administration Sue Greene, and William Ladwig of the Division of Finance. An exerpt from Mr. Ladwig's April 19, 1979, memo summarizing the meeting follows:

> Concerning adopting the contract provisions of the Administrative Manual under the APA, it was stated by Mr. Condon that his purpose for suggesting this adoption was to (1) give the manual provisions the force of law when dealing with members of the public in that the person from the public sector would be put on notice that the person signing the contract on behalf of the State agency is in fact an authorized representative of the State who had the legal authority to commit the State to a contract and (2) that the manual provisions, once they were adopted and modified, could be used to discipline to the extent deemed necessary by the circumstances, those responsible officials who enter into contracts which are improper. The vehicle for disciplining certifying officers already exists; however, there is no provision, short of termination, for reaching the "man behind the scenes."
>
> Based upon the representation by Mr. Condon concerning this first area it was the consensus of the group that with assistance from members of the Office of the Attorney General, the Administrative Manual provisions would be modified as to language and be adopted by reference under the Administrative Procedures Act.

Despite these repeated recommendations and attempts, professional service contracting is today governed only by policy guidelines rather than APA regulations.

3. Statutory language, similar to that which follows, should be adopted regarding professional services contracts.

Legislative Finding and Purpose. A formal written Request for Proposals soliciting an offer to perform the services required under a contract must be extended to a sufficient number of providers of the required services to assure that public interest in competition is adequately served. It is hereby declared to be the policy of the state to publicly announce requirements for consultant or professional and technical services, to encourage all qualified persons to put themselves in a position to be considered for a contract and to negotiate contracts for consultant or professional and technical services on the basis of demonstrated competence and qualifications for the types of services required and on the basis of the furnishing of such services at fair and reasonable fees. The provisions of this act apply to professional services contracting with state or federal dollars unless compliance with this Act would result in non-compliance with federal law or regulation governing the use of federal funds.

Public Notice. When consultant or professional and technical services are required to be contracted for, public notice shall be given by the state agency if the cost of the project is estimated by the state agency to be more than $2,500. Such public notice shall be given at least thirty days in advance by publication three times in one or more daily newspapers of general circulation in this state and shall contain a general description of the proposed project and shall indicate the procedure by which interested persons may apply for consideration for the contract.

Professional Services Listings. (1) Any person desiring to provide consultant or professional and technical services to a state agency shall annually submit to the department a statement of qualifications and performance data and such other information as may be required by the department. The department may request such person to update such statement before the anniversary date to reflect changed conditions in the status of such person. (2) For each proposed project for which consultant or professional and technical services are required, the state agency for which the project is to be done shall evaluate current statements of qualifications and performance data on file with the department and shall send a Request for Proposals to all prospective contractors found qualified.

Duties of Commissioner. The commissioner, or his designee, shall perform all contract management and review functions for state contracts, excepting those functions presently performed by the contracting agency. In so doing, the commissioner shall, by regulation adopted under the Administrative Procedure Act, establish the manner and form in which all state contracts shall be prepared and processed and shall examine and approve or disapprove all state contracts as to content, purpose, propriety and budget ramifications. No agency shall execute a state contract without receiving the prior approval of the commissioner. All agencies shall afford full cooperation to the commissioner in the management and review of state contracts.

Duties of Contracting Agency. Before an agency may seek approval of a consultant or professional and technical services contract valued in excess of $2,500, it shall certify to the commissioner that:

(1) no state employee is competent or available to perform the services called for by the contract;
(2) the normal competitive bidding mechanisms will not provide for adequate performance of the services;
(3) the services are not available as a product of a prior consultant or professional and technical services contract, and the contractor has certified that the product of his services will be original in character;
(4) required efforts were made to publicize the availability of the contract;
(5) the agency has received, reviewed and accepted a detailed work plan from the contractor for performance under the contract; and
(6) the agency has developed, and fully intends to implement, a written plan providing for (a) the assignment of specific agency personnel to a monitoring and liaison function, (b) the periodic review of interim reports or other indicia of part performance and (c) the ultimate utilization of the final product of the services.

Procedure for consultant and professional and technical services contracts. Before approving a proposed state contract for consultant or professional and technical services the commissioner shall have determined at a minimum that:

(1) all provisions of the preceding section have been verified or complied with;
(2) the work to be performed under the contract is necessary to the agency's achievement of its statutory responsibilities, and that there is statutory authority to enter into the contract;
(3) the contract will not establish an employer/employee relationship between the state or the agency and any persons performing under the contract;
(4) no current state employees will engage in the performance of the contract;
(5) no state agency has previously performed or contracted for the performance of tasks which would be substantially duplicated under the proposed contract;
(6) the contracting agency has specified a satisfactory method of evaluating and utilizing the results of the work to be performed.

Contract Terms. A consultant or technical and professional services contract shall by its terms permit the agency to unilaterally terminate the contract prior to completion, upon payment of just compensation, if the agency determines that further performance under the contract would not serve agency purposes or is not in the state's best interest. Each professional services contract shall contain a termination date.

Contract Administration. Upon entering into a state contract, an agency shall bear full responsibility for the diligent administration and monitoring of the contract. The commissioner may require an agency to report to him at any time on the status of any outstanding state contract to which the agency is a party. After completion of performance under a consultant or professional and technical services contract, the agency shall evaluate the performance under the contract and the utility of the final product. This evaluation shall be delivered to the commissioner who shall retain all such evaluations for future reference.

Rulemaking Authority. The commissioner shall adopt and enforce necessary regulations regarding the management and review of state professional service contracts. Regulations adopted pursuant to this section are subject to the Administrative Procedure Act (AS 44.62).

Validity of State Contracts. No state contracts shall be valid, nor shall the state by bound by the contract until it has first been executed by the head of the agency which is a party to the contract and has been approved in writing by the Commissioner, or his designee:

Liability. The following classes of people should be held accountable with regard to PSC violations specified. This could be accomplished through civil or criminal penalty provisions in this bill, through specific language to be included in ethics legislation, or through the criminal code.

(1) Any person, other than a bona fide employee working solely for a person providing consultant or professional and technical services, who offers, agrees, or contracts to solicit or secure for any other person state agency contracts for consultant or professional and technical services and who, in so doing, receives any fee, commission, gift, or other consideration contingent upon or resulting from the making of the contract.
(2) Any person providing consultant or professional and technical services who offers to pay or does pay any fee, commission, gift, or other consideration contingent upon or resulting from the making of a contract for consultant or professional and technical services with a state agency;
(3) Any state agency official or employee who solicits or secures or offers to solicit or secure a contract for consultant or professional and technical services with a state agency and who is paid any fee, commission, gift, or other consideration contingent upon the making of such contract;
(4) Any state employee who violates this statute or regulations promulgated under it, is subject to suspension or dismissal.

Definitions.

(1) Consultant or professional and technical services means services which are predominantly intellectual in character, which include analysis, evaluation, prediction, planning, or recommendation and which result in the production of a report or the completion of a task.

(2) Department means Department of Administration.
(3) Commissioner means Commissioner of the Department of Administration or his designee.
(4) Agency means a department, office, institution, corporation, authority, organization, commission, committee, council or board in the executive legislative or judicial branches of the state government, and a department, office, institution, corporation, authority, organization, commission, committee, council or board of the state goverment independent of the executive legislative and judicial party, including the University of Alaska.

4. The Department of Transportation and Public Facilities should be subject to the same statutory and regulatory requirements regarding professional services contracts as other state agencies.

According to a March 23, 1979, Attorney General opinion (see Appendix B)

> . . . it is clear that DOT/PF has statutory authority to enter into personal services contracts. It is equally clear that the Department of Administration does not have any statutory authority to override a decision by the Commissioner of the Department of Transportation to enter into a particular contract. This is not to say that the Department of Administration cannot, in an advisory capacity, make known its thoughts concerning the advisability of entering into a certain contract. It must be remembered, however, that in such a case the Department of Administration's opinion is in the nature of advice and that the only situation when the Department of Administration has the authority to "veto" a contractual agreement proposed by the DOT/PF is in the case where the proposed contractor is a state employee. And the source of this rests on the agreement referred to above between the Department of Administration and the Department of Transportation and Public Facilities.

The above-referenced agreement was proposed in November, 1977, by then DOT Deputy Commissioner Richard Holden, and agreed to that same month by then Commissioner B.B. Allen. It was agreed that:

1. Requests for proposals for professional services for the Department of Transportation and Public Facilities will be advertised.

2. Recommendations to your commissioner (DOT) will follow either Departmental or superseding federal procedure.

3. Following commissioner's approval, an Authority to Enter Contract Negotiations form will be submitted to the Department of Administration, Division of Finance. This form will list three firms when the proposed contract will exceed $20,000.

4. Following submission of the Authority form, Department of Transportation and Public Facilities will proceed to negotiate the contract with the successful proposer. Contracts will contain a clause which declares the contract void should our Division of Finance find that by Internal Revenue Service definition, the contractor is, in fact, a State employee.

5. Division of Finance will return the Authority form after analysis. Should our analysis reveal an Internal Revenue Service violation, the contract will be voided or negotiations terminated.

It should be noted that DOT does have a policy "to promulgate standard procedures for selection of consultants for Department of Transportation and Public Facilities' negotiated agreements for architectural and engineering design, survey and related services." This P & P however, does not cover all the subject areas, nor address in detail the procedural safeguards presently contained in the Administrative Manual.

Apart from the sheer numbers of PSC's awarded by DOT, and the AG's opinion that this department has statutory authority to independently enter such contracts, there appears to be no valid reason why DOT should be exempt from requirements imposed on all other state agencies. Members of the public wishing to contract with the state should be able to reference one set of contracting regulatory procedures which are applicable to all agencies.

DOT's contracting authority as contained in:

AS 44.42.020(a)(6) and (b)(1),
AS 44.43.030,
AS 44.44.030,
AS 19.05.040(10), and
AS 35.05.040(7) and (10)

should be amended so as to subject the DOT to the same statutory and regulatory provisions as apply to other state agencies.

APPENDIX A

DIVISION OF LEGISLATIVE AUDIT

A REVIEW OF
PROFESSIONAL SERVICE CONTRACTING

A SPECIAL REVIEW OF
PROFESSIONAL SERVICE CONTRACTING
DEPARTMENT OF ADMINISTRATION

April 25, 1978

Commissioner of Administration	B. B. Allen
Deputy Commissioner of Administration	Robert S. Gates

STATE OF ALASKA

THE LEGISLATURE

BUDGET AND AUDIT COMMITTEE

AUDIT DIVISION
POUCH W—ALASKA OFFICE BUILDING

FINANCE DIVISION
POUCH W—STATE CAPITOL

JUNEAU, ALASKA 99811

April 25, 1978

Members of the
Legislative Budget and Audit Committee:

In accordance with your request and the provisions of Title 24 of the Alaska Statutes, the attached report is submitted for your review:

A SPECIAL REVIEW OF
PROFESSIONAL SERVICE CONTRACTING
DEPARTMENT OF ADMINISTRATION

April 25, 1978

Gerald L. Wilkerson

Gerald L. Wilkerson, CPA
Legislative Auditor
Division of Legislative Audit

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PURPOSE OF THE REVIEW

In accordance with a special request of the Legislative Budget and Audit Committee and the provisions of Title 24 of the Alaska Statutes, this audit was conducted to review professional service contracting procedures currently in use throughout the State.

ORGANIZATION AND FUNCTION

The purpose of Article 4, Uniform Purchasing, of the Fiscal Procedures Act is to protect the State from uneconomic contracts let because of failure to request competitive bids and to insure that contractors would be insured a certain amount of "fair play" in dealing with the State and in competing with one another for State contracts.

However, legislation enacted in 1957, AS 37.05.230(1)(C)(iv), exempts professional services from competitive bidding. To provide uniform purchasing procedures with respect to professional services, the Department of Administration adopted chapter five of the State Purchasing Regulations, professional service contracts. This chapter defines a professional service as non-biddable duties or accomplishments that require personal knowledge and training to perform.

The Department of Administration's Division of Finance is currently responsible for the review and approval of professional service contracts. The Purchasing Regulations require all contracts negotiated by departments in excess of $300 must be approved by the Division prior to execution. For contracts in excess of $2,000, departments must have the Division's approval prior to commencing negotiations.

FINDINGS AND RECOMMENDATIONS

Recommendation No. 1

The Department of Administration should develop and implement regulations requiring departments to publicly request proposals for all professional service contracts.

The purpose of Article 4, Uniform Purchasing, of the Fiscal Procedures Act is, in part, to insure contractors a certain amount of "fair play" in dealing with the State and in competing with one another for State contracts.

Legislation enacted in 1957, AS 37.05.230(1)(C)(iv), exempted professional services from competitive bidding. In 1957, the majority of professional services were not competitive and probably, in some cases, difficult to obtain. Since then, professional services have traditionally been excluded from any type of public competition in spite of their growth and competitiveness now in Alaska.

More recently, several departments have been leaning towards competition in awarding certain professional service contracts. The Department of Community and Regional Affairs recently advertised for financial compliance auditing of CETA subgrantees, a professional service. Five certified public accounting firms responded with costs ranging from $24,484 to $91,600. Although price should not be the only consideration in the evaluation of professional service proposals, the above example does show a benefit the State received from public competition.

Without public competition for professional services, departments cannot be sure of obtaining contracts in the State's best interest or that all interested parties are given the opportunity to compete for State contracts.

However, when unique circumstances make requesting proposals for professional services inappropriate, waiver procedures should be developed to allow alternatives in obtaining services.

Recommendation No. 2

The responsibility for the maintenance of a professional service request for proposal system should be placed within the Division of General Services and Supply.

Implementation of Recommendation No. 1, requiring a request for proposal (RFP) system for professional services, will change and/or add new responsiblities to the Department of Administration. These responsibilities would best be performed within General Services and Supply.

This Division, on behalf of the Department of Administration, is the purchasing agent for the State in other aspects of State buying. There is often a direct relation between proposed professional service contracts and other purchasing practices of the State. Having the necessary purchasing knowledge and expertise, General Services and Supply would best be able to evaluate and approve professional service RFP's. On the other hand, when the requested service does not meet the established criteria of a professional service, the Division would best be able to recommend other purchasing alternatives they feel would properly meet departments' needs in accordance with the State's Purchasing Regulations.

In addition, since the Division presently provides competitive bidding services for the State, the mechanism already exists to absorb the new responsibilities of professional service RFP's with a minimal amount of expansion. Once the Department has developed and implemented a workable system, one position within General Services and Supply should be adequate to properly monitor the RFP activity.

AUDITOR'S COMMENTS

Initial implementation of these recommendations should include:

1. prequalification of vendors in professional fields commonly providing services for the State;

2. establishment of professional service vendor lists;

3. public notice of the State's RFP policy, requesting any interested parties to contact General Services and Supply for inclusion on vendor listings;

4. complete revision of chapter five, professional services, of the State Purchasing Regulations; and

5. notice to departments that RFP waivers will not be granted when poor planning is apparent, thereby requiring departments to better anticipate and properly plan their professional service needs.

Provisions of the new regulations should give the Division of General Services and Supply the authority to approve or deny:

1. RFP's prior to advertisement;

2. departments' evaluation of submitted proposals and selection of contractor; and

3. final contracts prior to execution.

The following are items we feel should be considered in the development of a professional service RFP system.

Request for Proposals

1. Specifications should include the method of award. All criteria to be used in the award process should be listed so that those submitting proposals will know the areas in which they will be judged. Weighted values should be included in the specifications.

2. The RFP should clearly state that the contract will not be awarded solely on the basis of cost.

3. RFP's should be advertised within a reasonable period of time so that the State can receive the best possible proposals.

4. Proposals should be sent directly to General Services and Supply for formal opening.

Evaluation of Proposals

1. Vendor proposals should be given to the requesting agency for evaluation.

2. No contract for professional services should be awarded solely on the basis of price. Evaluation should include qualifications, past performance, etc.

3. The notice to the successful vendor should specify that negotiation of specific terms of the contract may be required and that failure to agree to negotiated terms is cause for nonacceptance of the proposal.

4. If a proposal is selected that is other than the lowest dollar amount submitted, notice should be sent to vendors offering a lower dollar price giving the reasons for nonselection.

Final Contracts

1. Contracts should specify a person or position within the agency as the project director who is responsible for the proper administration of the project.

2. Following completion of the project, a contractor evaluation should be prepared by the agency and submitted to General Services and Supply.

Waivers

1. Approval or denial authority should rest solely with the Commissioner of Administration.

2. Waivers should not be granted when poor agency planning is apparent.

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF ADMINISTRATION

OFFICE OF THE COMMISSIONER / POUCH C – JUNEAU 99811

August 24, 1978

Gerald L. Wilkerson
Legislative Auditor
Division of Legislative Audit
Pouch W
Juneau, Alaska 99811

Dear Mr. Wilkerson:

Thank you for giving me the opportunity to respond to your audit findings on professional service contracts.

You have recommended that the Department develop and implement regulations requiring departments to publicly request proposals for all professional service contracts. This department has prepared, to the degree we consider necessary, a separate section of the State Administrative Manual dealing with professional service contracts. Your recommendation is covered to the degree that we believe necessary in this addition to the manual.

In drafting the Fiscal Procedures Act, I believe that legislative intent of "fair play" was to assure all vendors of a homogeneous product an equal opportunity to engage in business with the State. This belief appears logical in light of the fact that the legislature specifically excluded non-homogeneous products, professional services, from the area of competitive bidding since each professional service is urique unto the type of service and the vendor.

Your report cites an example of a state agency advertising via newspapers for professional services. What your example does not contain, in the figures given in an effort to demonstrate savings from competitive bidding, is the culmination of the contract which included amendments to increase the cost.

It is my belief that the current system and that to be implemented under the new manual additions, parallels competitive bidding procedures. The request for proposal being the counterpart of the newspaper advertisement or invitation to bid, the review of submitted proposals being the counterpart of the bid opening, etc. In addition, to mandate competitive bidding as such may also conflict with the cannons of ethics of certain professional groups which prohibit open price bidding in the solicitation of business.

In your second recommendation you suggest that the contract review become a function of the Division of General Services and Supply. The area of professional service is specialized and regardless of where the review function is performed the ultimate authority and responsibility rests with the Commissioner of Administration. The review function will remain in the Division of Finance.

If professional contracts were negotiated and initiated by my department (such as purchase orders and leases) the function would be in the Division of General Services and Supply. Professional contracts, however, are negotiated by the agencies. The Department of Administration determines that prescribed guidelines and procedural safeguards are followed. This activity more closely resembles a pre-audit rather than a procurement function.

Also contained in the audit report is a section entitled, "Auditors Comments". Most of the points raised by the auditor are addressed in the new addition to the administrative manual. Comments that are not addressed in the manual are judgemental areas in which I feel you are requesting that my department make a value judgement on decisions and actions taken by other agencies thereby upsurping their expertise in their appropriate areas.

Had the auditor assigned made an effort, other than the entrance conference, to talk to members of my staff to determine how contracts were being handled, areas of weakness in contract procedure and steps being taken to correct the deficiencies, most of his comments would not have had to have been made.

I believe the foregoing have been responsive to the issues raised by Mr. Welker. If I can be of additional assistance please let me know.

Sincerely,

B. B. Allen
Commissioner

APPENDIX B

ATTORNEY GENERAL OPINION

DEPARTMENT OF TRANSPORTATION
CONTRACTING AUTHORITY

STATE of ALASKA

MEMORANDUM

TO: Richard Holden
Deputy Commissioner
Planning and Research
DOT/PF

DATE: March 23, 1979

FILE NO: (Our) J-66-470-79

TELEPHONE NO:

FROM: Jack McGee
Assistant Attorney General
Transportation Section
Department of Law

SUBJECT: Dispute Between Department of Administration and the Department of Transportation Concerning the Latter's Contracting Authority

The general question you pose in your memorandum dated January 22, 1979, is this: Does the DOA have legal authority to overrule a decision made by the Commissioner of the DOT/PF to enter into a professional services contract.

The answer to this question must begin with an analysis of the DOT's contracting authority. The DOT/PF was created by Executive Order No. 39 (1977) effective July 1, 1977. Section 2 of the Order specifically created AS 44.42.010 and AS 44.42.020.[1] AS 44.42.10 reads as follows:

> Sec. 44.42.010 Commissioner of transportation and public facilities. The principal executive officer of the Department of Transportation and Public Facilities is the commissioner of transportation and public facilities.

AS 44.42.020 sets out the powers and duties of the DOT/PF. Relevant sections of AS 44.42.020 are as follows:

> Sec. 44.42.020. Powers and duties. (a) The department shall
>
> (1) plan, design, construct and maintain all state modes of transportation and transportation facilities, communication facilities, and all docks, floats, breakwaters, buildings and similar facilities;
>
> (2) study existing transportation modes and facilities and communication facilities in the state to determine how they might be improved or whether they should continue to be maintained;
>
> (3) study alternative means of improving transportation and communication in the state with regard to the

1. Under Article III § 23 of the Alaska Constitution and AS 24.30.130(b), executive orders can create statutory law. A copy of Executive Order No. 39 is attached and marked as Appendix #1.

economic costs of each alternative and its environmental and social effects;

(4) develop a comprehensive, long-range intermodal transportation plan for the state;

(5) study alternatives to existing modes of transportation in urban areas and develop plans to improve urban transportation;

(6) cooperate and coordinate with and enter into agreements with federal, state and local government agencies and private organizations and persons in exercising its powers and duties; . . .

(8) study alternative means of transportation in the state, considering the economic, social, and environmental impacts of each alternative; . . .

(b) The department may

(1) engage in experimental projects relating to available or future modes of transportation and any means of improving existing transportation facilities and service and communication;[2]

Since (a)(6) of AS 44.42.020 above gives the DOT the authority to enter into agreements with "private organizations and persons in exercising its powers and duties", AS 44.42.020 (a)(b) is the primary statutory source of the contracting authority of the DOT/PF.

There are, however, additional sources for DOT's authority to enter into contracts. By section 9(a) of Executive Order No. 39(1977) the DOT/PF was vested with "the duties and powers formerly held by the Department of Public Works relating to planning, construction, maintenance and operation of transportation facilities . . ." Section 9(b) of Executive Order No. 39 vested in the DOT/PF all the duties and powers "formerly held by the Department of Highways relating to planning, construction, maintenance and operation of state transportation facilities, . . ." Finally, § 11 of Executive Order No. 39 provides that all references in the Alaska Statutes to the Department of Highways or to the Department of Public Works shall be read as references to the DOT/PF. § 11 reads as follows:

2. The definition of "transportation" and "transportation mode", pursuant to AS 44.42.900(3) "includes, but is not limited to, the following means of conveyance or travel, including their related or auxiliary structures, facilities or services: air, rail, water, highway and pipeline."

> Sec. 11. All other references in the Alaska Statutes to the Department of Highways or the commissioner of highways, or to the Department of Public Works or the commissioner of public works, not expressly amended by or referred to in this Order shall be read as the Department of Transportation and Public Facilities or the commissioner of transportation and public facilities, respectively, in order to implement this Order.

The contracting authority of the old Department of Public Works and Department of Highways were found in AS 44.43.030 and AS 44.44.030 respectively.[3] They provided as follows:

> Sec. 44.43.030. Contracts for design and engineering services. If it is not feasible for the staff of the Department of Public Works to perform design and engineering services or surveys, the commissioner may contract with a private engineering firm for design and engineering services or surveys on a negotiated basis after reasonable public notice is given. The prices submitted or negotiated shall be available for public inspection upon request.
>
> Sec. 44.44.030. Contracts for design and engineering services. If it is not feasible for the staff of the Department of Highways to perform design and engineering services or surveys, the commissioner may contract with a private engineering firm for design and engineering services or surveys on a negotiated basis after reasonable public notice is given. The prices submitted or negotiated shall be available for public inspection upon request.

Since 9(a) and 9(b) of Executive Order No. 39 gave to the DOT all powers formerly held by the Department of Public Works and Department of Highways, it follows that the DOT now possesses the same authority to enter into contracts that was formerly held by these two agencies pursuant to AS 44.43.030 and AS 44.44.030.

Pertinent sections of the Alaska Statutes relating to contracting authority and affected by § 11 of Executive Order No. 39 are AS 19.05.040(10) and AS 35.05.040(7) and (10). AS 19.05.040 has to do with the power of the old Department of Highways, while AS 35.05.040 sets out the powers of the old Department of Public Works. These sections read as follows:

> Sec. 19.05.040. Powers of department. The department may . . .

3. AS 44.43 and AS 44.44 were repealed by § 13 of Executive Order No. 39.

(10) enter into contracts or agreements relating to highways with the federal government, municipalities, a political subdivision or with a foreign government, if the contract is approved by the federal government.

Sec. 35.05.040. Powers of department. The department may . . .

(7) enter into contracts or agreements relating to public works with the federal government and political subdivisions, and also enter into contracts with a foreign government if approved by the federal government;

(10) procure directly materials, labor and contractual services for planning, designing and constructing public facilities of the state.

Since § 11 of Executive Order No. 39 provides that all references in the Alaska Statutes to the Department of HIghways and Department of Public Works are now to be read as the DOT/PF, it is clear that the DOT is vested with the contracting authority set out in AS 19.05.040(10) and AS 35.05.040(10) and AS 35.03.040(7) and (10).

So much for the analysis of the first part of your question. Now, the second part of the question will be considered: Does the DOA have the authority to override a decision by the Commissioner of the DOT/PF to enter into a particular contract? With the exception of a proposed contract with a state employee, it appears that the DOA has no such authority.[4] The statutory duties of the DOA are set out in AS 44.21.020 and AS 37.05.220.[5] AS 44.21.020 reads as follows:

Sec. 44.21.020. Duties of department. The Department of Administration shall

(1) (repealed by § 4 ch 97 SLA 1976.)

(2) make surveys and studies to improve administrative procedures, methods, and organization;

---

4. The authority of the DOA to "veto" a proposed contract with a state employee stems from the DOT's informal agreement with the DOA to submit the names of proposed contractors to the DOA for the purpose of establishing whether any contractor is a state employee. See Appendixes #2 and #3.

5. AS 44.21.160 sets out additional powers and duties of the DOA, but these have to do exclusively with the management of automatic data processing services.

(3) keep general accounts;

(4) approve vouchers and disburse funds for all purposes;

(5) operate centralized purchasing and supply services, and necessary storerooms and warehouses;

(6) allot space in state buildings to the various departments according to need and available space;

(7) supervise telephone, mailing, messenger, duplicating, and similar services adaptable to centralized management;

(8) administer the public employees' retirement system and teachers' retirement system;

(9) administer a statewide personnel program, including central personnel services such as recruitment, examination, position classification, and pay administration;

(10) administer the Alaska Pioneers' Homes;

(11) administer and supervise a statewide automatic data processing program;

(12) administer and maintain the recording system established under the laws of this state.

From the above, it is clear that AS 44.21.020 does not grant the DOA the authority to override a decision by the Commissioner of the DOT to enter into a particular contract.

The pertinent parts of AS 37.05.220 are as follows:

Sec. 37.05.220. Purchasing agent. The Department of Administration is the purchasing agent for the state. The department shall

(1) purchase, rent, or otherwise provide for the furnishing of supplies, materials, equipment, or contractual services for all state agencies;

(2) have power to authorize an agency to purchase directly certain specified supplies, materials, equipment, or contractual services under conditions and procedures prescribed in § 230 of this chapter;

Now it might be argued that a conflict exists between the statutes that grant contracting authority to the DOT and AS 37.05.220 (1) and (2). This argument, however, has little merit in light of the general rule that apparently conflicting statutes ought to be construed as, as far as is reasonably possible, to be in harmony with one another. See 82 C.J.S. Statutes, § 368 at 838, and Sands, Sutherland Statutory Construction, 4 ed, Vol. 2A, § 51.02, at 290. With this in mind, it should be noted that AS 37.05. 220 (1) says the DOA will "otherwise provide for the furnishing of supplies . . . or contractual services." The use of the word "otherwise" is instructive because its use indicates that if a state agency already has an independent statutory source of contracting authority, then the DOA ought not to be considered the contracting authority for such an agency. Similarly, AS 37.05.220(2) must be interpreted, not as a veto power, but as a power to authorize or delegate contracting authority (i.e. the power to enter into contracts) to state agencies, which possess no independent sources of authority to enter into contracts. Given this interpretation of (1) and (2), all other references to contracting services in AS 37.05.220 must be considered to be applicable only to those agencies who do not possess independent contracting authority.

If, however, one insists on maintaining that an irreconcilable conflict does exist between AS 37.05.220 and the statutes that grant contracting authority to the DOT, then a rule of law exists that resolves such a conflict. And that rule is this: If there is an irreconcilable conflict between two statutes, then the more recent statute controls since it is the later expression of the legislature. See Sands, Sutherland Statutory Construction, 4 ed., Vol. 2A, § 51.02 at 290 and 82 C.J.S., Statutes, § 368 at 838. If this rule is applied here, then since AS 35.05.040 (10), AS 44.44.030 and AS 44.42.020 were all enacted subsequent to AS 37.05.220 (1) and (2), it becomes clear that the statutes giving contracting authority to the DOT are controlling, and that AS 37.05.220 does not grant the DOA the authority to override a decision by the Commissioner of the DOT to enter into a particular contract.[6]

Conclusion:

Based on the above, it is clear that DOT/PF has statutory authority to enter into personal service contracts. It is equally clear that the DOA does not have any statutory authority to override a decision by the Commissioner of the

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6. AS 44.42.020 was enacted in 1977; AS 35.05.040(10) was enacted in 1975; and AS 44.44.030 was enacted in 1963. AS 37.05.220 was first enacted in 1955 and was later amended in 1960.

DOT to enter into a particular contract. This is not to say that the DOA cannot, in an advisory capacity, make known its thoughts concerning the advisability of entering into a certain contract. It must be remembered, however, that in such a case the DOA's opinion is in the nature of advice and is not binding on the DOT/PF. It must be concluded, therefore, that the only situation when the DOA has the authority to "veto" a contractual agreement proposed by the DOT/PF is in the case where the proposed contractor is a state employee. And the source of this authority, it must be noted, is not statutory but rests on the agreement referred to above between the DOA and the DOT/PF.

JM:clc:eb

Enclosures

The executive order submitted to the legislature [illegible] state museum from the office of the governor to the Department of Education was designated as Executive Order No. 34 on the interpretation that the number should follow the last executive order actually perfected. The executive order was incorporated in the Alaska Statutes as AS 14.57.

EXECUTIVE ORDER NO. 37

Revisor's note (1976)

Executive Order No. 37, dated January 20, 1975, abolishing the Department of Economic Development and reassigning functions of that department, was submitted to the legislature on that date and withdrawn from legislative consideration by the governor on March 4, 1975. Essentially the same purposes were accomplished by ch. 207, SLA 1975 (HCS CSSB 225 [Finance]).

EXECUTIVE ORDER NO. 38

Revisor's note (1976)

Executive Order No. 38, transferring the state archives from the Department of Administration to the Department of Education, was submitted to the legislature on January 12, 1976. That executive order was disapproved by 1976 House Special Concurrent Resolution No. 2.

EXECUTIVE ORDER NO. 39

Under the authority of Article III, Section 23 of the Constitution of the State of Alaska, and in accordance with AS 24.30.130(b), I order the following:

Section 1. FINDINGS AND PURPOSE. As governor, I find that the diverse transportation needs of the state would best be served by the creation of a single department for the planning, study, development, management and operation of integrated, intermodal transportation systems. The purpose of this department is to evaluate, plan, design, construct, manage, operate and maintain all state transportation modes and systems, relying on analysis of the relative advantages of different modes and systems and considering their social, economic, and environmental consequences.

Secs. 2—7. Permanent laws. See Table of Disposition of Acts.

Sec. 8. All litigation, hearings, investigations and other proceedings pending under a law amended or repealed by this Order, or in connection with functions transferred by this Order, continue in effect and may be continued and completed notwithstanding a transfer or amendment or repeal provided for in this Order. Certificates, orders, and regulations issued or adopted under authority of a law amended or repealed by this Order remain in effect for the term issued, until revoked, vacated, or otherwise modified under the provisions of this Order. All contracts, rights, liabilities, and obligations created by or under a law amended or repealed by this Order, and in effect on the effective date of this Order, remain in effect notwithstanding this Order's taking effect. Records, equipment, and other property of agencies of the state whose functions are transferred under this Order shall be transferred commensurate with the provisions of this Order.

Sec. 9. (a) The Department of Transportation and Public Facilities is vested with the duties and powers formerly held by the Department of Public Works relating to planning, construction, maintenance and operation of transportation facilities, including state ferries, airports and water and harbor facilities, and for design and construction of buildings and appurtenant structures, and specifically including all powers and duties formerly held by the Department of Public Works under AS 02, AS 30.05, AS 30.15, AS 35, AS 41.20 and AS 44.65.

(b) The Department of Transportation and Public Facilities is vested with the duties and powers formerly held by the Department of Highways relating to planning, construction, maintenance and operation of state transportation facilities including state highways, roads, bridges, traffic signs and signals, the supervision and maintenance of state automotive and mechanical equipment, the control of outdoor advertising visible from state highways and all other duties and powers of the Department of Highways, and specifically including powers and duties formerly held by the Department of Highways under AS 19, AS 28.01, AS 28.05, and AS 44.57.

Sec. 10. The commissioner of transportation and public facilities shall replace the commissioner of highways on the state Geographic Board, the Alaska Toll Bridge Authority, and all other boards and commissions.

Sec. 11. All other references in the Alaska Statutes to the Department of Highways or the commissioner of highways, or to the Department of Public Works or the commissioner of public works, not expressly amended by or referred to in this Order shall be read as the Department of Transportation and Public Facilities or the commissioner of transportation and public facilities, respectively, in order to implement this Order.

Sec. 12. During Fiscal Year 1978, all appropriation items made for that fiscal year and prior years for the Department of Highways and

the Department of Public Works may, upon approval of the governor, be appropriately transferred to implement the purposes of this Order.

Sec. 13. Permanent law. See Table of Disposition of Acts.

Sec. 14. This Order takes effect July 1, 1977.

JAY S. HAMMOND
Governor
State of Alaska

Uniform Rules
Alaska State Legislature

MEMORANDUM

B. B. Allen, Commissioner
Department of Administration

DATE : November 3, 1977

FROM: Richard A. Holden
Deputy Commissioner
Department of Transportation
and Public Facilities

SUBJECT: Negotiated Contracts

The Commissioner of the Department of Transportation and Public Facilities has statutory authority to contract for professional services.

AS 35.05.040 - "The department may(10) procure directly materials, labor and contractual services for planning, designing and constructing public facilities of the state."

The Commissioner is required to provide adequate public notice for entering into a contractual agreement.

AS 44.43.030 - "The Commissioner may contract with a private engineering firm for design and engineering services or surveys on a negotiated basis after reasonable public notice is given."

This requirement has been interpreted to mean a request for professional services must be advertised to insure that adequate notice is provided to interested parties. The department's selection procedure follows certain criteria. Projects using federal funds are required to follow F.H.W.A. or F.A.A. guidelines. Selection for projects using state funds follow an evaluation procedure which utilizes a point system applied to all proposals by a recommending committee with a minimum of three members. It is obviously impossible to remove all subjectivity from any selection procedure. However, the use of a point system tends to minimize personal prejudices. When dealing with state funded projects, the department currently requires the submission of a minimum of three names when the probable contract amount will exceed $20,000.

The department's contract forms are developed in conjunction with the Department of Law.

The Department of Administration has a responsibility to insure that personal services contractors are not in fact employees within the definition of the Internal Revenue Service. You have also expressed concern that proposed work receive adequate exposure within the professions. We believe that our Department's procedures provide for such exposure.

In the light of the above, we would propose to modify the process delineated in your memo of September 29, 1977. We propose the following:

1. Requests for proposals for professional services for Department of Transportation and Public Facilities will be advertised.

2. Recommendations to the Commissioner will follow either Departmental or superceding Federal procedure.

3. Following Commissioner's approval, your Authority to Enter Contract Negotiations form will be submitted to the Department of Administration, Division of Finance. This form will list three firms when the proposed contract will exceed $20,000.

4. Following submission of the Authority form, Department of Transportation and Public Facilities will proceed to negotiate the contract with the successful proposer. Contracts will contain a clause which declares the contract void should your Division of Finance find that by Internal Revenue Service definition, the contractor is, in fact, a State employee. Given the nature of our work, we are confident that the possibility of such a ruling is extremely remote.

5. Division of Finance will return the Authority form after analysis. Should your analysis reveal an Internal Revenue Service violation, the contract will be voided or negotiations terminated.

We feel that the above ppocedure will adequately discharge your statutory responsibility as well as that of this department.

RAH:ma

TO: Richard A. Holden
Deputy Commissione.
Department of Transportation
& Public Facilities

DATE: Novr ber 18, 1977

FILE NO.

TELEPHONE NO.

FROM: Commissioner B. B. Allen
Department of Administration

SUBJECT: Negotiated Contracts

My staff and I have reviewed your November 3, 1977 memo on subject and find your recommendations acceptable.

Specifically:

1. Requests for proposals for professional services for Department of Transportation and Public Facilities will be advertised.

2. Recommendations to your Commissioner will follow either Departmental or superseding Federal procedure.

3. Following Commissioner's approval, an Authority to Enter Contract Negotiations form will be submitted to the Department of Administration, Division of Finance. This form will list three firms when the proposed contract will exceed $20,000.

4. Following submission of the Authority form, Department of Transportation and Public Facilities will proceed to negotiate the contract with the successful proposer. Contracts will contain a clause which declares the contract void should our Division of Finance find that by Internal Revenue Service definition, the contractor is, in fact, a State employee.

5. Division of Finance will return the Authority form after analysis. Should our analysis reveal an Internal Revenue Service violation, the contract will be voided or negotiations terminated.



cc: Division of Finance
Division of General Services
& Supply

HB 5538

CITY OF SEWARD

P. O. BOX 337
SEWARD, ALASKA 99664

CITY MANAGER	224-5214
COMPTROLLER	224-5216
INFORMATION	224-5215
CITY POLICE	224-5201
CITY CLERK	224-5214
HARBOR	224-3420

January 21, 1981

Honorable Jalmar M. Kerttula
President Alaska State Senate
Pouch V
State Capital
Juneau, Alaska 99817

Dear Sir:

The City of Seward, strategically located at the sea-going crossroad of the Gulf of Alaska, is pressing forward with the development of a full-service marine industrial park and major shipyard facility. With completion scheduled for the fall of 1982, this facility will offer major ship repair, a 3,000-ton shiplift, and a full range of marine support services for Alaska's fishing, commercial and pleasure boat fleets. Full scale marine service and ship building is currently unavailable anywhere in the state, a fact causing untold delay and expense to marine operations and resulting in wholesale exporting of jobs from our economy.

Our City and a leasing partner, VECO Construction of Anchorage, has initiated this vital shipyard project after considerable encouragement from state government and private business sources. Seward has generated seed money funding in the amount of $6 million as a down payment on the total estimated cost of $60 million for the completed Fourth of July Creek Industrial Marine Park. The balance of funding for this unique capital project, some $54 million, is dependent on state appropriation.

In addition to providing vital and cost effective support services for our maritime fleets, the Seward - Fourth of July Creek Shipyard will provide hundreds of permanent jobs and a large measure of economic stability for our city and the surrounding Kenai Peninsula. Additionally, VECO anticipates spending $15 million over the next three years to develop their portion of the facility. Dozens of spin-off marine oriented businesses will be created and subsequent service industry increses will substantially increase the economic picture for our region.

We firmly believe that our shipyard project epitomizes the kind of lasting economic development that is essential to the well-being of a growing Alaska. The impact of this project is statewide, and we have done our homework in preparing for the population growth in Seward that will be triggered by the venture.

We are proud to report this project is:

* on time
* on budget
* on target

Seward has done its job in carrying this Alaskan shipyard project ot its current viable status. We offer the attached engineering project description for your review or comments you might have on the topic.

The entire City thanks you for your careful consideration and deliberation on this matter.

Very truly yours,

Raymond L. Hugli
Mayor
City of Seward

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE: 5/20
LOCATION:
SUBJECT: HB 558

NAME	REPRESENTING	ADDRESS	PHONE	HERE TO TESTIFY	HERE TO OBSERVE
CE JOHNNY JOHNSON	CITY OF SEWARD	BOX 337 SEWARD AK	224-5214	✓	
CKeith Comphen	" " "	B. 337 Seward AK	224-5631		✓
R.V. CHRIST	VECO INC	9331 BOTHWELL ANCH AK	243-5067	✓	

3/20/81

Seward

Coal Hearings – send calendar
– Daryl – asst city Mgr – Seward
Johnny Johnson – Seward
→ Thelma –

→ dock facility in Seward
20,000 yrly to City for transit – agreement
to 25,000 – 40,000 for Tustemena
ferry striping fenders system of dock
threat to moves just to Homer

Nash Rd – 4th of July Creek – rd leading to
city / last yr
paving this yr
3.5 mil – now 1.7 mil (
Bates port bond money – unspec uses Nash rd paving

Welder (contractor) city mgr
to incl of Nash Rd paving & award right away
4. 4.5 mil → total amt of work for Welder
jobs

Need: Amt of addt'l monies needed
length of road

4/16/81 Johnny Johnson

2500.0

6 mil Sheet pile cells for breakwater

25 avg & mitigation during race

Sep '82 ## completion

operational stage < Cargo dock

Century Boulevard - during construct

/ E

no decision on final seq -
J.E or shared contract

→ min 200 FT jobs - person
(exclusive of constr.)

Offsite Junction Pass. extend

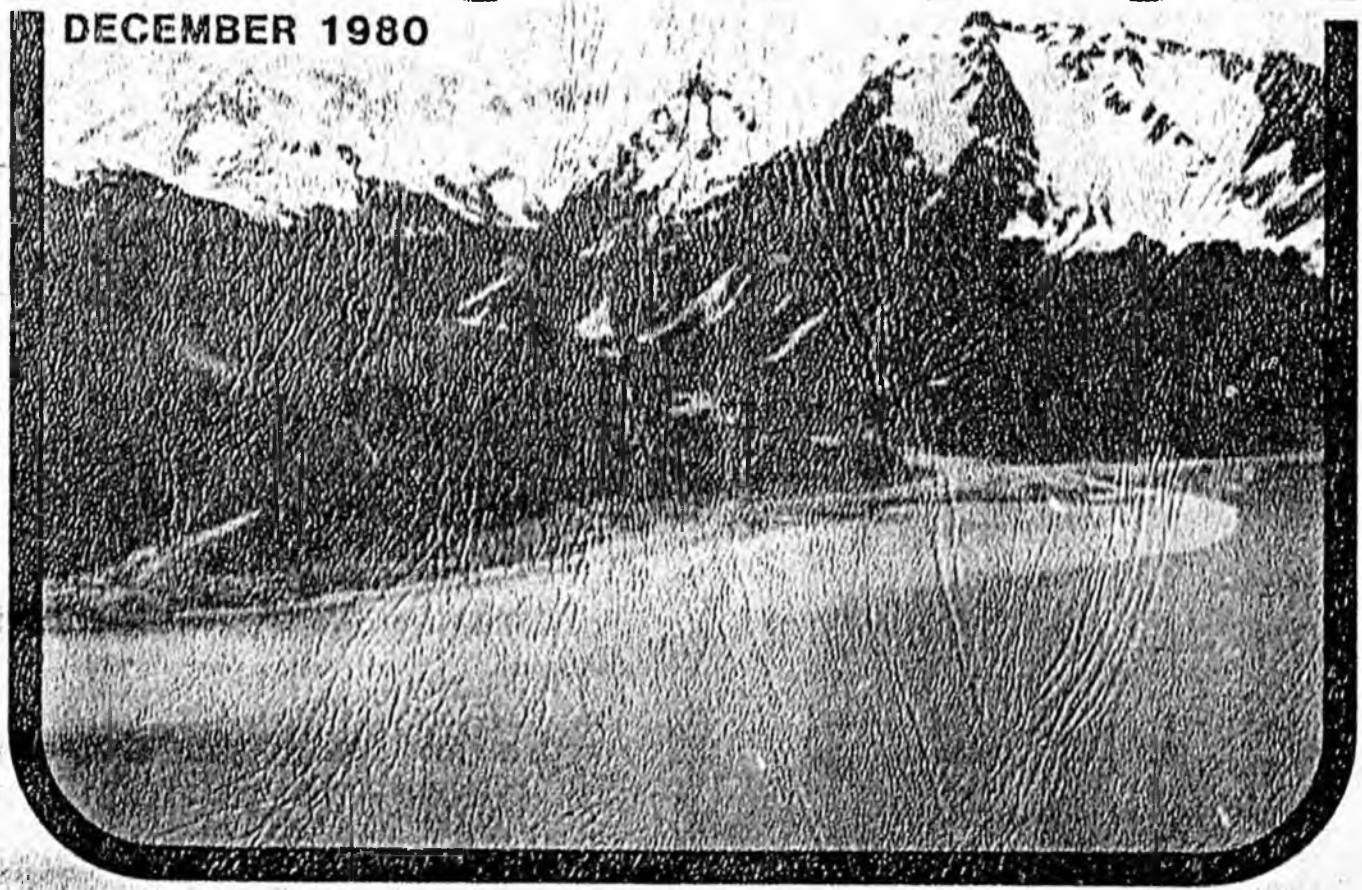
FOURTH OF JULY CREEK

INDUSTRIAL MARINE PARK

CITY OF SEWARD, ALASKA

PROJECT DESCRIPTION

DECEMBER 1980



Executive Overview

The City of Seward, in conjunction with VECO of Anchorage, Alaska has undertaken the development of a Marine Industrial Park on 100 acres of land on the Fourth of July Creek Delta three miles across Resurrection Bay from the City. This project was initiated to expand Seward's employment base and to provide a much needed service to the marine industry operating in Alaskan waters.

In anticipation of this type of development, Seward has been in the process of expanding and upgrading the City's services to accommodate a population influx. This plan, initiated several years ago and still underway, will add capacity to the City's basic infra-structure and will provide over 100 new residential lots for new home construction.

The Industrial Marine Park includes the construction of a 300 x 80-foot shiplift with a 3,000 ton-capacity and seven public and seven private dry berths. These facilities will be used for both ship repair and ship building purposes. Additional public features include a 1000 x 650-foot basin sheltered by breakwaters, a general cargo dock, a transit shed, 700,000 square feet of cargo storage and a 10-acre industrial subdivision available for small shops and supporting facilities to the shipyard. The project also includes construction of an access road, utilities and other related support services. Work was initiated in the spring of 1980, and completion of the project and operations start-up is scheduled for the fall of 1982.

VECO is leasing land from the City and will construct seven dry berths and other shipyard improvements for the purpose of ship repair and ship building. Additionally, under a license agreement, VECO will operate the shiplift and other facilities within the complex.

The total estimated cost for the public features of the project is $60,000,000. Presently, the City has $6,000,000 of this amount in place and has committed these funds to the initial phases of the development. An additional $54,000,000 is required for the successful completion of the Development. VECO anticipates spending $15,000,000 on the project, and they have also initiated their planning and engineering efforts.

An expanded review of the project is available in the Introduction and Summary Section of this document and detailed information is available in the sections following.

FOURTH OF JULY CREEK

INDUSTRIAL MARINE PARK

CITY OF SEWARD, ALASKA

DECEMBER 1980

PROJECT DESCRIPTION

Prepared By:

CENTURY · QUADRA

A Joint Venture

301 EAST FIREWEED LANE
ANCHORAGE, ALASKA 99502
(907) 276-3770

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Infra-Structure Improvements 17

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Estimated Project Costs 23

Introduction & Summary

The City of Seward, intending to increase industrial opportunities which will provide more stable employment - particularly in marine related areas - is proceeding with the development of the Fourth of July Creek Industrial Marine Park. Historically, Seward's economic growth and stability have been based on the natural features and resources of the region. The present economy, relying heavily on tourism, recreation, timber, fishing, and government employment, tends to be seasonal, resulting in a serious fluctuation of unemployment rates, often soaring as high as 16-18% during winter months.

In an effort to stabilize this sagging and seasonally dependent economy, Seward has initiated this project. However, the people of Seward do not view the development as just benefiting their City, instead they see the project as having a positive economic benefit to the Maritime and Fishing Industry throughout the State. Since there are no major repair or fabrication facilities within the State, the Maritime Industry must rely on sources outside Alaska for these services. This costs both lost time and revenues due to the greater distances a vessel must travel for repairs or other shipyard services.

Since the 1964 earthquake, local facilities which could support industrial development in Seward have been limited, thereby restricting opportunities for large-scale economic expansion. After several years of planning and preparation, the City is now capable of meeting the challenge created by the introduction of this new large-scale marine industry development. Seward has been expecting and preparing for this type of development. Water, power, and wastewater improvements are in progress; paving of all the City's streets has been completed, and a number of Subdivision developments, including one funded by the City, are underway to accommodate the housing needs of a population increase.

A major part of Seward's improvement plan is the upgrading and extension of Nash Road into the Fourth of July Creek area. This project was started in the spring of 1980 and construction began in September, and is currently still underway. When this $3,000,000 project is completed, there will be a paved 55-mph highway leading from the Anchorage-Seward Highway directly into the Fourth of July Creek area.

For the past four years the City has been evaluating land which could be developed with the facilities necessary to coax new industries into Seward. The City is convinced that lands available around the Fourth of July Creek delta can provide the necessary elements for such future development. Thus, this location was selected as the site of the New Industrial Marine Park. The location of this site with respect to the City is shown on Figure No. 1.

In June of 1980, Seward engaged a consulting team to investigate the Fourth of July Creek site, prepare a development plan, and obtain the necessary permits for its development. Investigations produced the following conclusions: 1) The valley floor is gently sloping and well drained; 2) The soils are coarse sands and gravels, with excellent foundation properties; 3) Natural, deep water is available within several hundred feet of the beach; and 4) The valley is not a sensitive habitat for wild life, and there is no significant fish production in the area. These factors all indicate that the Fourth of July Creek Valley is an excellent site for almost any type of marine related industrial development. Using this information and other physical data, the development plan described in this document has been prepared, and applications for permits to implement the plan have been filed.

Pursuing the development plan, the City entered into an agreement with VECO, an Alaskan company which proposes to construct a ship repair and ship building facility in the project area. VECO, having analyzed the regional economy and determined that there is a substantial market available in the repair of vessels on the Alaskan Gulf Coast, has agreed to lease land from the City of Seward for these purposes, assuming Seward can provide the sheltered basin and other facilities necessary for the successful operation of an industrial marine park.

Project Description

The Industrial Marine Park entails development of a sheltered basin through construction of breakwaters and a ~~cargo docking facility~~. The project requires dredging an inner basin area to a depth of 22-feet below Mean Lower Low Water (MLLW), constructing a sheet pile breakwater approximately 56-feet high, filling adjacent land areas to an elevation of 16-feet above Mean Sea Level, and constructing a training levee to direct flow of the Fourth of July Creek along the southern boundary of the project area. In addition, an access road, waste treatment and water supply systems, ~~cargo storage areas~~, and a shiplift with associated dry docking facilities will be constructed. These improvements and the general site layout are shown on Figure 2.

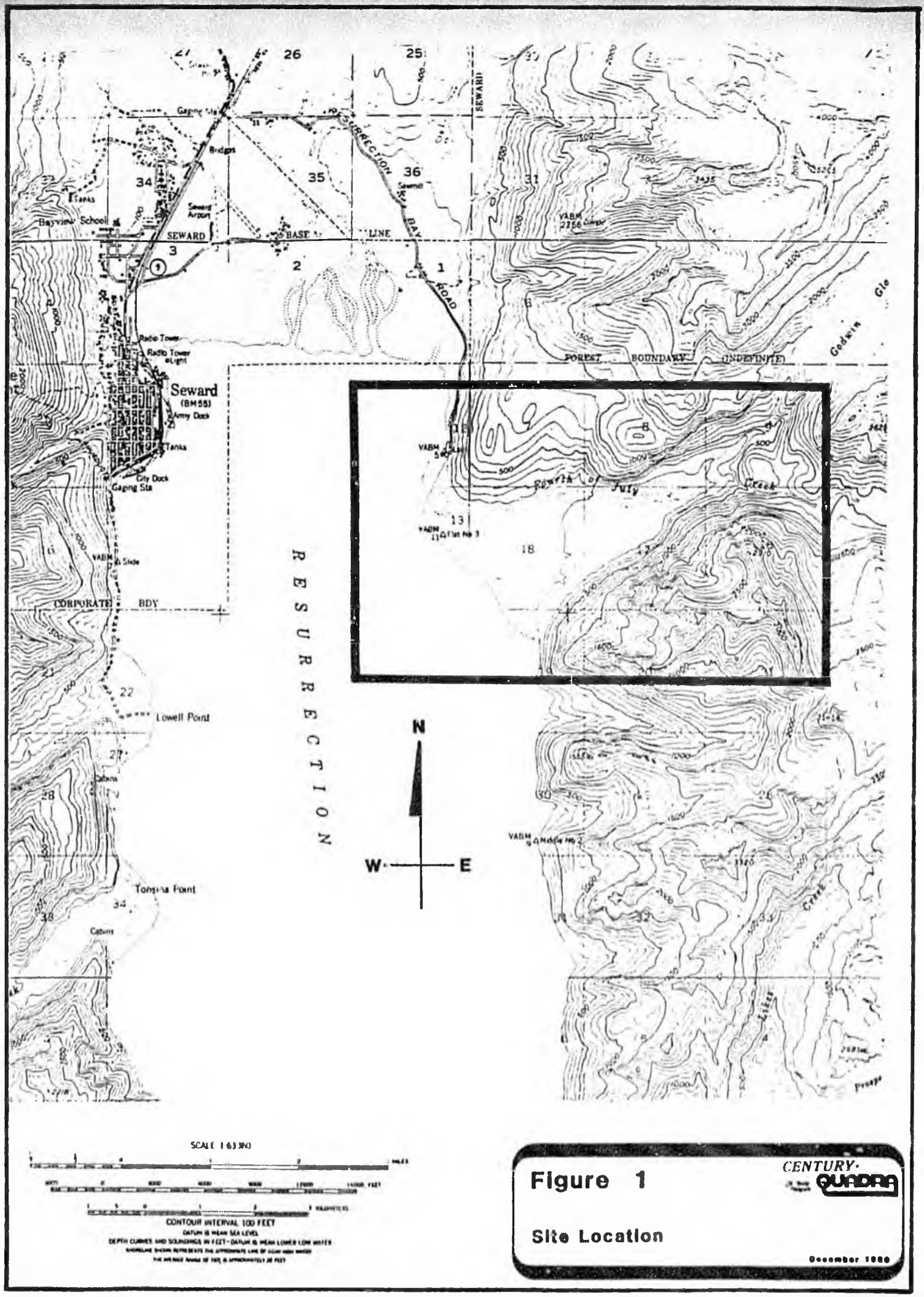
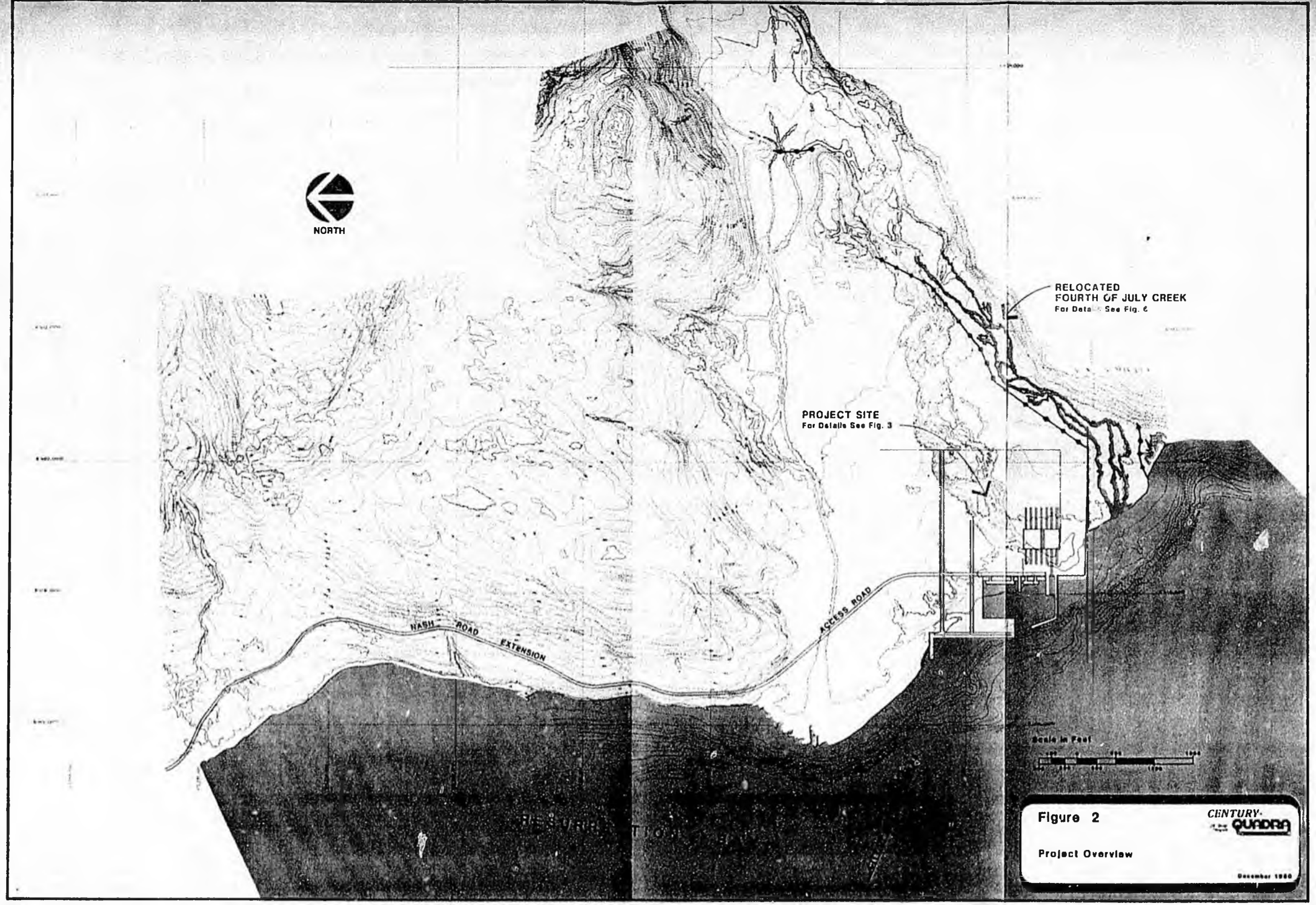


Figure 1

Site Location

CENTURY QUADRA

December 1988


NORTH
RELOCATED
FOURTH OF JULY CREEK
For Details See Fig. 6
PROJECT SITE
For Details See Fig. 3
NASH ROAD EXTENSION
ACCESS ROAD
Scale in Feet
Figure 2
Project Overview
CENTURY
QUADRA
December 1988

The publicly funded portion of the project includes a 1,300-foot long general cargo dock with associated staging areas, a shiplift with a 300 x 80-foot platform having a 3,000-ton capacity, seven (7) dry berthing positions for ships up to 250-feet in length, and a ship transfer area which serves both the seven (7) public, and seven (7) private dry berths. A section of the Marine Industrial Park, leased by the City to VECO for private development, contains ship repair and vessel fabrication facilities and seven (7) dry berths for ships up to 300-feet in length.

Utilities such as water and electricity, sewage disposal, storm drainage systems, and access roads will be publicly funded, whereas disposal systems for industrial wastes requiring special treatment will be provided by the shipyard operator. Certain additional areas of the site will be set aside for lease to other future tenants, e.g., ship chandlery, a fish processing plant, a fish cold storage facility, and various workshops providing services to small and medium sized crafts. The present Fourth of July Creek stream bed interferes with the developments described above. Conceptual engineering plans to relocate the creek on the south side of the valley have been prepared to eliminate this conflict.

Project Responsibilities

VECO has completed preliminary agreements with the City of Seward to lease approximately 43.4 acres of land within the industrial park. These agreements require VECO to construct and maintain their own facilities, including ship repair, dry berths, and waste treatment systems. The City is responsible for construction of the basin, shiplift, dry berths, cargo dock, and storage areas. However, the City will transfer the operation and maintenance of these facilities to VECO and they will operate the facility under a license agreement.

Schedule of Development

The entire project has been divided into four major construction phases with total time required to complete the public portion of the project set at approximately 19 months. Each of the construction phases has been scheduled, when possible, to avoid conflicts with environmental constraints and commercial or recreational fisheries. The project is scheduled for completion and operations start-up in the fall of 1982. It should be noted, however, that the schedule depends on the timely issuance of permits from State and Federal agencies, and the appropriation of funds to finance construction. Extension of the permit process or delays in funding will significantly alter this schedule.

Estimated Project Costs

The total budget for all public improvements is currently estimated to be $60,000,000. This figure includes all Engineering, Administrative, Construction, and Supervision expenses as well as a contingency and inflation factor.

The City of Seward has $6,000,000 of this amount in place and they are using these funds to proceed with the completion of Phase I and the Engineering and Design of Phase II. Since the City has exhausted all of its financial resources improving the infra-structure of the City itself, it must look to outside sources to aid in the financing of the remaining improvement costs. Thus, the City is seeking aid from the State via a legislative appropriation for the remaining $54,000,000 necessary to complete the project.

All of the funding that has been appropriated and released by the State to Seward for this project has been encumbered for the ongoing effort towards its completion. The City is proceeding as expeditiously as possible, and is now limited only by the receipt of additional financial aid.

Seward's Growth Potential

Because of Seward's low growth and high unemployment rates since 1964, the community strongly desires to encourage new industrial and business development. This desire is reflected in the City Government's agressive pursuit of oil or marine related industry developments. Seward has been expecting and preparing for this industrial expansion for several years. Water, power, and sewer improvements are in progress, and paving of all city streets has been completed. A number of subdivision projects are underway to accommodate the housing needs of a rapid population increase. This section is a brief discussion of the existing community services, including those projects underway for expansion and upgrading.

Population and Housing

The Census Bureau currently estimates the City's population to be 1,850 persons. Presently, the vacancy rate is near zero for residential properties. There are about 100 undeveloped residential lots available throughout the community that have full utility service.

To relieve the anticipated housing shortage, planning and design for resubdivision and development of the Terminal Subdivision is underway by the City. When completed, in 1981, the development will include approximately 100 single family and 150 multi-family dwelling units with full community services. There are also several subdivisions being developed north of Seward by private parties. The developments are adjacent to the Seward Highway and rely on on-site water supply and wastewater disposal.

Water

Seward has an abundance of good quality groundwater, most of which comes from groundwater wells. The minimum combined pumping capacity at this time is approximately 3,800 gpm with a total of 600,000 gallons storage. Pressure ranges from 30 to 70 psi, and is supplied by well pumps and one 1,700 gpm constant pressure pump for the school and Jessie Lee Heights Subdivision. Treatment consists of chlorination, and the water is of excellent quality.

The distribution system serving existing development is in good condition. Plans to expand the system to serve new residential and commercial areas in the harbor area have been developed with expansion occuring on an as-needed basis.

The existing supply is capable of serving the community for some time. Additional storage is required to meet fire reserve requirements and plans are underway to accomplish this objective.

Sewerage

Construction is underway on a new secondary treatment lagoon, interceptors, and force mains to serve the City with completion now scheduled for September 15, 1981. When completed, the existing outfall will be eliminated and the wastewater from those portions of the community that have sewers will be treated at the lagoon.

Components of the system are designed to handle the following populations:

Interceptors	-	15,000
Pump Stations	-	10,000
Pumps	-	5,000
Lagoon	-	5,000

Thus, excess capacity will be installed in the initial system. Expansion of the Sewage Collection System is planned to coincide with development on an as-needed basis.

Electrical

Seward is served by Chugach Electric, and purchases power delivered at Lawing, about 25 miles north of the City. All retail customers south of that point are served by the City's utility.

Up to this fall, Seward has had 5,000 KW available which served a population of about 2,000, the Kenai Lumber Company Mill, Seward Fisheries, and all other industrial and commercial users. The capacity of that system was reached several times in recent years.

Improvements completed this fall include a new substation at Mile 2.2 with two 7,500 KVA transformers and the abandonment of the Chugach owned substation at Mile 7.5. The current capacity is 9,000 - 10,000 KW at 24.9 KV split into 5 distribution circuits.

The transmission line from Lawing to Seward is capable of 30,000 KW at 69 KV, but Chugach's line from Dave's Creek Substation to Lawing is not. Negotiations with Chugach are now underway to have that line upgraded to 30,000 KW at 69 KV capability.

Service of the Nash Road area is now 2,000 KW at 12.5 KV. A project planned for the spring of 1981 will include a new transmission line to the Nash Road and Fourth of July Creek areas capable of 25,000 to 30,000 KW at 69 KV with a new substation to be installed as needed.

After the sewage lagoon is completed at Lowell Point, service to that area will be 2,000 KW at 12.5 KV and will support many residences as well as the sewage treatment facilities.

Seward now has a total of 5,500 KW in standby diesel generators, and plans to add 5,000 KW in 1981. This standby capacity is important due to the potential for interruption of service from avalanches.

Telephone

General Telephone serves the Seward area. Since they are a demand type service, expansion of the system will occur as growth requires. A sudden large influx of people will cause a backlog in the installation of services but the response time to meet the demand is estimated to be one to two months.

Other Basic Community Services

Seward has recently completed several capital improvement projects including paving of all City streets and upgrading their 33-bed hospital.

The basic community services include:

Schools	- Elementary - capacity for 500 students
	- High School - capacity for 300 students
Police	- Sufficient for population of 3,000

Fire	- Full time Fire Chief and 20 volunteers. Fire Rating of 5.
Medical	- Hospital facilities sufficient for 5,000 population, 2 full time doctors.
Communications	- 3 television channels, 1 radio station, 1 weekly newspaper.

Waterfront Improvements

The Fourth of July Creek Industrial Marine Park entails construction of a number of facilities. Figure 3 shows the detailed plan for the development. All of the improvements listed as public and infra-structure (Items 1-19 and 31-36) on Figure 3 will be constructed as part of the overall project. Additionally, Item 51, the private shipyard, will be constructed by VECO, the shipyard operator. The remaining features (Items 52-59) are conceptual only, and presently there are no current proposals to develop any of these improvements. The following is a discussion of the Shiplift and Transfer System, Breakwater, General Cargo Dock, the Shelter Basin, and Dredge and Fill Activities.

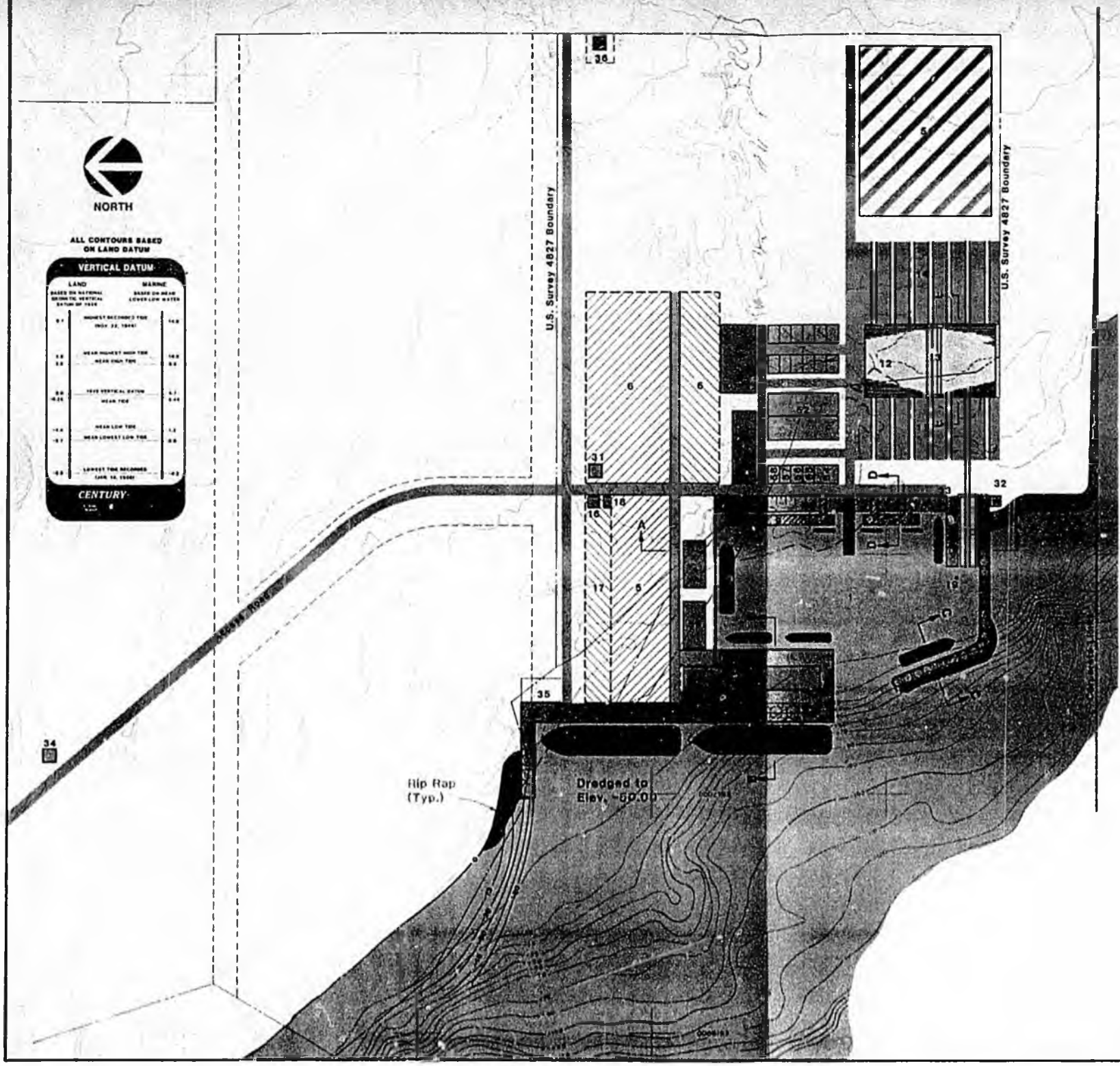
Shiplift and Transfer System

The Shiplift and Transfer System for docking, undocking and dry berthing of vessels will be the major feature of the Fourth of July Creek Industrial Marine Park. These facilities will be constructed as Public Improvements and operated under license by the shipyard operator, VECO. The facilities will service the shipyard operations as well as the public dry berthing spaces.

The shiplift will be able to launch and retrieve vessels up to 3000 long-tons displacements, having lengths up to 300-feet and widths to 65-feet. The vertical shiplift consists of a platform hung from wire ropes attached on two sides. The upper ends of the wire ropes wrap around the drums on a pair of synchronized hoists, positioned on piers flanking the platform. A section through the shiplift is shown on Section AA of Figure 4.

Using the winches, the platform is lowered and raised into and out of the water. When retrieving a vessel from the water, a cradle with blocks shaped to the bottom of the ship is placed on the platform. The platform and cradle are then lowered to a depth below the draft of the vessel. The vessel, moored elsewhere, is floated over the platform, and then the platform, cradle and ship are raised.

The ship transfer system consists of an end-transfer cradle on rails and a transfer table, also on rails, connecting to fourteen dry berth positions. When transferring a raised ship from shiplift to dry berth, the transfer table is positioned so it's rails align with the extension rails of the shiplift. The cradle and ship are pulled by tractor or winch from the shiplift platform onto the transfer table. The ship, now supported by two cradles, is transferred laterally to a pre-assigned dry berth position, where the



LIST OF FACILITIES

PUBLIC

1. Sheltered Harbor Basin 1000' x 850'
   Bottom EL: - 22.00 Ft. Marine Datum (-27.70 Land Datum)
2. General Cargo Dock, 1300' x 300' Wide
   Capacity 160,000 T/Yr.
3. Transit Shed, 100' x 600' x 20' Clear Height.
4. Bonded Warehouse, 100' x 200' x 20' Clear Height
5. Open Buffer Storage, 212,500 S.F.
6. Open General Storage, 428,500 S.F.
7. Dry Boat Repair Yard For 43 Boats, 50' x 20'/Boat.
8. Boat Ramp , 30' Wide.
9. Small Floating Dock For Tugs, Fire Boats and Small Crafts.
10. Shiplift, 300' x 80' Platform Size.
11. Dry Berths, 7 Positions, 250' Long.
12. Transfer Pit, 300' x 560' x 5' Deep
13. Transfer Carriage, 300' x 40'.
14. Dry Berths, 7 Positions, 350' Long (Leased To Shipyard Operator)
15. Covered Small Boat Storage, 150' x 300', Double Deck, 120 Spaces at 25' x 30'.
16. Guard House, First Aid Station, Ambulance 50' x 70'.
17. Parking, 130' x 900' For Approximately 350 Cars.
18. Harbormaster 50' x 30'.
19. Warping Dolphin

INFRASTRUCTURE

31. Sewage Treatment Plant.
32. Storm Water Disposal Plant.
33. Shiplift Control Booth
34. Master Sub-Station.
35. Recreational Parking
36. Well & Reservoir

PRIVATE

51. Private Shipyard Area 385,000 S.F.
52. Ship Chandlery, 200' x300' Including Storage.
53. Fish Processing Plant, 100' x 300'.
54. Net Loft, 100' x 80'.
55. Plastic and Fiberglass Repair Shop, 50' x 80'
56. Electronic Repair Shop, 50' x 80'.
57. Propeller Repair Shop, 50' x 80'.
58. Boat Engine Repair Shop, 50' x 80'.
59. Cold Storage Building, 100' x 200' - 4 Stories w/setback

Scale in Feet

Figure 3

Site Plan

CENTURY QUADRA

December 1980

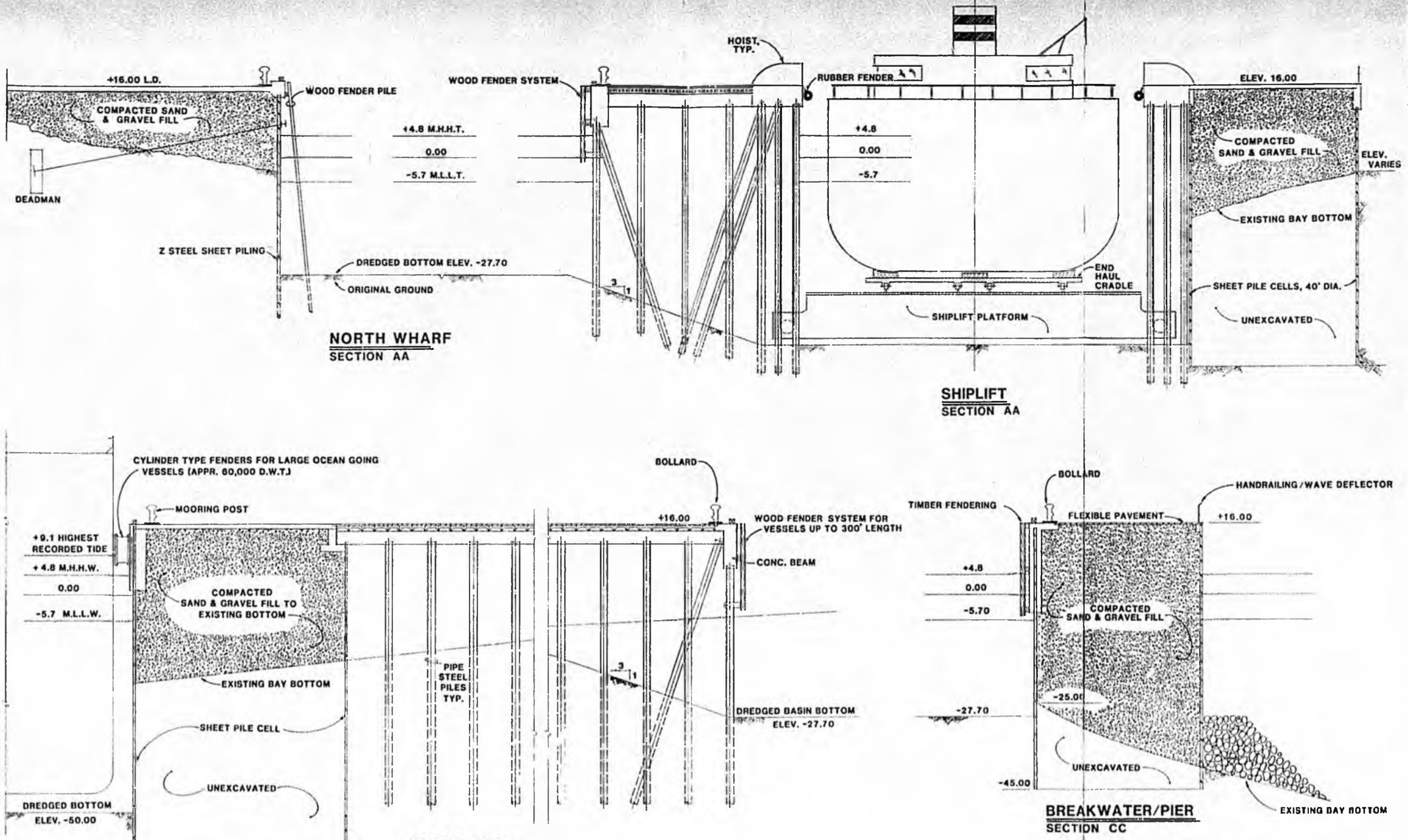


Figure 4

CENTURY QUADRA

Cross Section through North Wharf, Shiplift, Cargo Dock, and Breakwater Pier December 1980

end haul cradle is pulled off the transfer table to the designated dry berth. A typical section through the transfer pit with a ship in position is shown on Section EE, Figure 5.

When the lift and transfer system become operational, and the dry berthing facilities are completed, there will be seven 350-foot long berths for the shipyard operator and seven 250-foot long berths available for public use. Additionally, the shiplift itself is available for simple and quick repairs. With this combination, the facility will be able to service in excess of 200 vessels per year.

Breakwater

Analysis of the physical features at the Fourth of July Creek Site indicates that a breakwater is necessary to protect the inner habor facilities and to provide all-weather operations of the shiplift. The basic considerations are protection from wind, waves and currents plus the reduction of siltation problems. An elaboration on these follows.

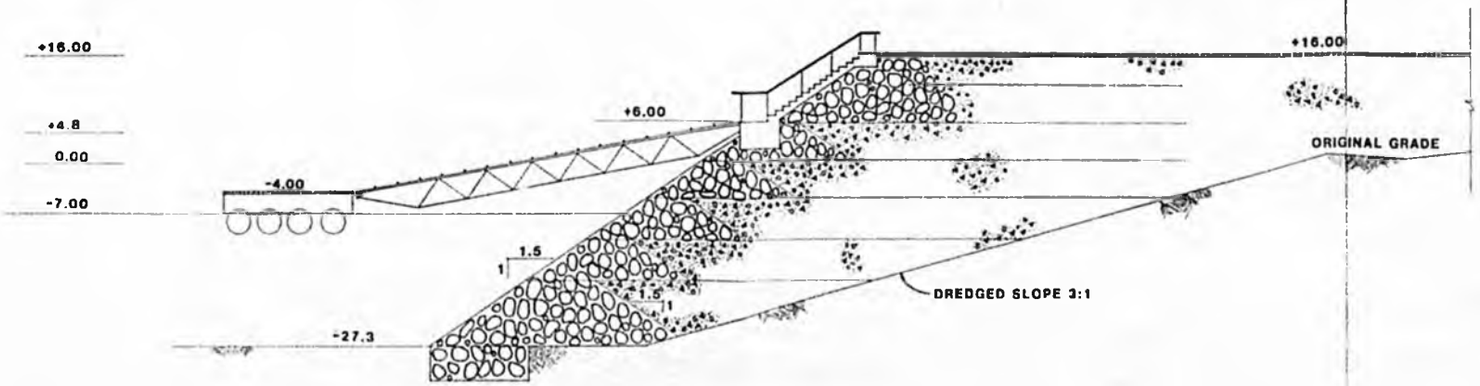
Based on weather records at Seward and wind records obtained at the Fourth of July Creek site, it is predicted that winds in excess of 20 mph will occur an average of 40 days per year. Winds of this magnitude will seriously hamper work on ships afloat, and will interfere with the shiplift operation.

The anticipated 5-year wave heights are 9-feet from the south and 7-feet from the north. The breakwater configuration shown on Figure 3 will protect most of the inner harbor completely from these waves. Waves that enter through the harbor entrance will be attenuated to approximately 30% of their original height. Thus, the maximum 5-year wave anticipated in the Shelter Basin is approximately 3-feet.

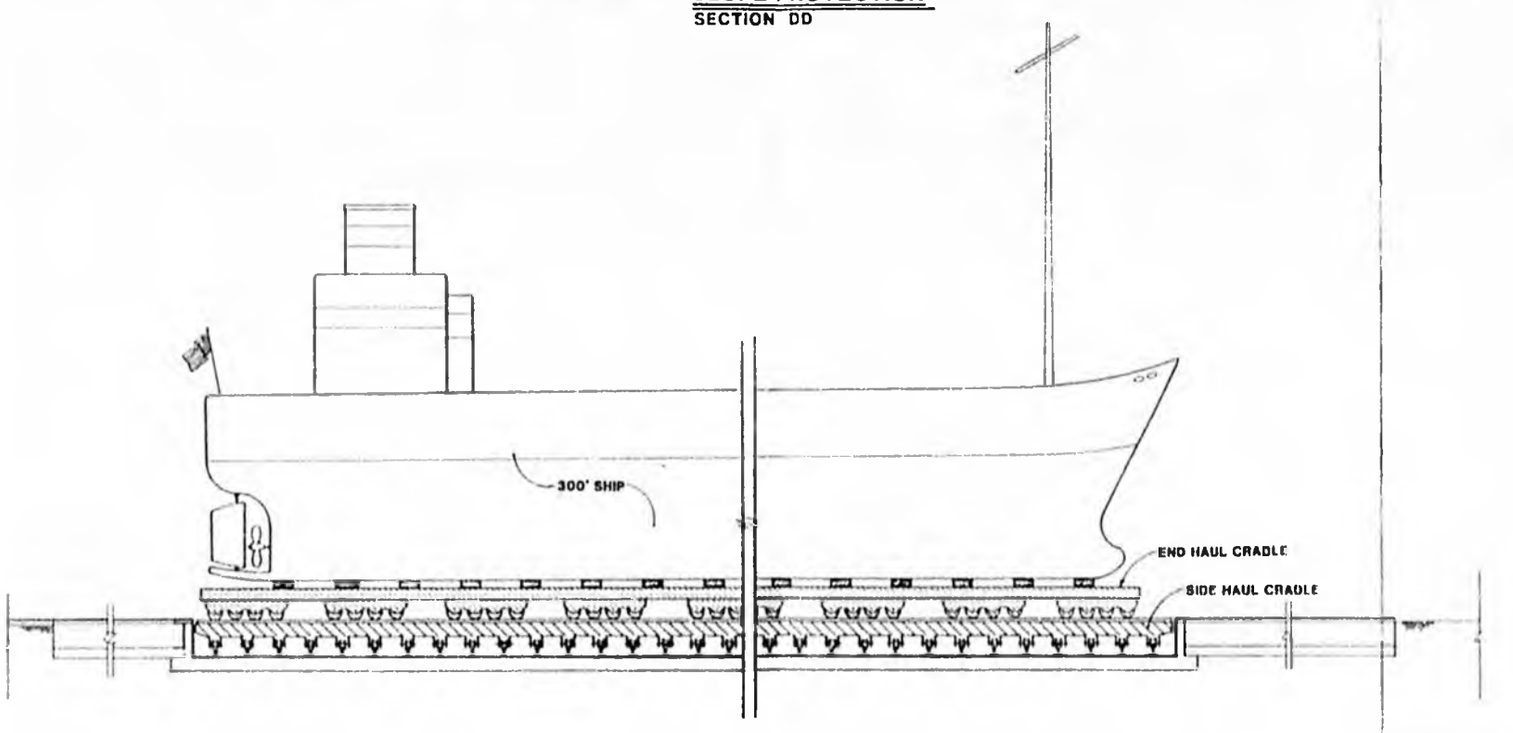
Tidal and wind currents in excess of 1-foot per second are anticipated to occur an average of 68 days per year at the site. Currents in excess of 1-foot per second will interfere with work on ships afloat and add difficulty to docking and undocking on the shiplift.

Since the Fourth of July Creek has a significant bed load, siltation at the site is a serious problem. The estimated siltation rate without a breakwater is 1-foot per year. At this rate maintenance dredging of the basin will be required often. With the breakwater, the siltation rate in the inter-basin will be virtually zero.

The breakwater layout was determined with these factors in mind. All the major operations are sheltered by the breakwater except for two berthing spaces for large ships at the General Cargo Dock.



SLOPE PROTECTION
SECTION DD



TRANSFER PIT
SECTION EE

Figure 5

CENTURY· QUADRA

Cross Section through
Slope Protection and Transfer Pit December 1990

As shown on Figure 3, the north breakwater is an integral part of the general cargo dock and the south breakwater is extended from the south pier of the shiplift. The breakwater will consist of earth-filled sheet pile cells approximately 40-feet in diameter, and will have a finished top surface to allow vehicular access. The sheet piles will have an average length of 56-feet, and the top elevation will be 16-feet above mean sea level. The entrance to the breakwater will be 250-feet wide, allowing ample room for two 300-foot ships. Section CC on Figure 4 shows the general features of a typical section through the breakwater.

General Cargo Dock

A 1,300-foot long wharf is planned for berthing two ships of approximately 600-foot length. With a water depth dredged to minus 50-feet MLLW, the dock will be capable of servicing vessels up to 100,000 DWT with loaded drafts of 45 to 47-feet on the exposed (west) side. Berthing space is also available in the Shelter Basin for vessels with a maximum draft of 19 to 20-feet.

As stated earlier, the dock will be constructed as an integral part of the north breakwater which will form the foundation system for the west edge. The remainder of the foundation will be a conventional pile system. A typical section of the dock, depicting the major details, is shown on Section BB of Figure 4.

The annual capacity of this dock is estimated at 160,000 tons of cargo. This is computed on the basis of 100 ships per year calling at the port and unloading an average of 1,600 tons per call. Estimated operations will require four longshoreman gangs, handling an average of 400-tons per 10-hour day, working 4 days per ship call.

On the large-vessel side of the dock, bollards and cleats will be provided alternately at intervals of 50-feet. The bollards will have a pulling capacity of 100 tons and the cleats 5 tons. Two electric capstans per berth will be provided on the west face of the cargo dock, for emergencies.

On the east side of the dock, facing the protected harbor, 50-ton bollards and 5-ton cleats will be provided at 25-foot spacings alternately.

A prefabricated transit shed, with a floor area of 60,000 square feet and 15-foot clear height, is planned for cargo requiring short-term storage. This transit shed, located on the dock will provide approximately 30,000 square feet of storage area, or a storage volume of 450,000 cubic feet per berth. Port offices and operations and maintenance activities can also be headquartered in this structure.

A total storage capability of 8 acres per berth (approximately 700,000 square feet) will be provided. The storage is made up of the following:

Transit Shed	60,000 SF
Buffer Storage	212,500 SF
General Storage	427,500 SF
Total Storage	700,000 SF

No revolving gantry or container cranes are envisioned for the cargo dock. General cargo will be unloaded by the ship's own gear and with the help of rubber tired cranes. The ship's gear will place the cargo on the apron from where it will be picked up by forklift trucks and either loaded on trucks or placed in the transit shed.

The dock is considered to be an essential part of the development, serving the Shipyard and Marine Industrial Park and ultimately, other development that will occur in the surrounding lands of the Fourth of July Creek Valley.

Shelter Basin

A small shelter basin will be provided by dredging the area enclosed in the breakwater to a depth of minus 22-feet MLLW. The basin will be 1000-feet long and 650-feet wide and can accommodate vessels up to 300-feet in length. This harbor will provide shelter for: 1) loading and unloading smaller vessels at the cargo dock; 2) emergency berthing for vessels during storms; 3) permanent mooring of vessels assigned to the Industrial Marine Park; 4) providing repairs on ships afloat; and 5) docking and undocking of vessels on the shiplift.

A wooden floating dock inside the shelter basin is planned to provide mooring for small boats and harbormaster crafts. Access from yard level to the water will be via a fixed stairway in the upper portion and an articulated ramp in the lower part of the walkway. The arrangement of the floating dock and inter-basin shore protection is shown on Section DD of Figure 5.

Dredge and Fill Activities

The project design will require the land area adjacent to Resurrection Bay to be filled to a minimum elevation of 16-feet (Land Datum). This will require approximately 1.6 million cubic yards of fill material. The harbor will require a minimum depth of minus 22-feet MLLW which will necessitate the removal of approximately 1.5 million cubic yards of bay bottom material.

Fill material for the land will be provided from the dredging operation. Any deficit of fill materials will require a supply to be transported from an on-land source.

Plans call for the dredge and fill operations to utilize bucket dredgers or cutter suction dredgers. The type of equipment used will depend on the type of material encountered.

In order to maintain normal turbidity conditions in the Bay, a protective curtain consisting of a plastic sheet, weighted at the bottom, will be suspended from a floating boom so as to surround the area where dredging is taking place. Fill will be placed partly in the tidal zone and partly on uplands in a diked area or behind steel sheet pile bulkheads. Openings, overflows, and flap valves will be provided in the enclosing dikes to serve as inlets and outlets for tidal water.

Relocation of Fourth of July Creek

In recent Geologic time the Fourth of July Creek has migrated back and forth across the floor of the valley created by Godwin Glacier. The stream made a major shift in the mid-1960's, relocating the mouth from the north end of the valley approximately 4,000-feet south to its present location.

If permanent, man-made structures are to be located in the Fourth of July Creek Valley, they will need to be protected both from flooding and from the eventuality of a natural, major stream relocation. Thus, a commitment to develop in the valley also carries with it a commitment to train and control the Fourth of July Creek.

Planning for the Fourth of July Creek area, and specifically the Industrial Marine Park, was influenced by many things including the stream location, land ownership, and future development potential. Even though the City owns two major parcels of land within the Valley, it is not totally free to locate this project anywhere in the Fourth of July Creek delta area. The principle constraint is a privately owned 120-acre parcel located squarely in the middle of the fan. To accommodate all these problems, it was concluded that the stream should be relocated to the extreme southern end of the Valley with a levee system to provide flood protection.

This approach has several distinct advantages:

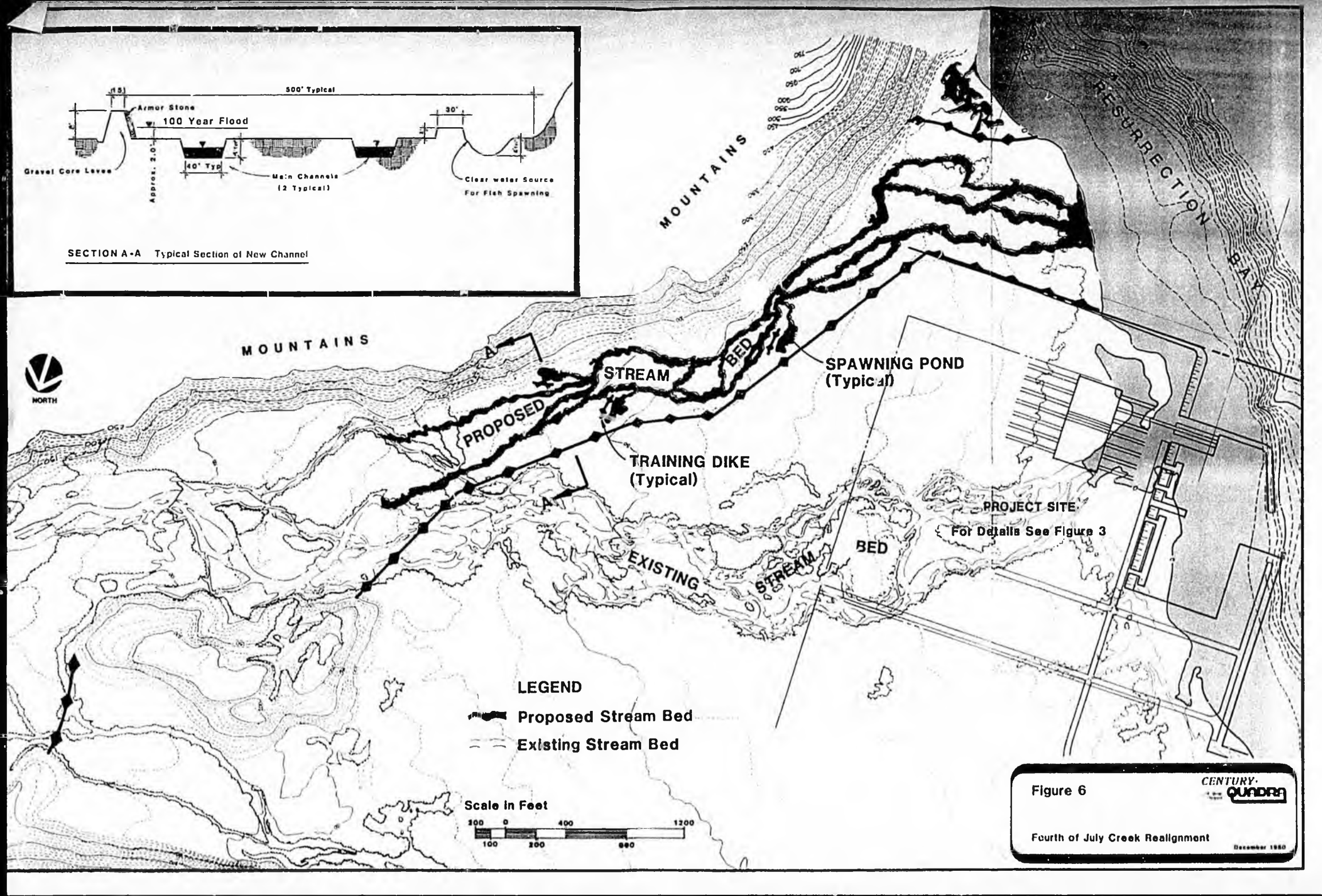
1) All development will be located north of the creek, allowing a natural setting on the southern bank.

2) The need to provide access crossings via bridges, culverts, etc., is eliminated.

3) Only one levee will be required, thereby minimizing the extent of man-made imposition on the stream.

4) Public contact with the creek is reduced, minimizing the potential for pollution and personal injury.

The final configuration of the relocated stream is shown on Figure 6. This includes a cut off levee between a large rock outcrop in the center of the Valley and the North Valley wall, to protect against the possibility of the stream seeking its last major course; a main levee approximately 4,400-feet long; and a shorter levee to protect a wetlands area on the extreme southern end of the Valley.


(15)
500' Typical
Armor Stone
100 Year Flood
30'
Approx. 2.0'
40' Typ
Main Channels
(2 Typical)
Gravel Core Levee
Clear water Source
For Fish Spawning
SECTION A-A Typical Section of New Channel
MOUNTAINS
RESURRECTION BAY
MOUNTAINS
NORTH
A
A
STREAM
BED
PROPOSED
SPAWNING POND
(Typical)
TRAINING DIKE
(Typical)
PROJECT SITE
For Details See Figure 3
EXISTING
STREAM
BED
LEGEND
Proposed Stream Bed
Existing Stream Bed
Scale in Feet
200 0 400 1200
100 200 600
Figure 6
CENTURY QUADRA
Fourth of July Creek Realignment
December 1980

The construction sequence for implementing the creek relocation is as follows: The entire length of the new channel way will be cleared of all timber and shrubs which would interfere with both the floodway and the stream's initial effort to seek a natural course. After clearing, the streamway will be graded to a profile similar to that of the existing stream. Excavation of two 40 x 4-foot meandering channels will be constructed to resemble the existing stream pattern. Ongoing concurrently with the grading and channel excavation will be construction of the gravel core levees using material from the excavations. Finally, the diversion will be effected during late fall when stream flow is low. It is envisioned that the initial pilot channels will approximate the natural stream course, and the final course will be established by the stream itself.

Included in the earthwork will be construction of clearwater spawning areas similar to those occurring naturally. The spawning areas will be created by excavating into the clearwater underflow, thereby allowing a small stream to flow into the main channel. A wide, low berm between the clearwater pond and the main stream will be constructed to protect the system from minor flooding and encroachment by the main stream channels. Establishment of these clearwater spawning areas is considered to be very essential for maintenance of the habitat which currently exists, as well as mitigation for the possible disruption of other small spawning streams.

Section AA on Figure 6 shows a typical cross section through the stream. Based on a 500-foot wide floodway, the hydrologic height calculated for a 100-year flood of 7,400 CFS is 2-feet. The levee height was set at 8-feet to allow for backwater and for]dup in the stream course created by bed load deposition. ıe stream channels are designed to be 40-feet wide by 4- . deep. The 500-foot floodway was planned to accommodate ɜ meander character of the stream, currently having a do amplitude ranging from 300 to 500-feet, and to allow su ɔient room for the spawning channels. The interior face of e levee will be rip-rapped with armor stone to protect agai.t erosion. The top of the levee will be 15-feet wide to allow access for maintenance equipment.

A major factor in relocation of the Fourth of July Creek is the requirement for a continuous monitoring and maintenance program. Calculations predict that up to 0.25 feet per year of bed load deposition may occur in the relocated portion of the stream. If this remained unchecked, the enclosed portion

of the floodway would eventually fill, allowing a flood event to breach the levee and cause the stream to seek a new channel. Clearly, periodic removal of deposition will be required to ensure that sufficient capacity exists within the enclosed section. Based on the estimate of 0.25 feet per year, a major excavation program every eight to ten years will be required.

Infra-Structure Improvements

This section addresses the basic utilities, access, storm water management, and other facilities necessary to support the Industrial Park. Generally, the services described will be provided and operated by the City of Seward. Some specialty infra-structure components such as storm water treatment, bilge water treatment, and waste oil handling and disposal will be the responsibility of individual tenants. The basic infra-structure plan is presented on Figure 7. Shown on the plan are the locations and general arrangements of the water supply and distribution systems, and the storm drainage and treatment system. The following paragraphs outline the conceptual plan for each of the major components of the infra-structure systems.

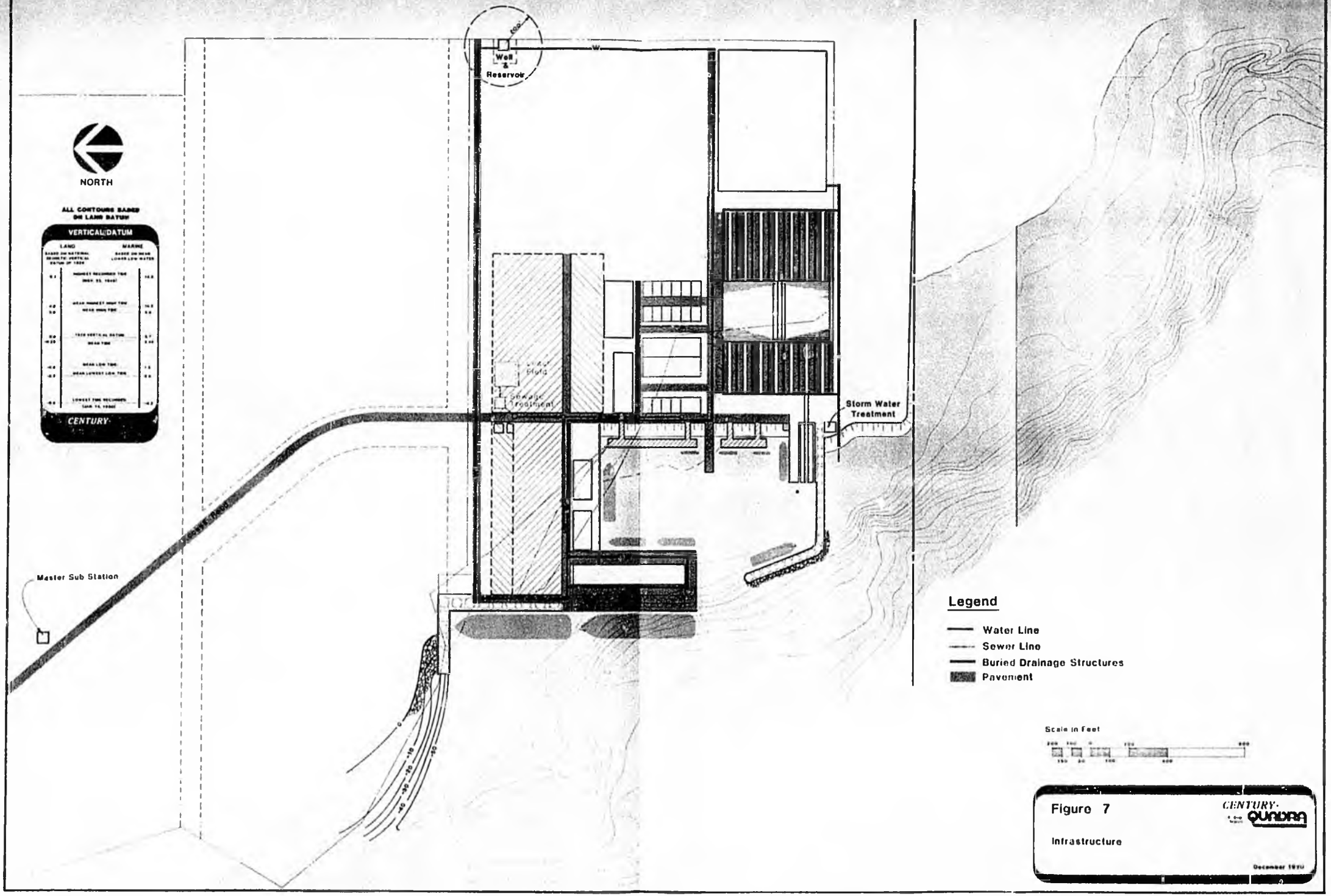
Water Supply

Domestic potable and industrial water will be supplied by a community water system owned and operated by the City of Seward. The source of supply will be groundwater taken from wells, at depths of 75 to 100-feet below ground surface. Based on field work done at the site and previous experience with wells in Seward, it is anticipated that supply wells with sustained yields of 200 to 400 GPM can be installed with little difficulty.

The estimated average daily demand for the completed complex is 100,000 gallons per day including the shipyard's washdown requirements. The estimated peak flow is 500 GPM. Thus, storage will be required to meet peak demands. Storage is also required to accomodate the anticipated fire flow of 1,500 GPM for a duration of two hours. A 200,000-gallon aboveground storage tank will provide sufficient capacity for all storage requirements.

Waste Water Disposal

Wastewater generated on the site will come from two sources: 1) domestic sewage from cafeteria and sanitary facilities; and 2) industrial waste from the shipyard operations and potentially from other tenants. In addition, sewage and bilge waste from ships drydocked at the shipyard will require treatment and disposal.


Well & Reservoir
Storm Water Treatment
Master Sub Station
NORTH
ALL CONTOURS BASED ON LAND DATUM
VERTICAL DATUM
LAND
MARINE
CENTURY
Legend
Water Line
Sewer Line
Buried Drainage Structures
Pavement
Scale in Feet
Figure 7
Infrastructure
CENTURY QUINDALUP
December 1970

A City owned and operated wastewater system will be an integral part of the project. The initial engineering concept calls for a treatment plant using a conventional biological process capable of meeting current regulatory discharge standards.

It is planned to dispose of the treated effluent in a leach field located on the site. The leach field will eliminate a point-source outfall and the requirement for dechlorination. Waste sludge will be disposed of by either incineration or landfill.

Shipboard sewage and bilge waste from drydocked vessels will be pumped to separate holding tanks for each waste type. Sanitary sewage will then be metered to the Public Treatment Plant. Bilge waste will be treated to separate oils, and then discharged through the storm water outfall to Resurrection Bay. There will be no provisions to receive waste from floating vessels, and discharge from these vessels will be prohibited unless Coast Guard and EPA requirements are met.

The estimated waste water treatment capacity is 50,000 gallons per day. It is anticipated that some industrial waste from the non-shipyard users will be handled through the City's plant. Pretreatment at the source will be required by the City prior to entrance into the public system. The level and type of treatment will be different for each case, but will be such that waste treated by the City's plant will meet State and Federal water quality standards.

Storm Water Management:

The Seward area receives an average of 66-inches of precipitation per year. This amount of rain and snowfall places some special significance on storm water management, particularly in the berthing area of the shipyard. Unlike the Prince William Sound Communities, Seward does not typically accumulate a large amount of snow pack during the winter months. As a result, storm water flow is a yearround consideration.

Generally, activities within the industrial park are not anticipated to generate any special conditions causing concern about storm flow affecting water quality. Most of the

site will be open area for general cargo and boat storage, assembly of large steel fabrications, parking, etc. Most activities, like painting and engine repairs, which could introduce pollutants to the storm water drainage will be confined within shops and buildings. The dry berthing area of the shipyard, by necessity, provides the exception.

The basic approach to storm flow management requires that the site be divided into two drainage systems. The final site grading will establish a crown line running east-west across the full length of the development just north of the dry berthing area, creating a southern drainage cell and a northern drainage cell. In the northern cell, all drainage will be surface flow and will either percolate into the soils or flow into Resurrection Bay as non-point discharge. The southern cell will be graded to allow water to flow into a drainage channel network leading through a treatment system before entering Resurrection Bay as a point source.

As indicated on Figure 7, the dry berthing areas will be paved, with a drainage channel between each berth. These channels will be constructed in rectilinear sections and graded flat to act as grit chambers. The entire length of each channel will be covered at the top with a continuous inlet grate. Runoff from each collection chamber will flow through the drainage system to the treatment structure. The open area south of the shipyard, anticipated for use in large component fabrication, will also drain into the drainage channel system to provide control and treatment of this runoff.

The proposed treatment for storm water from the southern cell consists of settlement throughout the drainage channels with frequent removal and disposal of the solids. Treatment will take place in a settling basin equipped with a grease trap to contain grit, oils, and grease entering the system. Investigations with shipyard waste has indicated that disolved metals are absorbed by the spend grit and are removed when these particulates are cleaned up. However, should future monitoring indicate that heavy metals are above acceptable levels, additional treatment can be added between the proposed settling structure and the outfall.

Sizing of the drainage system is based on the five-year storm of 1-hour duration. Calculations indicate that the total flow from the southern cell will be 15.5 CFS, which will require a 24-inch diameter outfall. For events greater than the five-year storm, ponding and on-site storage will occur as well as non-point discharge for major storms.

Solid Waste & Hydrocarbon Waste

Disposal of all solid waste and hydrocarbon waste will be the responsibility of the individual users. Refuse collection service is presently offered in the City by a private contractor, and this service will be extended to the Fourth of July Creek site. Disposal of solid waste will be accomplished at the Seward Sanitary Land Fill operated by the Kenai Peninsula Borough.

The total solid waste for the industrial marine facilities is estimated to be 450 tons, or approximately 400-500 cubic yards per year.

Hydrocarbon waste includes waste oils, solvents, cleaners, oil separated from bilge water and other greases, lubricants, and distillate products. It is projected that the shipyard will generate approximately 14,000 gallons per year with the remaining facilities contributing approximately 6,000 gallons, for a total of 20,000 gallons per year. As stated earlier, the responsibility for disposal of these products will belong to the tenants. Available options include contracting with an agency handling waste oils, incineration, and reclamation.

It is reported that Seward Fisheries, the local fish processing operator, is currently burning waste oil products in their boiler system. Thus, a local source for disposal is potentially already available. Regardless of how these products are handled, the City will require, through covenants and leases, that both on and offsite handling, as well as disposal, is accomplished in accordance with current regulations.

Electrical Power

All electrical power for the marine facility will be provided by the City of Seward as a utility service. Current plans call for a new master substation in the Fourth of July Creek area served by a new 30,000 KW, 69 KV transmission line coming to the site along Nash Road.

Site Access

Access to the site will be by both road and water. Presently, an extension of Nash Road into the Fourth of July Creek area is under design and construction. When completed, the road will be a 55 mph paved, two lane section connecting the site to the Seward-Anchorage Highway.

Completed waterfront facilities will accommodate vessels up to 600-feet long with drafts of 35-feet. Protected finger slips and a marine basin will also be included to service smaller boats.

Development Schedule

The proposed schedule for development of the Industrial Marine Park is shown on Figure 8, in bar graph form. The schedule identifies four phases and the major work items included in each phase.

The implementation of this schedule is highly dependent on approval of permits and the appropriation of funds to finance the Public Inprovements. The permit application was filed in mid-December. Barring any unforeseen environmental objections, approval is anticipated by mid-March.

Currently, funding is in place for Phase I only. The remaining phases are expected to be funded primarily with State of Alaska appropriations as grants-in-aid. This project along with many other Statewide Capital Improvements will be considered in the 1981 Legislative Session. Thus, the completion of Phases II, III, and IV are totally dependent on the approval of State appropriation.

Each phase represents a discrete increment of work that is either seasonally sensitive or must be performed on a sequential basis. All work that could potentially impact the Salmon Fishery is scheduled to occur between September and April when the fish are not normally in Resurrection Bay. Likewise, all major onshore work and above-water offshore construction is scheduled to occur in the warm months, taking advantage of the superior working conditions.

Since the mouth of the Fourth of July Creek is presently in the middle of the site, relocation of the stream is essential before any significant site work can begin. Thus, Phase I consists of site clearing and stream relocation.

Phase II includes the construction of the bulkheads and sheet pile cells comprising the breakwater cells, and reclamation of land currently below high tides; completion of filling activities and grading of the entire site to elevation 16; and installation of riprap shore protection. When this phase is concluded, the site will be ready for installation of all the public and shipyard operation improvements.

Phases III and IV include the remaining public improvements necessary to complete the total project. As shown on the schedule, the entire project is programmed for completion and operations start-up in September, 1982.

CENTURY · QUADRA
A Joint Venture

301 E. Fireweed Lane
Anchorage, Alaska 99503
(907) 276-3770

PROPOSED DEVELOPMENT SCHEDULE
BY
CONSTRUCTION PHASES

FOURTH OF JULY CREEK
INDUSTRIAL MARINE PARK

WORK TASKS
PHASE I (Preliminary Site Work)
Site Clearing
Relocation Of Creek
PHASE II (Site Preparation)
Bulk Head Construction
Dredging & Land Reclamation
Rough Site Grading
Shore Protection
PHASE III (Infrastructure)
Utilities
Access And Roadways
PHASE IV (Public Improvements)
General Cargo Dock
Shiplift & Transfer Pit
Mooring Facilities In Basin

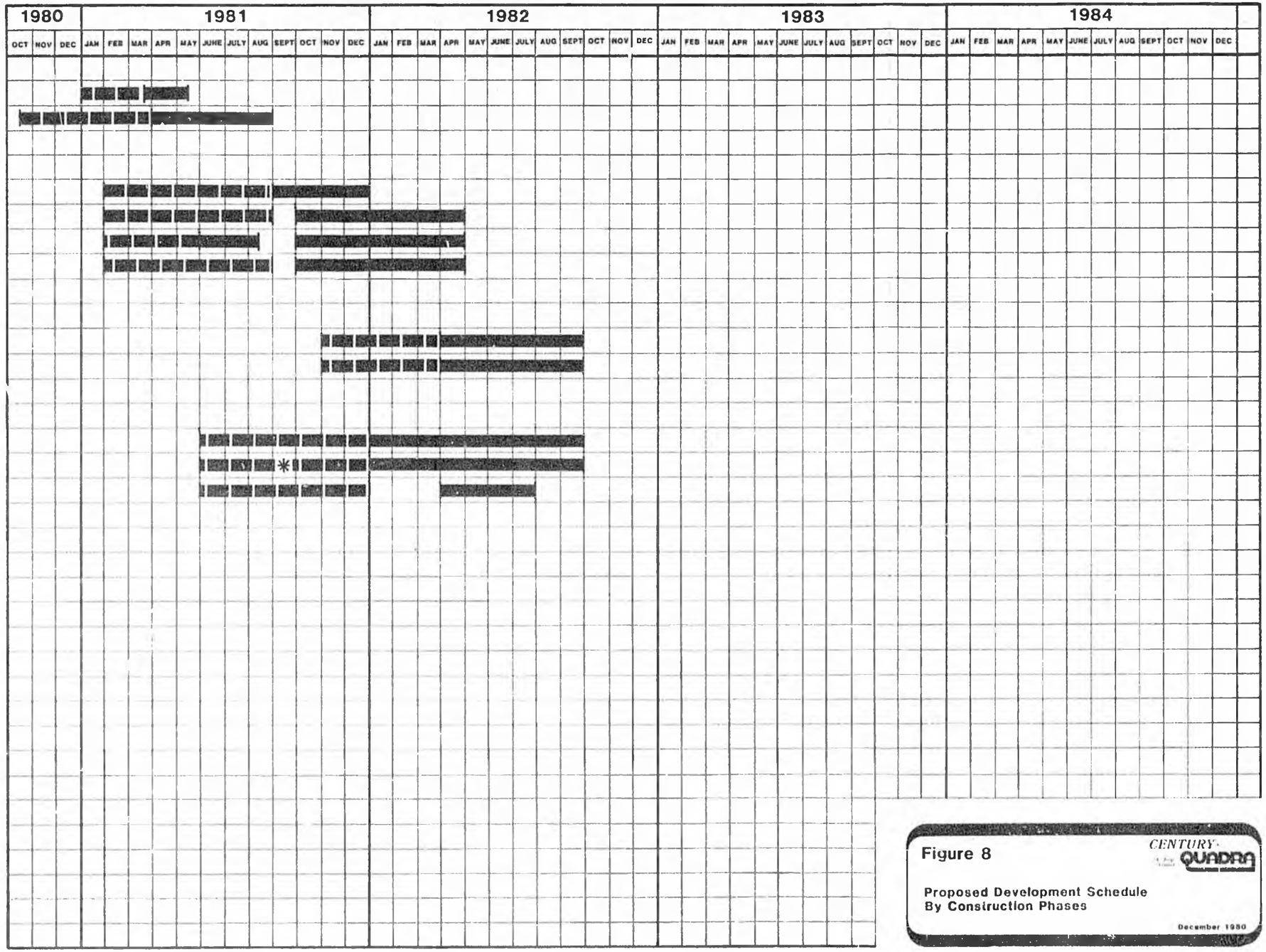


Figure 8

CENTURY · QUADRA

Proposed Development Schedule
By Construction Phases

December 1980

LEGEND

✳ Purchase Of Ship Lift By City

Preconstruction Activities Including: Eng., Design, Permits, R-O-W, Bidding

Construction

Estimated Project Costs

The total estimated cost for completion of all public improvements is $60,000,000. Exhibit I is a breakdown by major components. These costs include Engineering and Design, Construction and Project Administration. Additionally, a contingency and inflation factor was applied to cover uncertainties and cost escalation.

Presently, the City has available $6,000,000 from various sources committed to this project. These funds are being used to finalize the preliminary engineering and concept planning and Phase I improvements, plus initiate engineering and construction activities on Phase II. There are not sufficient funds to complete Phase II or to begin any of the remaining phases of the work.

A total of $54,000,000 in additional funding is needed to complete the public portions of the project. In order to have a logical and expeditious completion of the development, the entire $54,000,000 should be appropriated at one time. This will allow the City to proceed with the authorization of engineering and the award of contracts without concern for scheduling of funding.

Since the City has exhausted all of its financial resources improving the infra-structure of the City itself, it must look to outside sources for aid in the financing of the remaining improvement costs. Thus, appropriation for the remaining $54,000,000 necessary to complete the project.

EXHIBIT I

ESTIMATED PROJECT COSTS

DESCRIPTION		ESTIMATED COSTS
Preliminary Engineering and Concept Planning		$ 500,000
Phase I - Preliminary Site Work		
A. Site Clearing		800,000
B. Stream Relocation		1,500,000
	Total Phase I	$ 2,300,000
Phase II - Site Preparation		
~~A. Tie Back Sheet Pile~~ Bulkheads		$ ~~1,800,000~~
B. Sheet Pile Cells for Breakwater		~~12,000,000~~ 6
C. Dredging and Land Reclamation		~~12,300,000~~ 5
D. Site Grading		700,000
E. Shore Protection		~~1,000,000~~ 300,000
	Total Phase II	$ ~~27,800,000~~ 12,200,000
Phase III - Infra-Structure		
A. Utilities		
1. Water Supply and Distribution		$ 1,300,000
2. Sanitary Sewer System		700,000
3. Storm Drainage		300,000
4. Power and Telephone		400,000
B. Access Roads		~~1,000,000~~ 300,000
	Total Phase III	$ 3,000,000 5.000 000
Phase IV - Shipyard Improvements		
A. ~~Cargo Dock Deck and~~ North Shiplift Pier		$ ~~18,000,000~~ 5.
B. Shiplift Equipment		4,000,000
C. Mooring Facilities		~~300,000~~ 100,000
D. Transfer Pit		2,200,000
E. Public Dry Berths		500,000
~~F. Open Storage~~		~~700,000~~
	Total Phase IV	$ ~~25,700,000~~ 9.8 mil
TOTAL ESTIMATED PROJECT COSTS		$ 60,000,000

9.8 mil

TOTAL 25 mil

HB

628

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE: 1/27
LOCATION: Rm 112, Capitol
SUBJECT: HB 628

NAME	REPRESENTING	ADDRESS	PHONE	HERE TO TESTIFY	HERE TO OBSERVE
ARTHUR MONSON	City of YAKUTAT	P.O. Box 6	784-3324	X	
John Aho	"	"	"	X	
Reps Ben Grussendorf				X	

Alaska State Legislature

House of Representatives

Rep. Bette Cato, Chairman

Committee on Transportation

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

HOUSE TRANSPORTATION COMMITTEE
LETTER OF INTENT

TO ACCOMPANY HB 628
"An Act making a special appropriation to the Department of Transportation and Public Facilities for the construction of dock and warehouse facilities in Yakutat; and providing for an effective date."

The House Transportation Committee has had HB 628 under consideration.

The total project cost under this special appropriation is $4,800,000 in General Fund dollars. The committee is aware that $2,000,000 is allocated in the Governors Capital Budget.

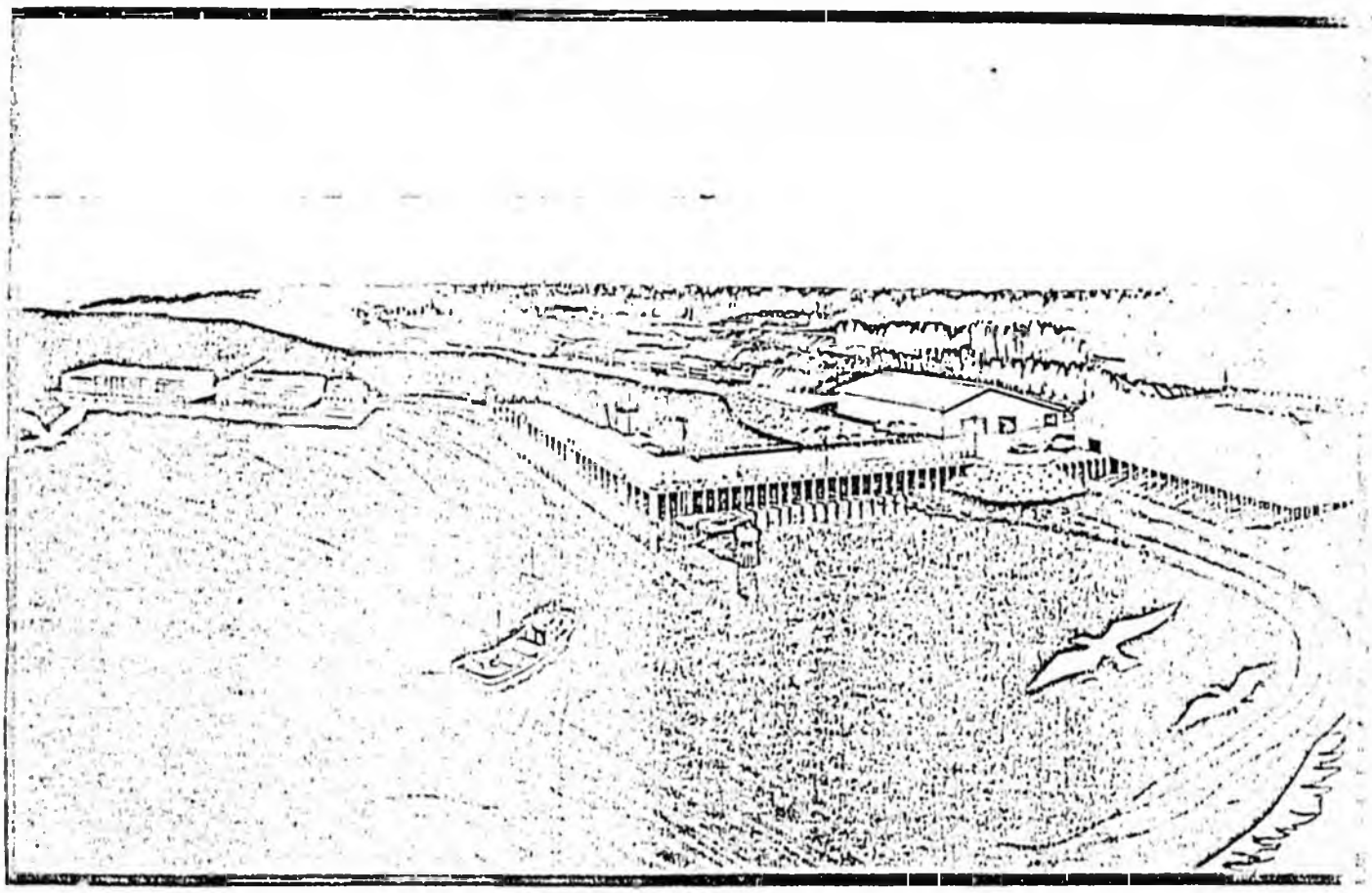
It is the intent of the House Transportation Committee that if $2,000,000 remains in the Capital Budget that this special appropriation be reduced to $2,800,000. Therefore the amount in Section 1, Line 11, would need to be reduced and the total amount from Capital Budget and Special appropriation should not exceed $4,800,000.

RECONSTRUCTION of the **OCEAN CAPE DOCK** and

WAREHOUSE located on **MONTI BAY** in **YAKUTAT**

Presented to the **ALASKA STATE LEGISLATURE**

by the **CITY** of **YAKUTAT**



February 1981

A PROPOSAL FOR THE RECONSTRUCTION OF THE OCEAN CAPE DOCK AND WAREHOUSE LOCATED ON MONTI BAY IN YAKUTAT

Presented to

THE ALASKA STATE LEGISLATURE

February 1981

CH2M HILL

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Preface
Key, Vicinity, Location Maps
Existing Facilities
Assessment of Needs
Proposed Facilities
Artist's Rendering
Site Grading and Layout Plan
Funding

PREFACE

This proposal is submitted as a revision to the January 1980 proposal to the Legislature for the reconstruction of the Ocean Cape Dock and Warehouse Facilities on Monti Bay in Yakutat. These facilities will serve to upgrade local cargo handling operations to meet immediate requirements and also provide a core facility which can be easily expanded to meet future requirements resulting from fisheries growth and/or offshore oil development and production.

The total budget requested in the January 1980 proposal was $4.85 million; Yakutat was allocated $4 million, $1 million of which was an advance from HB 60, and $3 million of which came from the 1980 State bond allocations for port projects. Since the January 1980 proposal was submitted, the City of Yakutat has completed the Ocean Cape Site Development Feasibility Study in May 1980 and preliminary and final design of a warehouse and dock facility at the Ocean Cape site in February 1981.

Primarily because of inflation and additional considerations that are required as a result of the geotechnical investigations conducted during design, the revised total project cost is $8.2 million. The first portion of the project is scheduled for construction start in May 1981; the remaining portion of this project is anticipated to be completed in 1982 after the additional funding has been secured.

The total request for additional funding is $4,217,500.

*2.4 mil

OCEAN CAPE DOCK AND WAREHOUSE FACILITY

YAKUTAT

ALASKA

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C2 SITE GRADING PLAN
C3 SITE SECTIONS AND DETAILS
C4 SOIL BORING LOGS

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D2 PILING PLAN AND DIMENSIONAL CRITERIA
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D10 MOORAGE DOCK STRUCTURAL SECTIONS
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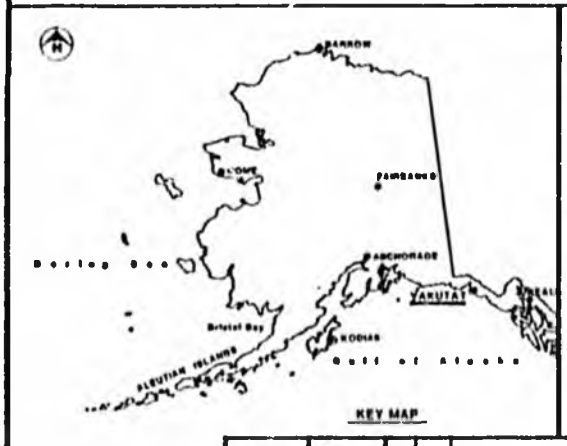
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A2 EXTERIOR ELEVATIONS, SECTIONS AND DETAILS
A3 WALL SECTIONS
A4 WALL SECTIONS
A5 DOOR AND FINISH SCHEDULE
A6 DOOR DETAILS
A7 DOOR DETAILS

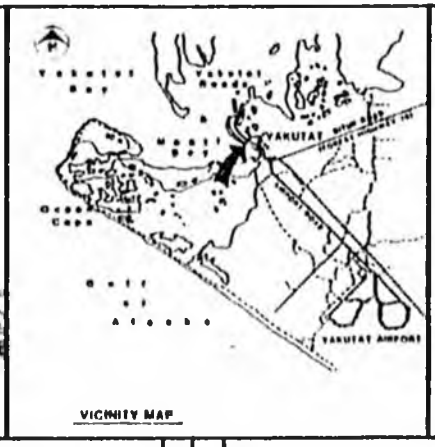
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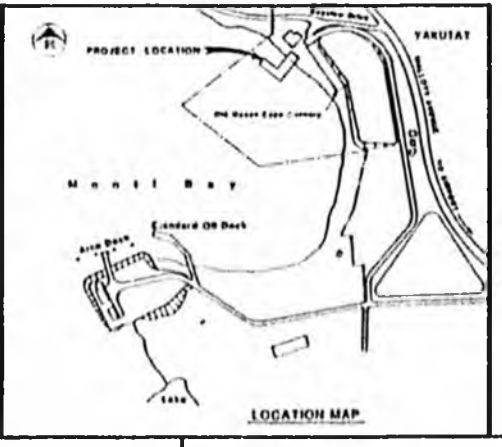
E1 ELECTRICAL PLAN SCHEDULES AND LEGEND



KEY MAP



VICINITY MAP



LOCATION MAP

CLIENT	DES						OCEAN CAPE DOCK AND WAREHOUSE FACILITY	CITY OF YAKUTAT	SHEET
	DRN							YAKUTAT ALASKA	OF
	CHK								DATE 8/30/96
	APPD	NO	DATE	REVISION	BY	APPD			JOB NO 9540B1.A1

PRELIMINARY

EXISTING FACILITIES

The Ocean Cape dock and fish processing plant was purchased during 1977 by the City of Yakutat from the Atlantic Richfield Company and the Shell Oil Company. The plant was originally built in 1906 as a salmon cannery. The owners of recent record, The Bellingham Canning Company, the Marine Seafoods Packing Company, and Ocean Cape Seafoods, Inc., allowed the dock and many of the buildings to fall into disrepair. Although the oil companies removed the most dilapidated structures and graded for storage, little work was done on the dock. Thus, despite the fact that this is the principal public general cargo wharf in the community, little effort was expended to ensure its future usability.

An examination of the dock in 1978 by structural engineering consultants to the City revealed extreme damage to the piling by marine borers and general deterioration of the pile caps and decking in most of the dock area. Some areas of the dock are unsafe and in danger of total collapse. Similar reports have been made to the Alaska District, U.S. Army Corps of Engineers, in an economic and transportation study prepared in May 1979, as well as others. The old cannery warehouses are also unsafe and should be demolished. The only structure with any remaining life expectancy is the cannery building which houses the present fish processing operation. The support system for this structure was completely rebuilt 21 years ago using untreated timbers. This support system requires immediate repairs and has a remaining life expectancy of no more than four years.

During fiscal year 1979 the City of Yakutat undertook a $60,000 project to make some repairs to the dock. Although these repairs provided for an interim marginal use of the dock, this facility that provides for general cargo handling and fish processing for the community and could in the future serve the Marine Highway System is unsafe and needs to be demolished and totally rebuilt. The existing dock is so badly deteriorated that partial repair and partial replacement of selected piling is neither practical nor economical. On this basis, the City of Yakutat authorized design of a new dock and warehouse facility at the Ocean Cape site in July 1980.

ASSESSMENT OF NEEDS

Fisheries growth and resultant cargo and product flow across the Ocean Cape dock is expected to increase dramatically in the near future. The Harbor Use Plan prepared for the City of Yakutat as a part of the Yakutat Coastal Zone Management Program yielded information that indicated that the Ocean Cape dock occupies the best siting on Monti Bay for a general cargo facility and, additionally, should be integrated with the satisfaction of the demands of the local fisheries industries as much as possible. The City is progressing with contractual agreements for leasing the Yakutat cold storage facility that is located farther north on Monti Bay to a private operator; the lease arrangement calls for principal reliance on the new Ocean Cape dock, warehouse, and staging area to serve the cold storage plant.

The May 1980 Ocean Cape Site Development Feasibility Study reports that the fishery resource of the Yakutat area is capable of supporting a processing volume of 14 million pounds per year within the next five years. This volume could either be processed in a plant at the Ocean Cape site alone or divided and processed in plants at both the Ocean Cape site and old cold storage site.

There are opportunities for transshipping frozen products at the Ocean Cape site and sufficient mutually beneficial joint operations to make the rebuilding of the plant at the old cold storage site and the construction of a future cold storage and specialty plant at the Ocean Cape site most desirable.

The proven salmon, crab, and halibut resources could be harvested more intensively by Yakutat-based fishermen if a modern, well-equipped processing facility were available. Local fishermen have the ability to enter the black cod fishery and, to a limited degree, the bottom fishery; and, while bottom-fish will probably not be harvested by the existing local fleet, jobs will be created in the processing plant.

The feasibility analysis indicated that a fish processing plant capable of processing bottomfish, black cod, and halibut, as well as crab and salmon, is a beneficial usage of property at the Ocean Cape site. It further recommended that final design of the site should include a fish processing plant building. It is anticipated that this future processing plant will be developed by private enterprise.

The scenario for oil and gas development and production is quite similar. A March 1979 report advised that the tonnage expected at Yakutat will be significantly greater during active exploration work and, further, that it is important that funding be secured to perform the necessary improvements by the time exploration activities commence. In addition to growth in the fisheries and oil-related fields, the secondary and tertiary cargo demands will also multiply.

The existing dock cannot be expected to last another four years before it will collapse. A four- to eight-fold increase in flow across the existing dock will shorten that lifespan to one to two years. Closing of the Ocean Cape dock by 1982 seems unavoidable unless a replacement can be financed immediately. Increased barge service to the community is currently envisioned, but is subject to replacement of the existing facility within the next 12 to 18 months.

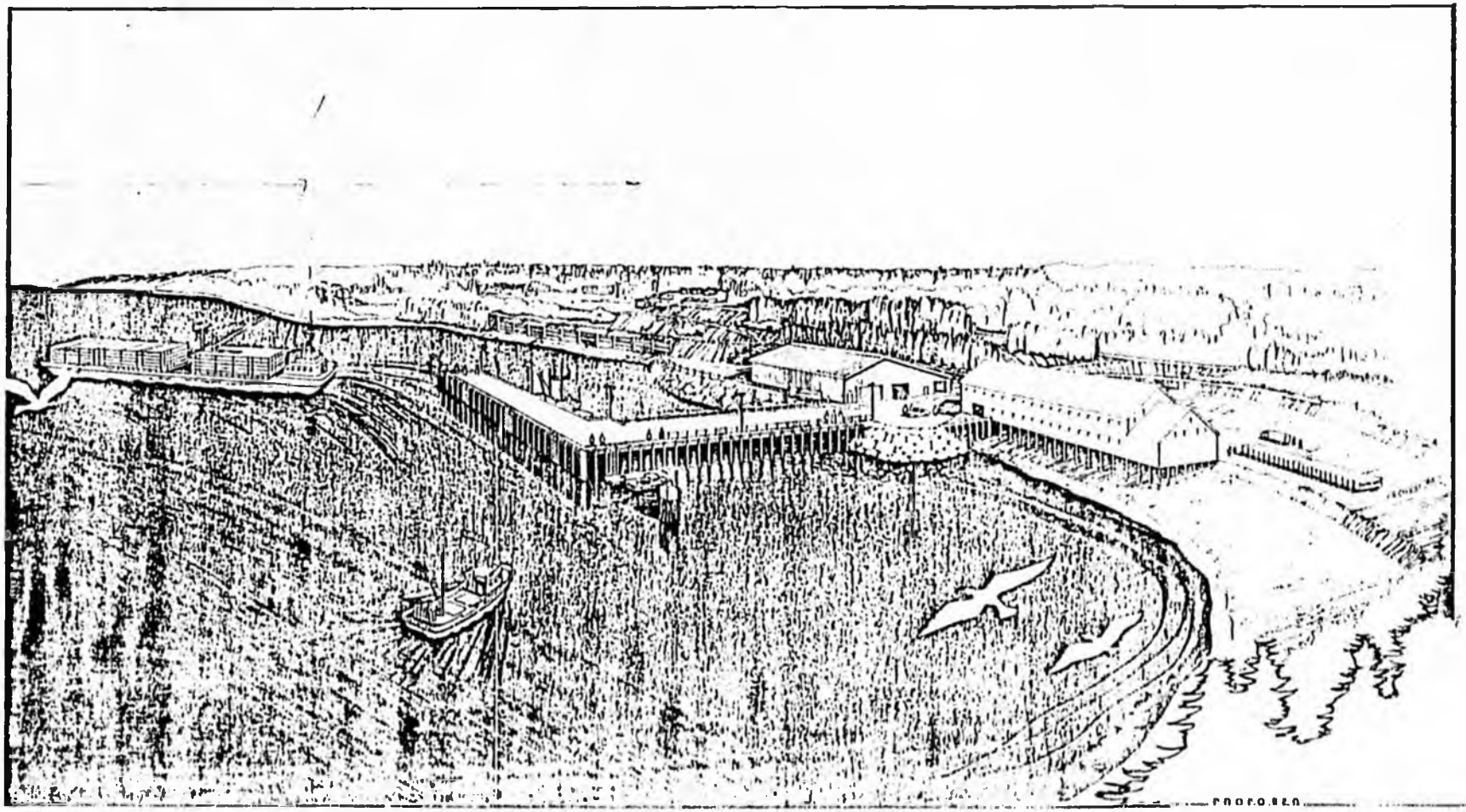
Action by the 1981 legislative session is needed to provide the additional funds if Yakutat is to secure its existing economic stability, let alone meet the demands of growth that it will be experiencing during the 1980's.

PROPOSED FACILITIES

The City of Yakutat will complete the design of a new warehouse, dock, staging area, and road access by the end of February 1981. This effort will produce a set of contract documents for the staged development of the Ocean Cape site excluding a new fish processing plant.

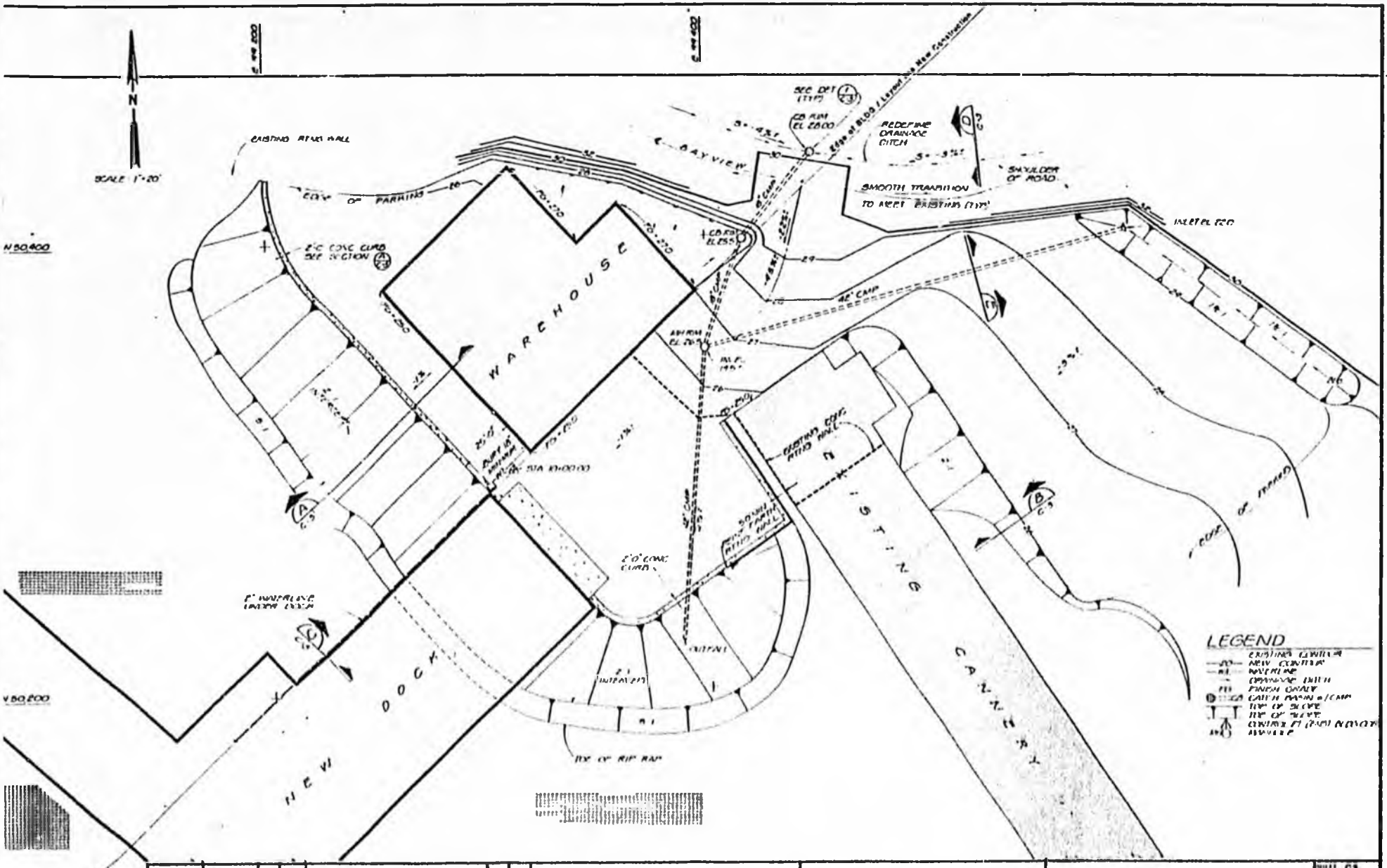
The existing wood structure will be replaced with a single-berth crane-equipped structure of steel piles supporting a deck of pre-cast, pre-stressed concrete augmented with mooring dolphins and a system of energy-absorbing fenders. The existing dock has a 207-foot face with water depths of 18 feet alongside. Given the projected use of the facility and the size of floating craft associated with these uses, the pier has been extended an additional 20 feet to achieve water depths at the face of 36 feet. The face has been extended an additional 23 feet to a total length of 230 feet.

Construction during 1981 will consist of demolition of the existing buildings, with the exception of the cannery, placement of fill and riprap for a pad for the new warehouse, construction of a new warehouse on this pad, and preparation of a staging area behind the Ocean Cape cannery. Additionally, with the remainder of the $4 million that have not already been allocated, the City will prepurchase the necessary materials for dock construction in 1982. These materials will consist of piling for the dock and dolphins and fender system, timber, fenders, deck panels and miscellaneous bolts, chains, and accessories. Construction of the dock is scheduled for completion in 1982, provided sufficient funding is made available to the City by the end of the 1981 legislative session.



PROPOSED

YAKUTAT OCEAN CAPE
DOCK FACILITY
YAKUTAT ALASKA



CH2M HILL						OCEAN CAPE DOCK AND WAREHOUSE FACILITY	CITY OF YAKUTAT YAKUTAT ALASKA	SITE GRADING AND LAYOUT PLAN

PRELIMINARY

FUNDING

The Ocean Cape development project is envisioned as a multi-phased program as follows:

Phase 1: Site Feasibility Study

Phase 2: Preliminary and Final Design of the entire project

Phase 3: Construction of dock, warehouse, open storage, staging area, and road access

Phase 4: Site modifications to processing facility to permit renovation or reconstruction of a modernized plant

Phase 5: Renovation or reconstruction of processing plant utilizing private industry investment.

Phase 1 was completed in May 1980. Phase 2 will be completed by the end in February 1981. Phase 3 was proposed for funding by the State of Alaska during the 1980 session of the legislature. Because of rising costs due to inflation and additional considerations made necessary because of the geotechnical investigation, the funds that were requested in January 1980 will not be sufficient to complete the project. Therefore, the remaining unfunded portion of Phase 3 ($4.2 million) is proposed for funding by the State of Alaska during the 1981 session.

With favorable action by the legislature on this proposal construction of the dock could be advertised for bids in summer or early fall of 1981 with construction started in late 1981 or early 1982 and be scheduled for completion in 1982.

Phases 4 and 5 have been favorably reviewed by the Farmers Home Administration; it is anticipated that Phase 5 will attract private industry investment. Such an approach ensures the community and other area processors that fisheries expansion is directly tied to the fisheries economy and the development of new processing facilities will be directly tied to the industry's estimates that the market in general will support such an expansion. This final phase is projected for FY 1982 and 1983.

The cost estimates in the January 1980 proposal were based on assumptions that were made before any geotechnical investigations had started and before the Ocean Cape site development feasibility study was completed. Some of the major differences between the January 1980 proposal and the February 1981 proposal include the additional staging area fill pad, riprap, approximately 60 additional vertical 16-inch piles at 60 feet average depth instead of 12-inch piles at 55 feet average depth, and deck topping. Because of unstable site conditions during the design

seismic event, additional batter piles were required, increasing the cost of the project substantially. With the exception of approximately 12 percent increase in construction costs in 1981 instead of start of construction in 1980, the primary source of the cost increase is the additional support structure that is required because of the geotechnical investigations.

Costs incurred or committed to date and anticipated construction costs for the 1981 portion of the project are summarized in the following table:

Task	Cost	
Engineering Services		
Topographic/bathymetric surveys	$ 15,000	
Geotechnical services	55,000	
Preliminary and final design services, contract document preparation, cost estimates, services during bid advertisement	330,292	
On-site inspection and services during construction	164,008	
Subtotal		$ 564,300
1981 Construction		
Demolition of existing buildings	$135,000	
Temporary railing	2,000	
Earthwork and rip-rap	380,000	
Warehouse (9,200 sq. ft.)	700,000	
Piling (first bent)	96,000	
Mobilization	110,400	
Subtotal		$1,423,400
Materials Prepurchase		
Pipe piling for dock and dolphins with corrosion protection (23,247 LF)	$1,026,000	
Fender piles (7,093 LF)	86,000	
Treated timber (21,444 FBM)	22,500	
Bolts, chains, and accessories	13,000	
Rubber fenders	40,500	
Deck Panels	458,000	
Subtotal		$1,646,000
Plus contingency (10%)		164,600
Materials Prepurchase Subtotal		1,810,600
Total Project Costs Through 1981		$ 3,798,300

The remaining costs for construction anticipated in 1982 are summarized as follows:

Task	Cost	
Engineering Services		
On-site inspection and services during construction	$ 164,100	
Subtotal		$ 164,100
1982 Construction		
Pile driving	1,649,000	
Pile caps	476,000	
Girders and facings	313,000	
Deck topping	127,100	
Deck fittings	62,000	
Mooring float	5,500	
Dolphin installation (2)	165,000	
Load testing	200,000	
Cathodic protection	88,000	
Mobilization	166,000	
25-Ton forklift	88,500	
65-Ton crane	360,000	
Contingency and inflation (15%)	555,000	
Construction Subtotal		4,255,100
Total 1982 Project Costs		$4,419,200

HB

629

STATE OF ALASKA

MAR 1 2 1982

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DEPUTY COMMISSIONER – DESIGN AND CONSTRUCTION

POUCH Z
JUNEAU, ALASKA 99811

December 16, 1981

RE: Starrigavian Bay to Katlian River

Alaska State Legislature - House
Honorable Representative Ben Grussendorf
Pouch
Juneau, Alaska 99811

Dear Mr. Grussendorf:

As per your request for information concerning the $51,000,000.00 estimate for the proposed project, Starrigavian Bay to Katlian River, the following is how the Department of Transportation and Public Facilities developed this cost.

During the early 1960's the State conducted a fairly detailed Reconnaissance study for a roadway between Starrigavian Bay and Rodman Bay. Within this report the sections of the subject roadway were described in detail, and preliminary estimates were developed. (See attached portions of report). At that time the estimated construction cost for the portion in question was approximately $7,000,000.00 (1964). In 1980, the 1964 Reconnaissance estimates were updated to 1980 monies by the DOT/PF Southeast Region Design section. The method in which these estimates were updated was by applying standard inflation factors (See attached calculations) This brought the estimated construction costs to approximately $24,000,000.00 (1980).

In May of 1981, Senator Richard I. Eliason, requested estimates for the subject project. The 1980 estimate was updated to $26,000,000.00 (1981 base cost). In addition preliminary engineering, construction engineering and contingencies were calculated. This resulted in a total project cost in 1981 dollars of $42,233,800.00.

A letter was sent to Senator Eliason transmitting total project cost estimates for program years 1981, 1982 and 1983. (See attached letter Deputy Commissioner Shumway to Senator Eliason)

These cost estimates are as follows:

Program Year	Estimated Cost
1981	$42,233,800.00
1982	$46,457,200.00
1983	$51,102,900.00

25A-T4LH

If you should have any further questions concerning these costs, please feel free to contact me at your earliest convenience.

Sincerely,

R. O. Shumway

R.D. Shumway
Deputy Commissioner

cc: Charles Matlock

Attachments as Stated

is the largest single structure on the entire project. The bridge will span a gully 80 feet deep and 270 feet across. Costs for grading will be approximately $1,140,000.00. Drainage including structures will cost approximately $500,000.00 for a total cost of $1,640,000.00.

Mile 39.6 to Mile 41.1

This section ties into logging roads which extend to the proposed end of the project. The terrain traversed by this section is hillside mountainous. Foundation materials are sedimentary graywacke bedrock overlain with unconsolidated materials of blue clayey silt and boulders. Volcanic ash is also present, overlaying the silt material. Clearing here will also be heavy, costing about $7,000.00 per acre including grubbing. Costs for constructing this section are estimated at $405,000.00.

Mile 41.1 to Mile 46.1 End of Project

As mentioned previously, logging roads comprise this section entirely. Although a present network of over 27 miles of road exists, these five miles of road are the only segment that is utilized on this project. Costs for widening, straightening, topping and replacing drainage structures will cost an average of $125,000.00 per mile, for a total of $625,000.00. The end of this project lies at the most desirable location for a ferry terminal.

SUMMARY:

1968

A summary of costs are listed below:

STATION	COST
Mile 0.0 - 1.0	$ 305,000.00
Mile 1.0 - 2.5	1,455,000.00
Mile 2.5 - 3.75	510,000.00
Mile 3.75 - 7.0	5,055,000.00
Mile 7.0 - 11.0	2,270,000.00
Mile 11.0 - 20.0	2,700,000.00
Mile 20.0 - 30.0	5,200,000.00
Mile 30.0 - 36.0	2,210,000.00
Mile 36.0 - 39.6	1,640,000.00
Mile 39.6 - 41.1	405,000.00
Mile 41.1 - 46.1	625,000.00
Subtotal	$22,315,000.00
10% Contingencies	$ 2,237,500.00
TOTAL	$24,612,500.00

MAR 1 2 1982

RECONNAISSANCE STUDY REPORT

OLD SITKA TO RODMAN BAY

JANUARY 1964

STATION BY STATION DISCUSSION:

The following paragraphs are a station by station discussion of the project:

Mile 0 to Mile 1.0

Mile 0 is approximately 500 feet before reaching the present end of the North Sitka Highway. It is necessary to start at this point to achieve the grade requirements at station mile 1.9.

A bridge costing approximately $110,000.00 will be necessary to cross Starrigavan Creek. This bridge will be approximately 110 feet long and will handle a water shed area of 6.48 square miles. In addition to this runoff, there will be

approximately 8,000 square feet of tidal area in back of the proposed bridge site. The bridge will rest above a stream bed elevation of 8.5 feet.

The first one mile has moderate terrain with grades not exceeding six percent. Clearing and grubbing will cost approximately $6,000.00 per acre for eight acres. Grading and drainage will cost approximately $300,000.00 with an additional estimated $5,000.00 for right of way acquisition.

It is pertinent to note that it will not be possible to utilize the Starrigavan Bridge and extention of the North Sitka Highway as proposed for construction in 1964 by the Bureau of Public Roads, the reason being that it is necessary to move the alignment as far west up the Starrigavan Valley as geometrically possible to achieve the 200 foot elevation at station mile 1.9 on maximum allowable grades.

Mile 1 to Mile 2.5

Mile 0.75 to mile 1.0 is on a plus grade of seven percent. From mile 1.0 to mile 1.9 is a plus grade of 10 percent. Terrain throughout this section is very severe. From mile 1.0 to mile 1.8 it will be necessary to cut partial rock benches into the hillside and make hillside fills as high as 75 feet. These high hillside fills will require abutment fills to retain them. Bedrock through mile 0.75 to mile 1.8 is sedimentary of a tough graywacke type. Rock benches are possible, however, the rock planes run parallel to the hillside and care in blasting would, of course, have to be utilized not to overbreak on the downhill side. Consideration would also have to be given not to construct fills that would deteriorate beneath their weight.

Three bridges will be required at mile 1.9 to cross active landslide areas. These bridges will be 210 feet, 150 feet, and 85 feet long. The slide areas are fault zones in the greenstone bedrock. The exposed rock, having a cross sectional sheer face of ½ to 1, in addition to being faulted is weathered and broken. The point of crossing these slide areas is at an elevation of 200 feet. Mile 1.9 is the approximate middle ordinate of the vertical curve for the grades leading up

to and from this point. From this point partial rock benches on a minus grade of 10 percent will be necessary to station mile 2.3. Stable rock benches will be difficult here due to the lack of structural soundness of the greenstone rock that prevails throughout the Katlian Bay area. Mile 2.3 to mile 2.5 is of comparatively moderate terrain and would be of normal fill type construction. Earthwork on this section to mile 2.5 will cost approximately $1,050,000.00, drainage will cost approximately $15,000.00 and structures are collectively estimated at $390,000.00. The earthwork includes the costs for clearing and grubbing.

Thorough studies of alternate routes were conducted in the field before arriving at the previously mentioned course. Two alternate routes were eliminated due to higher costs and lower standards. A shoreline route is not possible due to the extreme depths of water that would be necessary to cross. Depths in excess of 100 feet were encountered immediately off shore throughout the Katlian Bay area with the exception, of course, of Katlian River and South Fork River deltas. It is proposed that this section along with the previous section be let as a single contract to obtain the most economical bid.

Mile 2.5 to 3.75

This section of road would traverse across moderately mountainous type terrain. With the exception of 1,000 feet of standing timber, the entire section crosses an area that was logged off during 1961.

Alignment here would be to maximum allowable standards entailing reverse and broken back curves to maintain grades and balance quantities, thereby lowering costs. Grades would be, at best, defined as rolling with maximum grades reaching as high as eight percent. Drainage would best be handled using small bridges, as the debris left by past logging operations is enormous. These bridges would be single span averaging 45 feet in length and high enough to allow a small dozer to clean out the debris that would collect beneath them. There are seven of these bridges costing approximately $20,000.00 each.

Topping material for this section, as with the previous sections, would come from the Starrigavan Creek area located at mile 0.5. This section is proposed as a single contract due to the enormity of the following section.

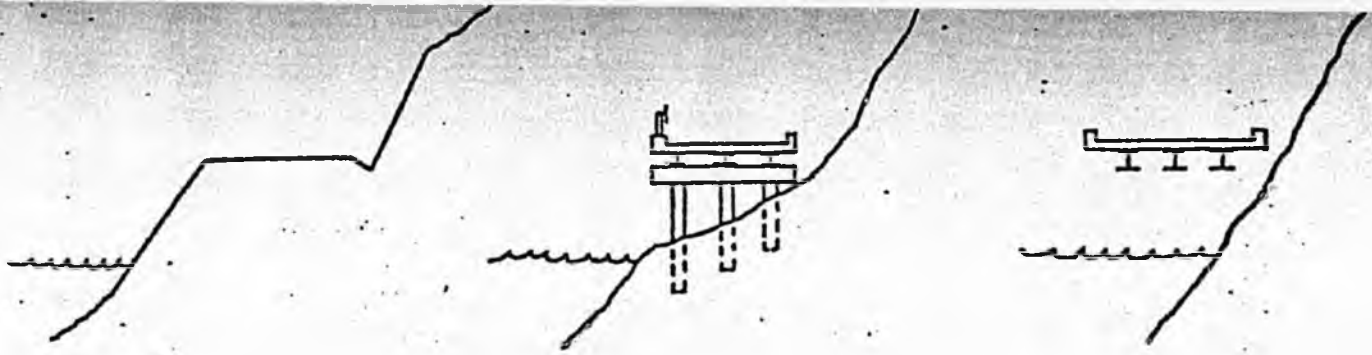
This section will cost approximately $510,000.00 to construct.. This figure allows $320,000.00 for grading, $150,000.00 for drainage, and $40,000.00 for clearing and grubbing. Miscellaneous items such as guardrail, turnouts, etc., are included in the grading estimate.

Mile 3.75 to Mile 7.0

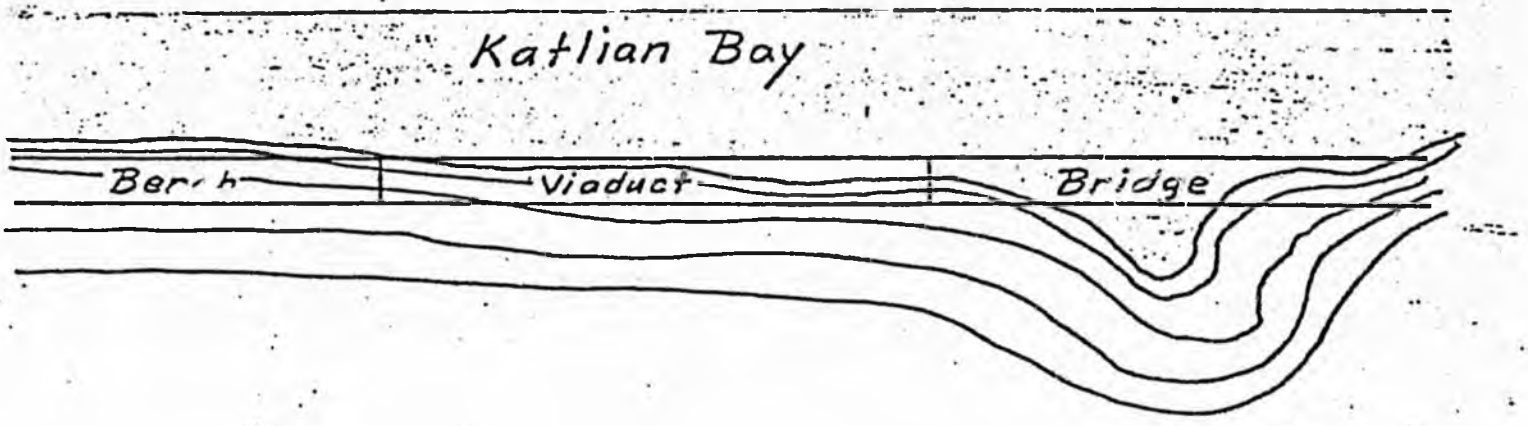
This section is discussed as a unit because it is necessary to extend this section of the project to the South Fork River basin or Katlian River basin areas to obtain the required amounts of select topping materials and concrete aggregate.

Terrain throughout all but the last 4,000 feet is extremely severe. The first 5,000 feet is a sheer rock face rising from the water on a 70-80 degree slope to an average elevation of 425 feet. This rock face is a faulted, weathered, and broken greenstone. The major fault zone extends south into Baranof Island over one mile. Large broken pieces of rock hang and balance on the face of these cliffs and, in some cases, these rock pieces reach the size of a lot size three story building. For reasons of safety, it would be necessary to remove the broken rock prior to the start of grading operations. Immediately offshore the depth of water reaches over 100 feet and rapidly gets deeper. In some places the rock face appears to overhang beneath the water. The next 8,000 feet has an abruptly changing profile with an average elevation of 45 feet. The last 3,000 feet is moderate rolling to flat terrain having foundation materials comprised of glacier gravel of the highest quality.

The first 5,000 feet will require cutting full rock benches where possible and concrete viaduct structure to full single span concrete bridges where only partial foundations are possible. These types of construction are illustrated on page six.



The sketch below illustrates where the different methods of construction would occur:



The above conditions exist for 5,000 feet. The actual construction would entail 950,000 cubic yards of unclassified excavation (rock) and 1,700 feet of concrete viaduct/bridge structure. The rock is priced at $2.00 per yard and the concrete structures $1,000.00 per lineal foot. 7,500 cubic yards of type I borrow and 2,500 cubic yards of type II borrow would be required. Both the type I and II borrow would cost about $1.40 per yard including overhaul. 2,300 feet of guard rail is estimated at $8.00 per foot. Miscellaneous items such as clearing would cost about $3,000.00. These items collectively total $3,635,000.00.

The next 8,000 feet will cost approximately $760,000.00 including two bridges at mile 4.5 and mile 4.9, which are 100 and 210 feet long respectively. The last portion will cost $660,000.00. This cost includes a major bridge 235 feet long at South Fork River.

Mile 7.0 to Mile 11.0

The terrain on this portion varies from flat to severe mountainous, as experienced at mile 3.8. The first 10,000 feet includes a major bridge at mile 6.8, the Katlian River. This bridge would be 260 feet long, costing approximately

Sitka to Rodman Bay

Proposed Construction Phases

1) Old Sitka to Katlian River - Land
Approximate length = 6 miles

2) Katlian River to Hakwasina Passage
Approximate length = 12 miles

3) Hakwasina Passage to Fish Bay
Approximate length = 10 miles

4) Fish Bay to Rodman Bay (EOP)
Approximate length = 17 miles

Note: All cost are based on the 1964 Reconnaissance Report "Old Sitka to Rodman Bay" and inflated by a factor of 2.15 to reflect 1974 dollars and then by a factor of 1.59 to get into 1980 monies.

Old Sitka to Kathlian River

Proposed project length (approx.) = 6 miles

Section No 1 - End of existing to Mile 1.50

Est. cost (1964) = $1,455,000.00
x Inflation factor = 2.16

Est cost (1974) = $3,142,800.00
x Inflation factor = 1.59

Est. Cost (1980) $4,997,052.00

Section No 2 - Mile 1.50 to Mile 2.75

Est cost (1964) = $510,000.00
x Inflation factor = 2.16

Est. cost (1974) = $1,101,600.00
x Inflation factor = 1.59

Est. cost (1980) = $1,751,544.00

Section No 3 - Mile 2.75 to Mile 6.00

Est. cost (1964) = $5,055,000.00
Inflation factor = 2.16

Est cost (1974) = $10,918,800.00

Inflation factor 1.59

Est cost (1980) = $17360,892.00

Summary

Section No 1 est cost = $4,997,052

Section No 2 est. cost = $1,751,544

Section No 3. est. cost = $17,360,892

Total estimated cost (1980) = $24,109,488.00

Cost per mile = 24,109,488 ÷ 6 = $4,018,248.00

SML / 5 = 2 = 80

Est cost (1980) = $24,109,488.00

Inflation 1.10

Est. cost (1981) = $26,520,437.00

By: SML

PRELIMINARY COST ESTIMATE Date: 5/20/81

Project Number — Title Old Sitka to Katlian River

Location Sitka ~ Last. = Coastal

* Scope of Work New Construction - Construct a 23 ft (min) roadway between Starrigavan Bay and Katlian River - Program Yr. 1933

	1981 Base Cost	Percent* Contingency	Total 1981 Cost	Program Year	Estimated** Cost in Program Year
PRELIMINARY ENGINEERING	1,989.0	.30	2,585.7	1933	3,128.7
RIGHT-OF-WAY a. Incidentals	—	—	—	—	—
b. Land Acquisition	—	—	—	—	—
UTILITIES	—	—	—	—	—
CONSTRUCTION	26,520.4	.30	34,476.5	1933	41,716.6
CONSTRUCTION ENGINEERING (@ 15% of Construction)	3,978.1	.30	5,171.5	1933	6257.5
TOTALS	32,487.5		42,233.8		51,102.9

*Contingency factors (See attached)
**Increases for inflation, by phase, in the program year after 1981:

Program Year	Add for Inflation @ 10% Compounded
1 ~~1982~~	10%
~~1983~~	21%
~~1984~~	33%
1985	46%
~~1986~~	61%
1987	77%

* Note: Earthwork includes heavy rock work. Extensive causeway structures.

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

Phone: 789-0841

May 21, 1981

Re: Starrigavan Bay and
Katlian River

Alaska State Legislature - Senate
Honorable Senator Richard I. Eliason
Pouch V
Juneau, Alaska 98111

Dear Mr. Eliason:

As per your request of May 13, 1981, the following are the estimated costs for a proposed roadway northeast of Sitka between Starrigavan Bay and Katlian River.

Base Year Cost 1981: $42,233,800.00.

Base Year Cost 1982: $46,457,200.00.

Base Year Cost 1983: $51,102,900.00.

These estimated costs not only include the construction costs, but preliminary engineering, and construction engineering also.

If you should have any questions concerning these estimates, please feel free to contract me, at your earlist convenience.

Sincerely;

R. D. Shumway
Deputy Commissioner
Design and Construction
DOT/PF

cc: Charles Matlock

Mort Cook

25A-T2LH

THE FOLLOWING DOCUMENT(S) MAY NOT FILM LEGIBLY BECAUSE OF POOR QUALITY OF THE ORIGINAL.

Rec Consultant

By: SMC

KATY TESAR
465-3824

PRELIMINARY COST ESTIMATE

Date: 5/20/81

Project Number ——— Title OU S. Hatteras Inlet

Location S. Hatteras - Ocracoke

* Scope of Work New Construction - Construct a 28 ft (min) roadway between Hatteras Landing - Ocracoke Pt. and Ferry Terminal - Ferry Museum (Yr. 1985)

	1981 Base Cost	Percent* Contingency	Total 1981 Cost	Program Year	Estimated** Cost in Program Year
PRELIMINARY ENGINEERING	1,939.0	.30	2,585.2	1983	3,128.7
RIGHT-OF-WAY					
a. Incidentals	—	—	—	—	—
b. Land Acquisition	—	—	—	—	—
UTILITIES	—	—	—	—	—
CONSTRUCTION	26,520.4	.30	34,476.5	1983	41,716.6
CONSTRUCTION ENGINEERING (@ 15% of Construction)	3,978.1	.30	5,171.5	1983	6257.5
TOTALS	32,437.5		42,233.8		51,102.9

*Contingency factors (See attached)

**Increases for inflation, by phase, in the program year after 1981:

Program Year	Add for Inflation @ 10% Compounded
1 1982	10%
2 1983	21%
3 1984	33%
4 1985	46%
5 1986	61%
6 1987	77%

* Note: Earthwork includes heavy rock work. Embankment Causeway structures.

Rep. Grussendorf

Specid Appro. of $1,102,900 for the preliminary engineering construction engineering and construction costs for a Roadway N.E. of Sitka between Starrigavan Bay and Katlian River

(Base year Cost 1983)

THE PRECEDING DOCUMENT(S) MAY NOT FILM LEGIBLY BECAUSE OF POOR QUALITY OF THE ORIGINAL.

HB

631

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE: 2/8/82
LOCATION: Rm 112
SUBJECT: HB 631

NAME	REPRESENTING	ADDRESS	PHONE	HERE TO TESTIFY	HERE TO OBSERVE
Rep Chenault	District				

This bill provides funding for the expansion of the Dillingham Dock and expansion of the Dillingham Harbor, 3 million for the Dock, and 9 million for the Harbor.

The City of Dillingham Public Dock Facility serves three major barge lines and is the distribution point for some 28 area villages.

This cargo arrives via container ships and containers are left for periods of time between sailings. In order to accomadate the number of vans and flats they were stacked three high. This required a great deal of shuffling for distribution to customers and during certain periods cargo had to be left behind because of being completely inaccessible at time of loading literage scows. The Winter of 1979 many school construction materials were stockpiled along with Nanek Electric materials all winter due to missing sailings. The fall of 1981 we had three heavily loaded barge lines arrive within the same 1½ week. One alone had 60 vans for Dillingham. Until you have seen our postage stamp staging area its hard to visualize this operation.

The exisiting dock facility consists of wood piling and wood plank construction. It was never designed to carry the weights currently hauled across it. The original 25% was constructed in 1972 as a part of the EDA Cold Storage project. There has been 2 additional widths added by various fundings.

BENEFITS

1. Reduction in operating costs of the facility due to less maintenance. Current dock requires extensive yearly repairs.

2. Greater safety factor due to less congestion in area, and adequate strength.

3. Enough additional space to allow fish boats hoisted for repairs without danger of the boat being hit by a container.

4. Enable literage barges to have containerized cargo loaded intact, because of large crane being able to be utilized on new dock.

5. Provision of adequate area for the Dillingham Cold Storage plant.

Boat Harbor is all yours.

This bill provides funding for the expansion of the Dillingham Dock and expansion of the Dillingham Harbor, 3 million for the Dock, and 9 million for the Harbor.

The City of Dillingham Public Dock Facility serves three major barge lines and is the distribution point for some 28 area villages.

This cargo arrives via container ships and containers are left for periods of time between sailings. In order to accomadate the number of vans and flats they were stacked three high. This required a great deal of shuffling for distribution to customers and during certain periods cargo had to be left behind because of being completely inaccessible at time of loading literage scows. The Winter of 1979 many school construction materials were stockpiled along with Nanek Electric materials all winter due to missing sailings. The fall of 1981 we had three heavily loaded barge lines arrive within the same 1½ week. One alone had 60 vans for Dillingham. Until you have seen our postage stamp staging area its hard to visualize this operation.

The exisiting dock facility consists of wood piling and wood plank construction. It was never designed to carry the weights currently hauled across it. The original 25% was constructed in 1972 as a part of the EDA Cold Storage project. There has been 2 additional widths added by various fundings.

BENEFITS

1. Reductior in operating costs of the facility due to less maintenance. Current dock requires extensive yearly repairs.

2. Greater safety factor due to less congestion in area, and adequate strength.

3. Enough additional space to allow fish boats hoisted for repairs without danger of the boat being hit by a container.

4. Enable literage barges to have containerized cargo loaded intact, because of large crane being able to be utilized on new dock.

5. Provision of adequate area for the Dillingham Cold Storage plant.

Boat Harbor is all yours.

HB

635

Introduced: 1/11/82
Referred: Transportation

IN THE HOUSE BY FANNING,

HOUSE BILL NO. 635

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWELFTH LEGISLATURE - SECOND SESSION

A BILL

For an Act entitled: "An Act relating to the operation of implements of husbandry upon the highway."

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

* Section 1. AS 28.10.011(1) is amended to read:

(1) driven or moved on a highway only for the purpose of crossing the highway from one private property to another [, INCLUDING AN IMPLEMENT OF HUSBANDRY AS DEFINED BY REGULATION];

* Sec. 2. AS 28.10.011 is amended by adding a new paragraph to read:

(12) an implement of husbandry.

* Sec. 3. AS 28.35 is amended by adding a new section to read:

Sec. 28.35.246. OPERATION OF OVERSIZED IMPLEMENTS OF HUSBANDRY. (a) The department may require a special permit to drive or move an implement of husbandry upon a highway more than ~~20~~ 30 miles in a single movement if the implement exceeds the size limitation for vehicles established by the Department of Transportation and Public Facilities .

(b) The owner or operator of an implement of husbandry that exceeds the size limitation for vehicles established by the Department of Transportation and Public Facilities ~~may not~~ shall be required to display flags, signs or other warning devices on the implement, ~~or have~~ the implement ~~need not be~~ preceded or followed by a pilot vehicle when the implement is driven or moved upon a highway, ~~not more than one mile.~~

* Sec. 4. AS 28.35.260 is amended by adding a new paragraph to read:

(19) "implement of husbandry" means a vehicle designed or adapted and used primarily for agricultural, horticultural or

livestock-raising operations and only incidentally moved upon the highway.

FEB 20 1982

REQUESTED AMENDMENT ON

HOUSE BILL NO. 635

Sec. 28.35.246. OPERATION OF OVERSIZED IMPLEMENTS OF HUSBANDRY. (a) should be changed to read:

The department shall not require a special permit to drive on or move an implement of husbandry upon a highway for less than 30 miles in a single movement, if the implement exceeds size limitations established by the Department of Transportation and Public Facilities.

Jessie L Winegeart
Chairman Interim Planning Assoc.
Legislative Comm.
SR Box 51034
Fbks. AK. 99701.
488-9269.

Introduced: 1/11/82
Referred: Transportation

IN THE HOUSE BY FANNING

HOUSE BILL NO. 635

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWELFTH LEGISLATURE - SECOND SESSION

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* Sec. 4. AS 28.35.260 is amended by adding a new paragraph to read:

(19) "implement of husbandry" means a vehicle designed or adapted and used primarily for agricultural, horticultural or

livestock-raising operations and only incidentally moved upon the highway.

ALASKA STATE LEGISLATURE
HOUSE OF REPRESENTATIVES
RESEARCH AGENCY

Pouch Y, State Capitol
Juneau, Alaska 99811
(907) 465-3991

March 23, 1982

MEMORANDUM

TO: Representative Ken Fanning

FROM: Jonathan Sherwood
Research Staff

RE: Research Request 82-88
HB 635 Farm Implement Bill

One of the provisions of the Transportation Committee Substitute for House Bill 635 would permit the operation of implements of husbandry that exceed the State's restriction of vehicle size to travel on the highway for distances of less than thirty miles without obtaining a permit. Gail Thibodeau of your staff requested that we determine what policies other states have regarding the operation of farm implements on highways, and she also requested that we provide information concerning any liability that states might incur as a result of allowing farm implements to travel on the highways. We have contacted highway officials in Idaho, Iowa, Minnesota, North Dakota, and Oregon and obtained information on these states' policies regarding this matter.

All of the states we contacted allow implements of husbandry to travel on the highway without permits in some or most instances. None of the states requires a pilot car for oversized vehicles, and no state posts signs along the highway warning of the possible use of the highway by oversized implements of husbandry. In addition, none of the officials contacted in the five states were aware of any instances where the state had been held liable for accidents resulting from the use of highways by oversized farm implements.

In Idaho, implements of husbandry are allowed to travel on the highway in daylight hours without a permit, provided that a red flag is displayed on the left front of the implement and the orange warning triangle indicating a slow moving vehicle on the back of the implement. Implements of husbandry are not permitted to operate on the highways at speeds greater than 30 miles per hour. Ray Lawer, of the Idaho Highway Permit Section of the Idaho Department of Transportation, was not aware of any instances where Idaho was held liable for accidents involving implements of husbandry on the highway.

Iowa does not require a permit for implements of husbandry to travel on the highway. Implements may not travel at speeds above 30 miles

per hour and must display an orange slow-moving vehicle triangle. Only daylight operation is permitted on state highways.

In Minnesota, implements of husbandry can travel on the highway for distances of up to 50 miles without a permit, provided they display an orange slow-moving vehicle triangle. Implements are also permitted to operate at night if they have proper lights for night operation. According to Gene Ofstead, legislative liason for the Department of Transportation in Minnesota, the state has never had any problems with liability as a result of accidents involving farm implements on the highway, although such accidents are fairly common.

In North Dakota, farm implements may travel on the highway during daylight hours and must display the orange slow-moving vehicle triangle. No permit or pilot vehicle is required. In North Dakota, the state has sovereign immunity, and therefore cannot be held liable for accidents involving farm implements.

Oregon is the only state we contacted that has separate regulations for the movement of farm implements on the Interstate. In Oregon, a permit is required for an implement of husbandry to travel on the Interstate, but permits are not required for other highways unless the implement exceeds the State's vehicle weight limits. Implements of husbandry are required to display the slow-moving vehicle triangle. Farm implements are not required to have pilot vehicles; however, according to Carla Owens, Asst. Permit Supervisor with the Oregon Department of Transportation, many farmers use pilot vehicles anyway.

If you have any questions, or if we can be of further assistance, please do not hesitate to contact us.

JS

TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. CSHB 635 Re operation of implements of husbandry
Title upon the highway.
Requested by House Transportation Date 3/17/82

II. FISCAL DETAIL
Agency Affected Department of Transportation & Public Facilities
Program Category Affected
BRU, Program, Or Subprogram(s) Affected
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS,CLAIMS,ETC.						
TOTAL		35.0				

FUNDING (Thousands of Dollars)

GENERAL FUND		35.0				
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)
An estimate of 500 miles of roadway requiring signing was used, with a sign being required each 10 miles, one each side of the road.

500 miles ÷ 10 x 2 = 100 signs - estimated cost installed per sign = $350
Total cost = $35,000

The desire to remove the need for a separate permit for each move, especially when they are in same area each time is understood. Removing the requirement for pilot cars on any move of less than 30 miles would in some cases cause a serious hazard to the traveling public and subject the state to liabilities. Under this bill, an operator of an implement of husbandry could, without pilot cars, move a vehicle down the road which entirely blocked the traveling surface as well as the shoulders. A vehicle traveling in the opposite direction could round a corner and find the entire roadway blocked.

This fiscal note does not attempt to estimate any costs involved with these risks.

IV. DATE 3/19/87 PREPARED BY Ron Lind
AGENCY DOTPF
PHONE 465-3900

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)

33-001 (Rev. 12/81)

HB 648-
HB654
(Tran Backup)

FEB 2 2 1982

February 18, 1982

Tony Oney
2631 West 100th
Anchorage, Ak. 99502

Betty Cato
Chairman, House Transportation Comm.
Pouch V
Juneau, Alaska 99811

Dear Rep. Cato:

I am a strong supporter of your house bills 648 thru 654. The abusive way the Dept. of Transportation has switched funds appropriated and bonded from one project to another must be stopped.

I especially feel H.B. 654 will go a long way in bringing fiscal responsibility to these projects. The Kennicott and Lakina bridges were one casualty of D.O.T.'s gamesmanship.

I would personally like to see the money be returned and these bridges built as promised when the bonding was voted and passed by the people.

Keep up the good work.

Sincerely,

Tony Oney

TO/jp

Jim Harrower
SRA BOX 809
ANCHORAGE, AK 99502
(907) 344-5697

FEB 22 1982

Feb 19, 1982

Betty Cato
Chairman, House Transportation Comm.
Pouch V
Juneau, Ak 99811

Dear Rep Cato;

Several years ago there were public hearings re bridges across the Kennicott and Lakina Rivers. The public testimony was overwhelmingly in favor of immediate construction. The funds were appropriated and through some mystery ended up to complete a project near Juneau.

I understand that your house bills 649 thru 654 will go a long way toward putting an end to this type of irresponsible activity on the part of D.O.T. & therefor Am in full support of them.

I would like to see the above bridges completed in 1982 as they are already two yrs past due.

Sincerely
Jim Harrower

Anchorage Times · Fri. Feb. 19, 1982

Report attacks transportation bureaucracy

by Bill White
Times Juneau Bureau

Juneau — The state Department of Transportation is described as plodding, inefficient and unresponsive to the needs of the state in a just-released legislative report.

The department should be decentralized and stripped of some of its authority so that projects that often take years to begin after they are funded can get moving, said the report by the House Transportation Committee, which conducted a year-long examination of the agency.

Since fiscal year 1975, "the Legislature has appropriated approximately $3.8 billion for capital improvement projects. However, capital expenditures average less than $300 million" a year from that year through fiscal 1980, the report said. "At June 30, 1980, approximately $825 million remained unexpended. Status reports list allocations for capital improvement projects that date to 1972. Many projects funded in 1974-75 are still in the design state."

Committee Chairwoman Bette Cato, D-Valdez, has proposed a seven-bill package to revamp the department so it will begin projects faster. Hearings on several of the bills, which are priority legislation for the House ruling coalition, are set for next week.

"The department has become so large that it is inefficient. The new plan would make (it) more responsive in getting projects to the construction phase," Cato has said.

The report recommended removing responsibility for state buildings from the department and giving it to the Department of Administration. It also suggested creating five districts in the state each with authority over its region.

The decentralization proposal has been around for some time. Several years ago the department set up offices of its design and construction unit in Anchorage, Fairbanks and Juneau. And a year ago, Lt. Gov. Terry Miller recommended in a memo to the governor that the regional manager system be revived.

"Without regional authority and responsibility, the lines of responsibility are unclear," the report said.

"It is often not possible to determine who in the department is responsible for a (construction) project or any portion of a project either by individual or even by region. Further, often there is no one person who has overall authority and responsibility for (the construction programs)," according to the report.

Delays have become a matter of routine, it suggested. In one case, an audit revealed the department took 19 months to notify the Health and Social Services Department that it didn't have enough money to install sprinklers at the Alaska Psychiatric Institute.

The report also questioned the massive size to which the Transportation Department has grown. It's "the largest department in the state with over 3,300 authorized operating and (construction program) employees. Considering that the department is to contract for all professional services over $5,000, this is an extremely high number of employees."

Other recommendations of the report are:

— Letting local governments run projects within their boundaries.

— Setting up a transportation board to insure public participation. The board would appoint a commissioner to be approved by the governor.

— Changing the fiscal year to start in October, when the federal fiscal year begins. This would let the department get its funding from both the state and federal governments at the same time.

— Severing the planning and construction functions.

— Establishing a Alaska Marine Highway Authority.

Legislators (per diem)

HOUSE BILL NO. 647, by Rep. Fanning. Relates to the payment of legislative per diem--prohibits payment of per diem past the 100th day of a regular session. Also prohibits payment of per diem after the seventh day of the session to a member of a house for which a permanent presiding officer has not been chosen--payment to resume after selection of presiding officer. Provides Act takes effect January 1, 1983.

Introduced January 11 and referred to State Affairs, then to Finance.

Department of Transportation (changes in responsibilities)

HOUSE BILL NO. 648, by the Transportation Committee. Transfers functions of the Public Facilities section of The Department of Transportation and Public Facilities (DOTPF) to the Department of Administration (DOA), and makes "clean-up" changes in statutory references to DOTPF. Creates the Department of Transportation, making the Dept. of Administration responsible for the planning of all public facilities, with the exception of transportation facilities. DOA would also be responsible for acquiring federal funding and for energy conservation measures in public buildings.

Repeals AS 44.42.020(a)(13) - (15), powers and duties of DOTPF relating to public building inventory, energy performance standards, and planning assistance. AS 44.42.055, the State public facilities plan (new section added in bill, giving responsibility for annual submission and revision by Commissioner of Administration). AS 44.42.065, relating to conservation of energy in public buildings--(transferred to DOA in bill). AS 44.42.080(a), relating to capital project funds (also transferred to DOA in bill).

Provides Act takes effect July 1, 1982.

Introduced January 11 and referred to Transportation, then to Finance.

Department of Transportation (regional directors)

HOUSE BILL NO. 649, by the Transportation Committee. Establishes five Dept. of Transportation & Public Facilities regions within the state (currently there are established regions, but no certain number is indicated), each with its own director. Outlines qualifications and duties of regional transportation and public facilities director, which include:

Qualifications--six years experience in transportation construction or engineering.

Duties--responsible for planning, design and construction within region; proposal of program plans, budget requests, and performance reports.

Provides Act takes effect July 1, 1982.

Introduced January 11 and referred to Transportation, then to Finance.

Capital Improvement Projects (by the legislature)

HOUSE BILL NO. 650, by the Transportation Committee. Relates to capital improvement projects proposed by the Legislature (additions to those proposed by the Governor), providing legislative projects will be funded in two phases: ". . .(1) the first phase is a two-year budget cycle to provide funding to determine the feasibility of the project, prepare accurate cost estimates, identify potential legal problems, and conduct surveys and other necessary planning and pre-design work; (2) the second phase is the project construction funding phase and shall be based on the results of the estimates produced by the first phase." Emergency appropriations do not require detailed planning. Outlines procedures for legislative appropriations by region, and forms to be used. Does not provide for an effective date.

Introduced January 11 and referred to Transportation, then to Finance.

AK Marine Highway Authority (establishing)

HOUSE BILL NO. 651, by the Transportation Committee. Establishes Alaska Marine Highway Authority for the operation, management, and planning and construction of facilities for the Marine Highway System. The Authority is a public corporation of the state within the Dept. of Transportation & Public Facilities. The Authority shall consist of eight directors, appointed by the Governor for a four-year term. Provides for the preparation of a long-range plan for the development and improvement of the Marine Highway System, and under the duties outlined for the Authority the bill states: ". . . the authority may. . .(9) operate, maintain, improve, and extend a system of ferries connecting with the public roads and highways of the state and including the boats, vessels, wharves, docks, approaches, landings and appurtenances the authority determines to be necessary or desirable for safe and efficient operation of the ferry system so as to best serve the public;. . .". Authorizes the Authority to issue revenue bonds to pay the cost of part or all of any capital improvements to the Marine Highway System. Also gives the Authority the power of eminent domain and purchasing for the acquisition of land, rights-of-way, and materials necessary to improve the ferry system. Further sections of the bill relate to the transfer of responsibilities from DOTPF to the Authority. Does not provide for an effective date.

Introduced January 11 and referred to Transportation, then to Finance.

Municipal Highway Maintenance

HOUSE BILL NO. 652, by the Transportation Committee. Provides for local control of state highway maintenance by a unified municipality or home rule or first class city with a population of more than 1,000. Municipality may request the transfer of responsibility by a resolution of its governing body. Terms and conditions of transfer of responsibility to be determined by negotiations between the Commissioner of Transportation & Public Facilities and municipal officials. If they enter into an agreement, the Commissioner shall pay an annual amount to the municipality which is adjusted annually for inflation. Provides Act takes effect July 1, 1982.

HB 652 (cont'd)

Introduced January 11 and referred to Transportation, then to Finance.

DOTPF Fiscal Year Change

HOUSE BILL NO. 653, by the Transportation Committee. Changes the fiscal year of the Dept. of Transportation and Public Facilities to October 1 of each year, ending on the following September 30. Adds new section which provides that unexpended balances of one-year appropriations lapse on September 30, with the exception of valid obligations (encumbrances), which are automatically reappropriated for the FY beginning on the succeeding October 1 if it is recorded with the Dept. of Administration by Nov. 30 of the succeeding FY. Provides the unexpended balance of an appropriation for a capital project to DOTPF does not lapse into the General Fund and shall be carried over to the subsequent FY. Provides Act takes effect June 30, 1982.

Introduced January 11 and referred to Transportation, then to Finance.

Board of Transportation (establishing)

HOUSE BILL NO. 654, by the Transportation Committee. Establishes the Board of Transportation at the head of the Department of Transportation, and provides it with decision-making functions presently held by the Commissioner of DOTPF. Provides the Board shall appoint the Commissioner, subject to the approval of the Governor, with the Commissioner being the principal executive officer of the Department. The Board is to consist of seven members, appointed by the Governor, and subject to legislative confirmation. Five members are to be appointed from the districts described in HB 649 (page 36), and the other two are to be appointed from the state at large. Outlines qualifications necessary for members. The Board is also given power to adopt regulations, establish regional offices, develop the State transportation plan and the facility procurement plan, and apply for federal funds.

Repeals AS 44.42.010 (DOTPF, Commissioner of Transportation and Public Facilities), and AS 44.42.020 (DOTPF, Powers & Duties). Provides Act takes effect July 1, 1982.

Introduced January 11 and referred to Transportation, then to Finance.

Hydro Financing Plan

HOUSE BILL NO. 655, by the Rules Committee by Request of the Governor. (See Senate Bill No. 646, page 11, identical).

Introduced January 12 and referred to Resources, then to Finance.

Parental Rights (relinquishment)

HOUSE BILL NO. 656, by the Rules Committee by Request of the Governor. Relates to adoption and the relinquishment of parental rights, and was drafted as a result of a State Supreme Court decision (see Governor's letter). Provides Act does not affect the validity of rights executed before the effective date of the Act. Does not provide for an effective date.

JAN 27 1982

STATE OF ALASKA

THE LEGISLATURE

BUDGET AND AUDIT COMMITTEE

AUDIT DIVISION
POUCH W—ALASKA OFFICE BUILDING

JUNEAU, ALASKA 99811

January 26, 1982

The Honorable Bette M. Cato
Chairman
House Transportation Committee
State Capitol
Pouch V
Juneau, Alaska 99811

Dear Ms. Cato:

We have reviewed proposed legislation introduced by your committee making certain changes to the Department of Transportation and Public Facilities.

Our review was made in consideration of recommendations contained in our performance review of the Department's Capital Improvement Program. The following comments are provided on only those bills that relate to issues raised in our series of five reports.

House Bill No. 650

HB 650 proposes amending Title 37 to require a two-year budget cycle for legislative additions to capital improvements proposed by the Governor and, in addition, requires the use of allocations within appropriations and the use of the capital project budget form.

This bill exactly addresses the recommendations we made for expediting the expenditure of capital project appropriations.

House Bill No. 649

Sections one and two of HB 649 require the establishment of five specific regions of the Department's organization. Section three details the duties of the five regional transportation and public facilities directors.

As you know, we recommended the Department increase regional authority and responsibility to provide for more efficient and effective operations of the capital project program. One area we did not review was the number of regions the Department needed. Therefore, we are not sure if there is a need for five regions for all functions of the Department.

One aspect of this bill that causes us some concern is the degree of authority given to the regional directors, or more specifically, the reduced authority of the Commissioner prescribed in AS 44.42.045(b).

We agree that increased regional planning and program authority is desirable, however, there is also a need for a central office function to provide a coordinated statewide program. We feel the Commissioner should be vested with all necessary authority to ensure regional consistency and coordination.

House Bill No. 653

HB 653 proposes changing the Department's fiscal year end to September 30. Although we did not address this issue in our reports, we did closely review the Department's accounting and control of their project system.

The Department could benefit from such a change primarily due to the construction season and the federal fiscal year. However, significant accounting problems would result in the Department of Administration relating to the State's accounting system. Administration's Division of Finance would be in the best position to describe the difficulties of accounting for only one State Department on a different fiscal year.

If you have any questions or would like to discuss the contents of this letter, please feel free to contact me at 465-3830.

Sincerely,

Gerald L. Wilkerson, CPA
Legislative Auditor
Division of Legislative Audit

STATE OF ALASKA

THE LEGISLATURE

BUDGET AND AUDIT COMMITTEE

AUDIT DIVISION
POUCH W—ALASKA OFFICE BUILDING

FINANCE DIVISION
POUCH WF—STATE CAPITOL

JUNEAU, ALASKA 99811

January 16, 1981

SUMMARY OF: Phase V, A Performance Review of the Department of Transportation and Public Facilities, Capital Improvement Program, December 30, 1980.

PURPOSE OF THE REVIEW

In accordance with the provisions of Title 24 of the Alaska Statutes and a special request of the Legislative Budget and Audit Committee, we have conducted a multiphase review of the Department of Transportation and Public Facilities' Capital Improvement Program (CIP).

This report, Phase V, summarizes the most crucial recommendations that should be implemented to improve the program and makes further recommendations for improvements to the capital budgeting and appropriation process Statewide.

FINDINGS AND RECOMMENDATIONS

1. The Department should provide for long-range planning of capital projects.

2. The Department should budget all planning and overhead costs and should prohibit these budgeted units from obtaining additional funding through the reallocation of capital project appropriations.

3. The Department should develop a regional organization structure to improve the efficiency of administering the CIP within each region.

4. The Department should develop an overhead accounting system to equitably allocate costs to CIP projects.

5. The Department should improve project accounting and fiscal controls of their capital project accounting system.

6. DOTPF should develop accurate and timely financial information for use by project managers.

PHASE V
A PERFORMANCE REVIEW OF THE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CAPITAL IMPROVEMENT PROGRAM

December 30, 1980

Audit Control Number
25-21-1002-R

Commissioner, Department of Transportation and Public Facilities	Robert W. Ward
Deputy Commissioners, Department of Transportation and Public Facilities:	
Administration and Marine Operations	Ron B. Lind
Planning and Programming	John Bates
Maintenance and Operations	Patrick Ryan
Design and Construction	Ray Shumway

STATE OF ALASKA

THE LEGISLATURE

BUDGET AND AUDIT COMMITTEE

AUDIT DIVISION
POUCH W—ALASKA OFFICE BUILDING

FINANCE DIVISION
POUCH WF—STATE CAPITOL

JUNEAU, ALASKA 99811

January 12, 1981

Members of the
Legislative Budget and Audit Committee:

In accordance with the provisions of Title 24 of the Alaska Statutes, the attached report is submitted for your review.

PHASE V
A PERFORMANCE REVIEW OF
THE DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CAPITAL IMPROVEMENT PROGRAM

December 30, 1980

Gerald L. Wilkerson

Gerald L. Wilkerson, CPA
Legislative Auditor
Division of Legislative Audit

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PURPOSE OF THE REVIEW

In accordance with the provisions of Title 24 of the Alaska Statutes and a special request of the Legislative Budget and Audit Committee, we have conducted a multiphase review of the Department of Transportation and Public Facilities' Capital Improvement Program (CIP).

Phase I was conducted to obtain a working knowledge of the various facets of the program and to identify potential problem areas for further detailed review.

Based on the findings of that review, Phase II was then conducted to examine various appropriation compliance and control weaknesses and made recommendations for improvement.

Phase III addressed problems identified in the Department's overhead accounting and recommended an equitable overhead costing system.

Phase IV was conducted to review the Department's project control system and made recommendations to improve project control and provide greater working continuity within the Department's structure.

This report, Phase V, summarizes the most crucial recommendations that should be implemented to improve the Capital Improvement Program and makes further recommendations for improvements to the capital budgeting and appropriation process Statewide.

ORGANIZATION AND FUNCTION

The Department of Transportation and Public Facilities (DOTPF) was created by Executive Order No. 39, effective July 1, 1977. The new department resulted from the consolidation of the Department of Highways and the Department of Public Works. The reasoning behind the consolidation was that "the state would best be served by the creation of a single department for the planning, study, development, management and operation of integrated, intermodal transportation systems".

The purpose of DOTPF is to evaluate, plan, design, construct, manage, operate, and maintain all State transportation modes, transportation facilities, and buildings. To accomplish this purpose, the Department is organized under the Commissioner into four branches of management responsiblity as follows:

Planning and Programming Branch (P&P) is responsible for planning future capital development, preparing a Statewide transportation and facilities plan, and the capital budget. They have also assumed administrative, financial, and management responsibilities paralleling the other branches. P&P has three divisions by region located in Fairbanks, Anchorage, and Juneau.

Design and Construction Branch (D&C) is responsible for designing and constructing the projects. They also assist P&P by providing construction cost estimates, suggestions for future capital projects, and in pre-design work. D&C's divisions are organized by project mode with a Highways director and a Waters and Harbors director located in Juneau, and an Aviation director and Public Facilities director located in Anchorage.

Maintenance and Operations Branch (M&O) is the operating arm of DOTPF but also has CIP responsibility. M&O repairs and constructs small projects, maintains completed projects, and provides P&P with cost estimates and suggestions for future capital projects.

The Administrative Branch is responsible for the Divisions of Support Services, Financial Management, and the State Equipment Fleet. Included with these divisions are the Offices of External Civil Rights and Equal Employment Opportunity for the Department. They provide accounting, personnel, and administrative support for P&P, D&C, and M&O.

RECENT HISTORY

DOTPF is the largest department in the State with in excess of 3,300 authorized operating and CIP employees with Fiscal Year 1981 operating appropriations in excess of $175 million.

The increased emphasis on capital appropriations in recent years has greatly impacted DOTPF. Since Fiscal Year 1975, the Legislature has appropriated in excess of $3.8 billion for capital improvements Statewide, of which approximately 70% was appropriated directly to DOTPF. Much of the remaining 30% ultimately becomes the responsibility of DOTPF through Reimbursable Services Agreements with other State agencies (see Appendix A for a graph of CIP appropriations and expenditures).

In addition to the increased demands placed on the Department through capital appropriations, other problems continue to hinder the Department's progress. Increasing federal requirements and ongoing conflicts with federal agencies frequently delay federal approvals and funding. Personnel problems exist primarily due to strong ties to the old departments and "the way things used to be". This has created conflicts within the relatively new department which have hindered management's efforts towards progress.

The leadership and management of DOTPF are dedicated to resolving these issues and others in order to achieve the Department's goals. In the last year, we have observed significant progress by DOTPF's leadership in addressing these issues, and we believe substantial improvements have been made. We encourage the Department to continue these efforts and offer our assistance if needed.

CAPITAL IMPROVEMENT PROGRAM SUMMARY

The Capital Improvement Program (CIP) for the State of Alaska is a complex system affecting virtually every person in the State. The system involves a logical sequence of events that ultimately results in a finished product, a permanent capital improvement. The following is a summarized illustration of the recommended progression of the CIP which closely resembles the current system. The referenced recommendations are summaries of improvements we feel should be implemented to the CIP system.

Pre-funded Planning	See Recommendations No. 1 and 8.
Executive Budget	See Recommendation No. 2
Legislative Action	See Recommendations No. 8, 9, and 10.
Final Budget Enacted and Approved by Governor	
Project Execution	See Recommendation No. 3.
Project Accounting and Fiscal Control	See Recommendations No. 4, 5, and 10.
Interim and Final Reporting	See Recommendations No. 6, 7, and 10.
Finished Project	

SUMMARY OF PRIOR FINDINGS AND RECOMMENDATIONS

Recommendation No. 1

The Department should provide for long-range planning of capital projects.

The intent behind the creation of DOTPF was to create efficiencies in the use of State resources by coordinating services of all modes of transportation and public facilities on a Statewide basis. To accomplish this objective, the organizational structure of the Department's CIP process is centered around the Planning and Programming (P&P) branch.

Presently, P&P is involved in virtually all phases of the CIP process, which has limited the long-range planning efforts intended by AS 44.42.959. P&P has assumed administrative and management responsibilities that do not relate to their planning responsibilites, causing inefficiencies in the working continuity of the Department.

AS 37.07.060 requires the preparation of a six-year plan containing executive recommendations for the CIP. Implementation of this plan would greatly improve the long-range planning for the State. Planning would be further enhanced with the following improvements:

A. P&P should become a staff support section and relinquish their day-to-day administrative and management roles. Once a project has been assigned to the Design and Construction branch, P&P should only become reinvolved when major changes in project scopes or budgets are required (Phase IV, Recommendation No. 2C).

B. P&P should develop a system within each region to obtain input from both the public and private sectors. This regional information should then be used to form the underlying foundation from which a Statewide capital improvement plan is prepared. P&P should also increase assistance to client agencies in planning their capital project needs. This assistance would improve the accuracy of other State agencies' capital budgets and reduce delays in their projects' construction (Phase IV, Recommendation No. 2A).

C. Total P&P costs should be budgeted, and corresponding goals and objectives should be established which can be quantified and monitored. Goals and objectives should be established at the individual planner level, then actual performance should periodically be compared to predetermined standards to monitor the efficiency of the planning activity (Phase IV, Recommendation No. 3).

D. Planning should become a prefunded activity. Presently, the majority of P&P's costs are funded by existing capital project appropriations. Future planning should not be funded out of current projects. Instead, separate appropriations should be made for long-range planning efforts. To the extent feasible, the accounting should be on a project basis to enable reimbursement of the planning costs in the event that the planning results in future capital project appropriations. An acceptable overhead accounting method should be used to equitably distribute general planning costs not associated with a specific project.

Recommendation No. 2

The Department should budget all planning and overhead costs and should prohibit these budgeted units from obtaining additional funding through the reallocation of capital project appropriations.

Presently, there is no executive or legislative oversight as to how much CIP funds are to be spent for planning and overhead. For the past several years, the Department has reallocated certain CIP project appropriations to provide funding for planning and overhead cost incurred in excess of the original appropriations for various planning and overhead units of the Department. It is not possible to determine the total cost of the operation of the CIP (Phase III, Recommendation No. 2).

To provide for the proper oversight of the planning and overhead activities, total expected costs should be budgeted for these units, and they should be limited to the budgeted amounts either by executive direction or legislative action.

Implementation of Recommendation No. 1, specifically eliminating P&P's involvement in the day-to-day management of projects in the control of Design and Construction and prefunding the

long-range planning activity, and Recommendation No. 8, providing funding for the planning stage of the Legislature's additional projects, should eliminate the need for additional funding beyond that which was budgeted for P&P.

Recommendation No. 3

The Department should develop a regional organization structure to improve the efficiency of administering the CIP within each region.

AS 44.42.040 requires that the functions of the Department within each region be performed, to the maximum extent feasible, through a regional office, and that each regional office shall be directed by a "regional transportation and public facilities director" appointed by the Commissioner.

However, the Department's current organizational structure does not provide the intended regional lines of authority and responsiblity that a well-defined pyramid structure would provide. Instead, the Department is organized by the functions of Planning and Programming, Design and Construction, Maintenance and Operations, and Administration.

For example, in Anchorage, the central region, the P&P function is headed by a regional director who reports directly to a deputy commissioner in Juneau. The Design and Construction function is administered by a facilities director and an aviation director who report to another deputy commissioner in Juneau. Highway design and construction is led by a regional engineer who reports to a director in Juneau who, in turn, reports to the Design and Construction deputy commissioner in Juneau. The regional director of the Maintenance and Operations function reports to a deputy commissioner in Anchorage.

Each of the central region employees has equal authority and responsibility. However, no one person in Anchorage has overall authority and responsibility for the total CIP process in the central region.

We recommend the Department consider developing a regional management structure and vest the "regional transportation and public facilities director" with the authority and responsibility necessary to efficiently administer the Captial Improvement Program within each region (Phase IV, Recommendation No. 1).

Recommendation No. 4

The Department should develop an overhead accounting system to equitably allocate costs to CIP projects.

A capital project accounting system should, ideally, reflect all costs associated with the construction of each project. Costs chargeable to the projects include direct costs and overhead. Direct costs are those which can be identified to a specific project such as material, labor, and construction contracts. Overhead costs, on the other hand, cannot be traced to a specific project but, instead, benefit several. Overhead costs could include office expenses, clerical and supervisory salaries, and travel and per diem for supervisory personnel.

For the most part, direct costs are properly recorded to the individual projects by DOTPF. However, a system needs to be developed to apply overhead costs to all projects in an equitable and consistent manner. One of the simplest overhead accounting methods, and easily adaptable to DOTPF's current accounting system, is to accumulate overhead costs in suspense accounts by cost centers corresponding to the organizational structure of the Department. On a monthly basis, these costs could then be distributed to projects based on the percentage of total direct labor hours charged to individual projects or some other equitable method or combination of methods.

With the implementation of an acceptable overhead accounting system, DOTPF's project records would more accurately reflect the true costs of each project (Phase III, Recommendation NO. 1).

Recommendation No. 5

The Department should improve project accounting and fiscal controls of their capital project accounting system.

During our review of the CIP, we have made several recommendations for the improvement of DOTPF's project accounting. In the past year, the Department has made significant progress in several of these areas. We encourage the Department to continue this effort and to this we make the following summary recommendations.

A. The Department should improve the internal controls over CIP funds by establishing the responsibility for determining the availability of CIP funds for revisions and/or adjustments and the propriety of those changes within the Division of Financial Management. This Division is presently relegated to be subordinate to the Planning and Programming branch's direction and does not act as an internal control check to their activities (Phase II, Recommendation No. 3A).

B. The Division of Financial Management should establish a revenue accounting section sufficient to properly account for and assure collection of all revenues for the Department. Revenue accounting is presently decentralized and not totally controlled by this Division. Establishing a revenue section may require additional positions. However, the benefit to the State would more than offset this cost (Phase II, Recommendation No. 3B).

C. DOTPF should establish adequate project closeout procedures to ensure remaining balances are lapsed in a timely manner. Closeout procedures should include taking completed projects within an appropriation off the Department's accounting system to ensure subsequent charges are not made and closing completed project appropriations off the Department's system and the State accounting system concurrently, lapsing unused funds. Client agencies should be promptly notified of completed reimbursable projects so that they can make necessary adjustments to their accounting records (Phase II, Recommendation No. 2).

Many of the Department's planned improvements to their project accounting system are dependent upon the implementation of their proposed management information system. At this stage, it is too early for us to evaluate the effectiveness of the new system in improving the Department's accounting and other informational needs. However, if such a system is to be relied upon as an integral part of the Department's accounting system, it will be essential that the project accounts are reconciled to the State's accounting system. In Recommendation No. 10 of this report, we recommend a new Statewide capital project accounting system which would be preferable to the Department maintaining their own accounting systems.

Recommendation No. 6

DOTPF should develop accurate and timely financial information for use by project managers.

A concern expressed by field managers is the need for accurate accounting data summarized by project. In addition, to enable the effective use of this data, it must be received by the managers in a timely manner. Many are presently maintaining their own accounting records. Client agencies have expressed a need to be able to determine the financial and construction status of their projects being built by DOTPF. There is currently no summary information provided on the status of a project, whether sufficient funds are available to complete a project, or whether a project has been delayed.

With the recommended increased responsibility at the regional level, discussed in Recommendation No. 3 of this report, accurate and timely financial information is of the utmost importance. The Department has recognized the need to develop such management information and is in the process of studying their needs (Phase IV, Recommendation No. 5).

Recommendation No. 7

The Department of Administration's Division of Finance should adequately disclose and report the results of operations and financial position of CIP construction funds, in accordance with generally accepted accounting principles.

CIP project financial statements should disclose all funding sources and the utilization of these funds. The Division of Finance is charged with the responsiblity to report CIP funds and should include the following statements: 1) Analysis of Changes in Fund Equities, 2) Balance Sheet, 3) Statement of Revenue - Estimated and Actual, and 4) Schedul of Expenditures and Encumbrances Compared with Appropriatio

In recent years, the Division of Finance has made improvemc s to the financial statements and recently has agreed to implement our recommended statement presentation. Continued efforts are needed in order to provide better presentation and adequate disclosure of CIP funds (Phase II, Recommendation No. 5 and Appendixes C-L).

CURRENT FINDINGS AND RECOMMENDATIONS

Recommendation No. 8

A two-year budget cycle should be considered for projects appropriated by the Legislature as additions to the Department's proposed budget.

A two-year budget cycle would be based on a two-stage funding process. The first stage should provide funding for the planning and pre-design work of specified projects. This funding would provide DOTPF adequate resources and time to determine the feasibility of projects and prepare accurate cost estimates, identify potential legal problems, conduct survey work and other necessary tasks.

The following year the Department would be in a position to provide the Governor and the Legislature with this information. This would enable the Legislature to make a more informed funding decision. The second stage of the appropriation process would then provide funds for the construction related costs.

A two-year appropriation process would improve the accuracy of capital appropriations and expedite the expenditure of construction related funds. This two-year system should be implemented for all medium- to large-scale projects. Projects of small scope or emergency situations could remain in a one time appropriation system, since these projects, if well defined, require much less planning and pre-design work. To ensure adequate information is provided on these projects as well as the larger scope projects, we recommend the use of the capital project budget submittal form proposed by the Legislative Finance Division (see Appendix B).

Implementation of this recommendation should improve coordination between the Legislature and DOTPF and provide the interaction necessary for an improved Capital Improvement Program.

Recommendation No. 9

The Legislature should consider means of expediting the expenditure of capital project appropriations.

Since Fiscal Year 1975 (SLA 74), the Legislature has appropriated approximately $3.8 billion for capital improvements Statewide. However, capital expenditures from FY 75 to FY 80 average

less than $300 million per year. As of June 30, 1980, approximately $825 million of FY 75-80 appropriations remained unexpended. Although it is anticipated that in FY 81 and future years expenditures will increase, at the FY 80 level of Statewide expenditure, these remaining funds and the FY 81 capital appropriations, totalling approximately $1,655 billion, would not be totally expended until 1986.

The majority of capital appropriations have been made on a project-by-project basis. The progress of projects is directly related to the priorities assigned by the various State agencies, the Governor, and the Legislature. Therefore, many projects of lesser priority included in the above remaining funds will not be constructed for several years. Considering the effects of inflation and other external factors, it is unlikely that these projects can be constructed at the scope originally intended for the funding amount appropriated several years earlier. As a result, many projects will be reduced in scope, require additional funding, or simply not be constructed.

In our opinion, legislative concern should be centered around means of expediting the expenditure of capital appropriations. Methods of accomplishing this goal include:

A. Implementation of a two-year budget cycle to provide funding for planning and pre-design work prior to the appropriation of construction related funds (see Recommendation No. 8 of this report).

B. Implementing the use of the capital project budget form proposed by the Legislative Finance Division for all legislative capital project additions to the budget. This form would provide the responsible agencies with improved scope definitions and other information, and improve the efficiency of project progress (see Appendix B).

C. Allowing a certain degree of controlled flexibility in capital project appropriations, especially those funded through the General Fund. Capital projects in Chapter 50, SLA 80 (HB 60), for example, were virtually all funded at an appropriation level. This prohibits the flexibility sometimes needed to make minor funding adjustments between projects caused by higher than estimated bids, unusual and/or unpredictable costs, and other external factors. As a result, appropriation level projects are often delayed until supplemental funding can be obtained. The use of allocations

within appropriations by region, election district, or other desired levels would provide flexibility between projects, yet control funding.

Recommendation No. 10

A Statewide CIP project accounting system should be established within the State accounting system.

Presently, it is necessary for virtually all departments involved in the State's Capital Improvement Program to maintain separate project accounting systems. These systems range from sophisticated in-house computers to hand prepared records. In DOTPF, for example, it will be necessary for financial data to be entered into three computerized systems:

A. State Accounting System: All appropriations and expenditures must be entered in the accounting system maintained by the Department of Administration. However, this system does not presently meet DOTPF's needs to account for thousands of projects which span several years and have several funding sources.

B. Financial Management System: This in-house system provides for DOTPF's individual project accounting. However, it does not provide adequate appropriation controls and has yet to be reconciled to the State accounting system.

C. Management Information System: This proposed new system is presently in the development stage and will provide summary information by project, but the financial data generated will not necessarily reconcile to either the State accounting system or the Financial Management System and will, therefore, be of limited reliable use.

The Legislature, through the passage of Chapter 168, SLA 78, intended to provide for changes in the accounting and reporting of CIP projects within DOTPF, among other issues. However, the accounting and reporting aspects of this act have not been implemented due to non-standard accounting requirements and an Attorney General's Opinion questioning the legality and contents of the act. In our opinion, both Chapter 168 and the Attorney General's opinion contain accounting and reporting theory weaknesses.

Instead of legislative changes to only DOTPF's accounting and reporting, we recommend a Statewide capital project accounting system be integrated into the State 's accounting system. The Department of Administration's Division of Finance is presently planning major revisions to the State system and has agreed to consider the feasibility of such a Statewide system.

To assist in the implementation of this recommendation, we recommend the Legislature consider the following actions:

1. Encourage and lend assistance to the Department of Administration in developing the recommended Statewide system.

2. The repeal of Section 15 of Chapter 168, SLA 78 (AS 44.42.080), which creates seven separate CIP funds within DOTPF. Our recommended Statewide system could be established by these categories, subdivided by department.

3. The repeal of Section 8, Chapter 168, SLA 78 (AS 37.07.062), which specifies various accounting and reporting requirements for the seven DOTPF funds in (2.) above. Recommendation No. 5 of our Phase II report addressed the required financial statements and their content for proper disclosure of financial activity.

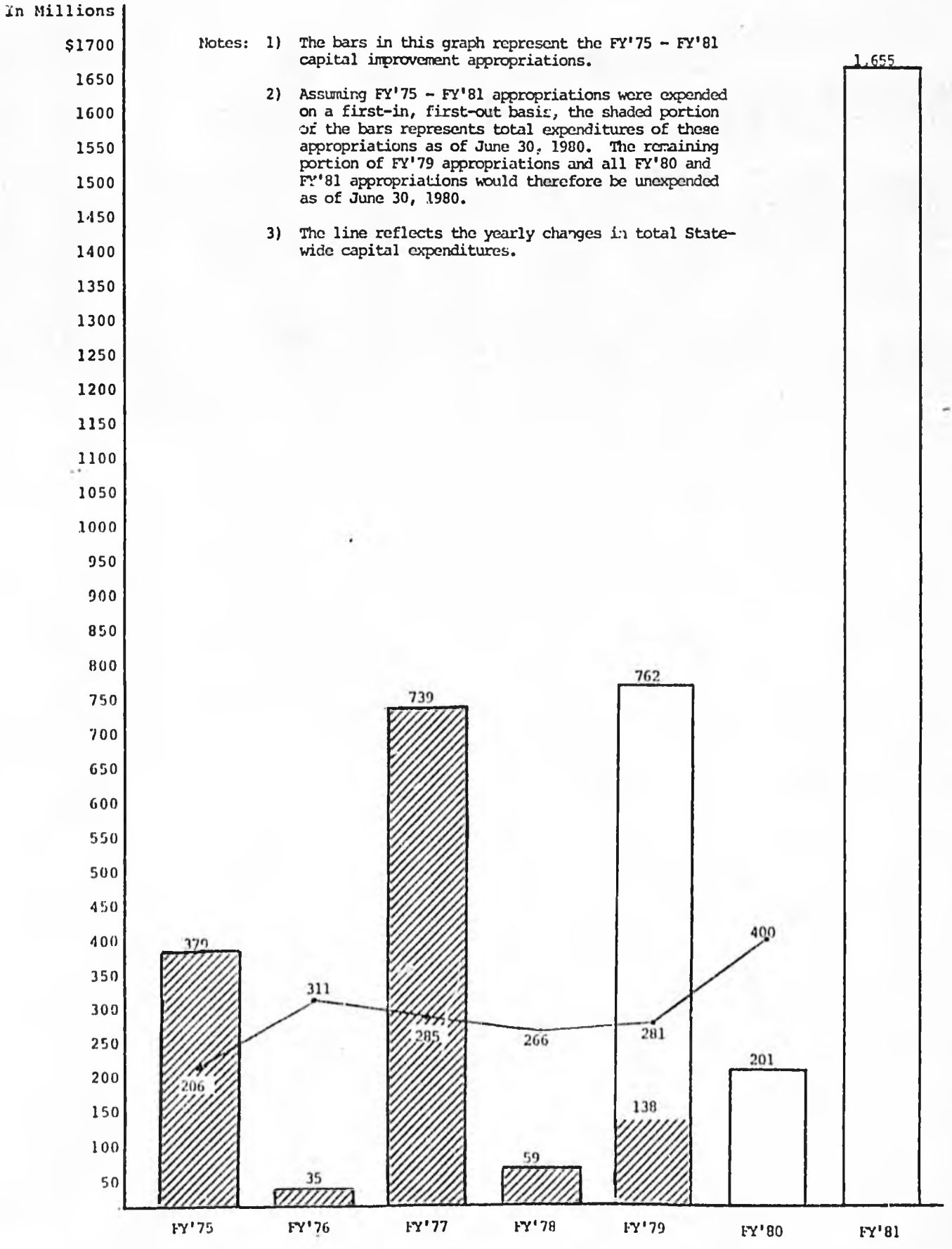
4. Specify through legislation, resolution, intent, or other appropriate action, the informational needs of the Legislature in order that the necessary information retainage and retrieval features can be incorporated into the development of the new system. This should include the ability to report total historic project costs from all funding sources on an individual project basis.

5. Critically review any agency requests for major additions or revisions to current in-house project accounting systems since these systems will likely be replaced by the recommended Statewide system.

Implementation of a new Statewide system will be no easy task. It will require a great deal of planning, forethought, and coordination with all departments in the State. However, in our opinion, this long-range approach to improving the accounting and reporting of the State's Capital Improvement Program is a much more desirable solution than the "band-aid" approach currently applied by many agencies.

APPENDIX A

STATEWIDE CAPITAL PROJECT
APPROPRIATIONS AND EXPENDITURES



Project Title (1)	Location (s) (2)	Election Districts Served (3)	Start Date (4)	Completion Date (5)

(6) AGENCY REQUEST			(7) Operational Cost & No. Personnel Increase -- (Decrease)		First Operating Year ____	Ultimate Annual Year ____	GOVERNOR'S REQUEST Approved	Deferred	Disapproved
1002	Federal Receipts		Funding Source	Federal Receipts			1002	Federal Receipts	
1003	G/F Match			General Fund			1003	G/F Match	
1004	General Fund						1004	General Fund	
1005	I/A Receipts						1005	I/A Receipts	
	G.O. Bonds		Total Annual Operational Cost					G.O. Bonds	
			Position (FTE)						
			Previous Year Priority	Agency Priority	Governor's Priority				
	Total							Total	

PROJECT DESCRIPTION (8)

APPENDIX B

PROPOSED CAPITAL PROJECT BUDGET FORM

-16-

LEGISLATIVE MEMBER'S SIGNATURE:

CATEGORY (9)

AGENCY

PROGRAM

Page of

Revised Date

FY 82

35 LEGISLATIVE REQUEST PROPOSED CAPITAL PROJECT

FORM 35 - LEGISLATIVE REQUEST - PROPOSED CAPITAL PROJECT

INSTRUCTIONS:

1. Project Title - Use the same project title on all correspondence when referring to this project.

2. Location(s) - Enter the name of the location on this project. A "statewide" indicator should be used for projects having statewide impact.

3. Election District(s) - Enter the number of the election district in which this project is located. For Anchorage districts, unless the project is specifically for the benefit of one Anchorage district (such as a road project) as opposed to benefiting all Anchorage districts (such as an airport or campus improvement) you should enter "7-12".

4. Start Date - Enter the month and year that the first major expenditure on this project should be made.

5. Completion Date - Enter the date the activities associated with this capital appropriation should be completed.

6. Agency Request - This table is used to display the funding source(s) for the proposed project. Enter the dollar amount (in thousands) on the applicable line. Entries should be in inflated dollars appropriate to the fiscal year of the funding request. (Contact the Life Cycle Cost office of the Department of Transportation and Public Facilities for the current inflation rate.) Entries on unlabelled lines should indicate the name of the funding source. Where the project is one phase of a multi-phase project the total should show the cost of this phase only.

7. Operational Cost and No. Personnel - Two columns of numbers are requested in this area of the form. The "First Operating" column denotes the first year that the project will have an effect on the operating budget. The "Ultimate Annual" column denotes the steady state condition which is expected to repeat itself from year to year. Before filling in the row entries for these columns be sure to fill in the fiscal years in which these conditions are expected to occur.

8. Project Description - This narrative should tell the reader what the request (including state and federal dollars) is buying in terms of the physical product and operational activities related to the project. Describe the project clearly and completely, as if to someone with no knowledge of what you propose to do. The description should include a discussion of Project Characteristics and, if appropriate, Site Features or other physical factors affecting the general planning and siting of facilities. Where applicable, submit a map showing where the requested project, i.e., power facility, hatchery, is located.

   If this project is one phase of a multiphase project, the other phases should be described briefly. If a second or third phase of a project is being requested, submit a history of prior appropriations, project status, and any changes to original project. Likewise, indicate any future projects which are dependent on this project and any prior projects which gave rise to this project. If this is a joint project with some external entity, briefly describe the entire project.

   In your description of the project include a discussion of the major factors which will influence project scheduling. The lead time required to obtain reviews and approvals of plans and studies, the time required for coordination of the projects with other governmental bodies, and the target date by which the project must be fully functional are examples of these factors.

   If possible, limit your project description to the space provided.

9. Enter the appropriate category, agency, and program name.

APPENDIX C

AGENCY RECOMMENDATIONS ON IMPROVEMENTS TO THE CIP APPROPRIATION PROCESS

We requested written responses from all agencies involved in the State's CIP on recommendations they feel would improve the capital project appropriation process. Instead of summarizing the responses, we have included on the following pages all responses as received from the following agencies:

1. Legislative Finance Division
2. Department of Transportation and Public Facilities
3. Department of Health and Social Services
4. Department of Environmental Conservation
5. Department of Education
6. Department of Administration
7. Department of Community and Regional Affairs

APPENDIX C-1

STATE OF ALASKA

RECEIVED
DEC 19 1980
LEGISLATIVE AUDIT

THE LEGISLATURE

BUDGET AND AUDIT COMMITTEE

FINANCE DIVISION
POUCH W—STATE CAPITOL
JUNEAU, ALASKA 99811
PHONE: (907) 465-3795

December 19, 1980

Mr. Gerald Wilkerson, CPA
Legislative Auditor
Division of Legislative Audit
Pouch W
Juneau, Alaska 99811

RE: CIP Process Improvements

Dear Mr. Wilkerson:

Your letter of December 19 (attached) requests our thoughts and recommendations on improvements to the CIP appropriation process. Aside from a Christmas wish that the Department of Transportation and Public Facilities follow rigorously the recommendations of your recent audits, we have proposed/supported the following changes to the capital project appropriation process:

1. CIP PROJECT EXPENDITURE REPORTS - The enclosed memo to Warren Sparks sets out our informational requirements for two basic reports designed to follow the process of expenditures against specific capital projects. We have been working with the department over the past interim to have this type of information available on call for the upcoming legislative session. Hopefully, these reports in their requested format will be available from January 1981 on.

2. PROPOSED CAPITAL PROJECT FORM - Enclosed is a copy of our "newly designed" legislative request proposed capital project form (the form is the Governor's capital project form with the addition of specific instructions on the back and a somewhat reduced requirement to fill in the blanks). Hopefully, the new finance chairmen and their respective committees will support the effort to better document all legislative capital project additions to the budget. If so, we will be in a better position to fully understand proposed legislative projects; fully explain legislative projects; and finally, achieve more realistic cost estimates for eventual appropriation based on clear understanding and full discussion of any project.

Sincerely,

Jay H. Hogan, Director
Legislative Finance Division

Enclosures
JHH:dh

31-Q1LH

JAY S. HAMMOND, GOVERNOR
(907) 465-3900

Department of Transportation and Public Facilities
OFFICE OF THE COMMISSIONER

Pouch Z
Juneau, Alaska, 99811
(Telex 45-328)

December 30, 1980 000H

RECEIVED
DEC 30 1980
LEGISLATIVE AUDIT

Gerald L. Wilkerson, CPA
Legislative Auditor
Division of Legislative Audit

Dear Mr. Wilkerson:

In reference to your letter of December 10, 1980 concerning the appropriation process for capital projects, I offer the following information and suggestions.

The Executive Branch is in the process of implementing the facility planning process for project development as established in Chapter 168, SLA 78, This process will be enhanced to the extent possible by the use of Public Facility Planning Funds to develop project plans, specification estimates and land status prior to the request for project funding for construction.

We believe that once the process is fully implemented, the accuracy of the estimates and time schedules for facilities will improve greatly.

This Department has experienced considerable difficulty with some of the legislative "add on" capital projects. These problems relate to funding, scope, and schedule as follows.

Funding: Many Legislators contact this Department to provide estimates of cost for their special project. If this project is selected from an early year in our six year plan, we have had the opportunity to already review the land status and construction costs of the project and feel more confident with the estimates we provide. If the project is new and if the request is received during the winter months, it is difficult to adequately assess the conditions which may be encountered during development and construction of the project. As a consequence, these estimates may not be realistic. Some Legislators provide their own estimates based on information from consultants or other "knowledgeable" persons. Such estimates often prove to be inadequate.

Secondly, most all legislative "add on" projects are line item appropriations. This leaves no flexibility to accommodate minor funding shifts between projects even in the same area or region. The Executive Branch requests appropriations by region and allocation by mode. By this process, if one project is delayed or a higher priority project requires additional funds, the adjustments can be made and a contract awarded for construction. We strongly recommend that the legislative "add on" projects be grouped as regional allocations and not made as specific project appropriations or establish an adequate contingency for each region.

We also recommend revision of the fiscal note forms to better reflect the costs in terms of project phases i.e. design, land, utilities, construction, etc.

Scope: Some projects in Chapter 50, SLA 80 are excellent examples of this Department finding that it has an appropriation for a capital project with no idea of the project scope. Considerable time is lost in identifying the author of the project and securing a definition of what the appropriation should accomplish. In some cases, the desired end result is not consistent with the legislative language and time is again lost in resolving the conflict. We recommend that any legislative "add on" project be required to provide the same project information as the Executive Branch. We recently received a proposed budget submittal form from Legislative Finance that, if utilized, would greatly reduce the question of project scope.

Schedule: Projects of a complex nature should not be anticipated for construction in the same calendar year as the authorizations. Complex projects are defined as projects requiring major design, land acquisition or federal and state use permits. In many cases, even simple projects are precluded from going to contract in the same year as the appropriation when the authorization is not effective until late June or July 1 of each year. Also, projects funded with G.O. bonds require an additional six months delay awaiting voter approval.

As a possible cure for some of these problems, I would recommend that the "add on" projects be funded through design development during one legislative session and the construction phase be funded after this Department has completed project development and is confident of the actual land and construction costs.

Consideration of passing an appropriation for capital projects early in the session for projects that have completed project development or have minimal development requirements would enhance this Department's ability to construct the project in the same calendar year.

We appreciate the opportunity to provide our perspective on this process and welcome any discussion on the content of this letter.

Sincerely,

R. D. Schumacher acting for

Robert W. Ward
Commissioner

APPENDIX C-3

MEMORANDUM State of Alaska

RECEIVED

JAN 2 1981

LEGISLATIVE AUDIT

TO: Gerald Wilkerson, CPA
Legislative Auditor
Division of Legislative Audit

DATE: DEC 30 1980

FILE NO: K-8 (MA)

TELEPHONE NO: 465-3030

FROM: Helen D. Beirne
Commissioner
Dept. of Health & Social Services

SUBJECT: Legislative Appropriation Process for Capital Improvement Projects

In response to your request, dated December 10, 1980, there are three recommendations that I wish to make for your consideration. Each year the Department of Health and Social Services includes many relatively small maintenance and repair projects for various purposes. The first recommendation is that these be grouped. For example, the Division of Corrections would have one appropriation for correctional facilities for "Minor Capital Outlay". All repair, maintenance and construction projects under $100,000 would be included. The justification for each project would be prepared in the same manner as is currently the practice. During the period the appropriation is available for expenditure it would be possible to use funds as required. In the majority of cases, expenditure will follow the list submitted with the budget. Where necessary for valid reasons, such as emergencies or because of costs adjustments, it would be possible to use these funds as required.

There are times when unforseen circumstances arise and expenditures are mandatory. The current practice of individually specifying in the Budget and the Budget Act each maintenance and repair project unduly restrains the use of these funds. I want to emphasize that we are not proposing unrestrained use of funds, but to provide flexibility to handle the unforseen circumstances that occur in buildings that are aging and where emergency repairs are necessary.

The second recommendation is that a contingency appropriation be made to the Department of Health and Social Services or to the Department of Transportation for projects of the former. Experience has demonstrated that capital projects often require augmentation because the bids exceed the available appropriation. Alaska's economy is characterized with inflationary features. From the time cost estimates are made until bids are let is often a period of one or two years. The appropriation language would limit allocations for reason of increases due to cost increase. If the scope of a project is changed and a resultant cost increase results, then that project should go back for specific legislative approval.

Without the above contingency fund, projects are delayed until the subsequent fiscal year and an additional legislative appropriation. This means even higher costs will accrue because of passage of time and further inflation.

An additional factor is that the already incurred expenses of bid preparation, advertising for bids, and other costs are incurred and without a contingency fund, a portion of these expenses are unrecoverable and repeated at some future date.

The third recommendation is that appropriations for projects for the Department of Health and Social Services should be made to this department. On occassion, appropriations for projects for this department have been made to the Department of Transportation.

Your inquirey is appreciated. The capital outlay program of this department is important and we are interested in any effort to improve the process including the appropriations procedure.

If you have questions, please call Mason Anderson, the Division of Management and Budget (465-3331), who will work with you on this matter.

APPENDIX C-4

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPT. OF ENVIRONMENTAL CONSERVATION

465-2600

POUCH O – JUNEAU 99811

December 23, 1980

RECEIVED
DEC 26 1980
LEGISLATIVE AUDIT

Mr. Gerald L. Wilkerson, CPA
Legislative Auditor
Division of Legislative Audit
Pouch W--Alaska Office Building
Juneau, Alaska 99811

Dear Mr. Wilkerson:

Thank you for your letter of December 10 relating to the State's current process of identifying and budgeting capital improvement programs. The study being conducted by your agency is particularly timely, as the State is moving from a position of projects being funded largely by general obligation bonds to one in which many, if not most, are funded by general funds. This change results in a different relationship between the Alaska Legislature, the administration, and the voters. Although bond issues must be approved by all three, general fund capital appropriations are approved only by the Legislature and the Governor. As a result, I feel, many capital appropriations are made from general funds that would have been defeated at the polls if the voters were given the opportunity to address them as a bond issue. Additionally, many projects are funded in the capital budget which are ordinarily considered on-going, operating in nature.

The current status of State revenues does provide much more flexibility than was present earlier. The State can inject large amounts of general funds quite rapidly into the capital improvement budget, thus meeting an immediate need the general obligation bond program is simply unable to address. These projects might range from an emergency or disaster situation, to a general need to help reverse a down turn in the Alaskan economy.

However, the current general fund capital budget process does not always allow the degree of analysis and deliberation necessary for complete understanding of long-term project costs before a project is funded, and does not always allow for development of a rational basis for priority setting. This

problem can exist with bond issues, as well as general fund capital projects, but bond issues are reviewed and decided by a third body--the electorate. For example, the 1978 Water, Sewer and Village Safe Water bond issue listed a number of rural villages for specific line item funding. In some cases, there was no identifiable project that could be funded for that village under the Village Safe Water Act, or the project was substantially more costly than the funds available from the bond issue. As a result, a number of needed projects could not be constructed while funds allocated to other villages will never be spent. These projects were identified by the Legislature often without an in-depth analysis of the villages' needs, or how they could be handled under the Village Safe Water Act.

In order to preclude this from happening in the future, we have developed a Statewide Village Safe Water priority setting system. Although we may not introduce this system through the Governor's capital budget for any one budget year, we do use it in developing bond propositions and it does provide some degree of detailed information to the Legislature when it considers rural village water, sewer and solid waste projects, whether these projects are considered for bond issue or for general fund capital funding. In this way, we have, to some extent, successfully worked as staff to the Legislature. However, we cannot always respond to the emergency needs of rural communities. Often the affected legislator hears of the problem before we do--in those cases, we can help provide engineering and technical assistance to the legislator, as well as the village. I would strongly suggest that the Legislature expand the use of this informal process, especially for rural communities which do not have the resources to provide engineering support or design and cost estimate information. This type of information would be, in my opinion, most valuable in developing special capital budget programs, such as those contained in HB 60.

The regular capital budget program that leads to either bond propositions or to general fund capital appropriations does not always lend itself well to the construction grant program as administered under AS 46.03.030. This program provides grant funds directly to municipalities for the costs of construction of water supplies, wastewater collection and disposal, and solid waste disposal facilities. These projects are identified by municipalities, and proceed on their schedules. Many of these projects are relatively small, lateral improvement districts for water supply and sewerage systems, for example. Therefore, we do not always know what projects will be funded by a particular appropriation when we make the request to the Legislature--the amount we request is a projection based upon historical outlays, corrected somewhat for inflation. The capital budget system,

however, is designed to fund specific projects, not a broad fund. It would be helpful to us if the system were changed to allow for a continuous flow of funds to communities on an as-needed basis, rather than on a project-by-project basis.

My staff and I are available to discuss this matter in detail. Please contact my office at 456-2600, or Keith Kelton at 465-2610.

Sincerely,

Ernst W. Mueller
Commissioner

JAY S. HAMMOND
GOVERNOR

DEPARTMENT OF EDUCATION

OFFICE OF THE COMMISSIONER

POUCH F
STATE OFFICE BUILDING
JUNEAU, ALASKA 99811
PHONE: 465-2800

December 22, 1980

RECEIVED
DEC 24 1980
LEGISLATIVE
AUDIT

Gerald L. Wilkerson, CPA
Legislative Auditor
Audit Division
Pouch W
Juneau, Alaska 99811

Dear Mr. Wilkerson:

The Department of Education has had the opportunity to examine the appropriation process for capital improvement projects each year when the budget is prepared for submission to the Governor's Office.

A change in this process that could result in improvement to the total program would be the inclusion of cities and boroughs in the department's budget by establishing a separate BRU for this purpose.

Should the cities and boroughs choose to bond themselves for projects and claim reimbursement under the debt retirement program, we would recommend the requirement of L.C.C. information to the voters.

Sincerely,

Marshall L. Lind
Commissioner

05-E1LH

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF ADMINISTRATION

OFFICE OF THE COMMISSIONER

POUCH C
JUNEAU, ALASKA 99811

465-2200

December 29, 1980

RECEIVED
DEC 30 1980
LEGISLATIVE AUDIT

Mr. Gerald L. Wilkerson, C.P.A.
Legislative Auditor
Division of Legislative Audit
Pouch W
Juneau, Alaska 99811

Dear Mr. Wilkerson:

This will respond to your request for input to the capital budget process.

The Department of Administration has found the need for a greater degree of professional involvement in planning for capital improvements, repairs and remodeling. A thorough inspection of facilities by skilled building engineers or architects would no doubt result in improved planning. Life cycle cost analyses on such items as heating, lighting, insulation and remodeling would be beneficial and should be done on all State facilities in an effort to reduce consumption of fossil fuels.

This department depends upon the services of the Department of Transportation and Public Facilities to the greatest extent possible. However, due to lack of available personnel, this assistance has not been available at all locations except in a final review mode.

Respectfully,

W. R. Hudson
Commissioner

WRH/mjc
cc: Vernon L. Perry, Director
Division of Retirement Benefits

Judy Crondahl, Director
Division of Administrative
Services

JAY S. HAMMOND, Governor

DEPT. OF COMMUNITY & REGIONAL AFFAIRS

OFFICE OF THE COMMISSIONER

POUCH B
JUNEAU, ALASKA 99811
PHONE: (907) 465-4700

RECEIVED

JAN 6 1981

LEGISLATIVE AUDIT

January 6, 1980

Gerald L. Wilkerson, CPA
Division of Legislative Audit
Pouch W
Juneau, Alaska 99811

Dear Mr. Wilkerson:

Thank you for the opportunity to comment on the Legislative Appropriation Process for Capital Improvement Projects. There are two areas in which we would like to offer comments for your consideration.

The primary problem the Department has encountered is caused by the lack of back-up material or other indication of Legislative intent on many of the appropriations we administer. Each year, a substantial amount of time by Departmental staff is expended with Legislative Finance staff, committee aides, individual legislators and community representatives attempting to determine the intended use of appropriations. It is understandably difficult for the Department to administer a grant which legislative intent has not been clearly outlined. If back-up materials could be provided to the Department on capital appropriations, it would speed the flow of funds to the recipient, increase accountability of the projects and make the grants easier to administer.

A second problem is one that was addressed to a limited extent in fiscal year 1981. Many of the Departmental projects appropriated are with small second class and often unincorporated communities. These communities, while eager to do a good job in administering a project, often lack the administrative experience to ensure successful completion of a grant. During fiscal year 1981, minimal funds were appropriated to provide such communities with technical assistance and coordinate grant administrations for the Department. Such funding for administration is required to ensure the intent of the legislature is complied with and the projects are successfully completed.

We appreciate the opportunity to comment and will provide additional information if requested.

Sincerely,

Lee McAnerney

Lee McAnerney
Commissioner

JAY S. HAMMOND, GOVERNOR
(907) 465-3900

Department of Transportation and Public Facilities
OFFICE OF THE COMMISSIONER

Pouch Z
Juneau, Alaska, 99811
(Telex 45-328)

February 23, 1981

RECEIVED
FEB 23 1981
LEGISLATIVE
AUDIT

Mr. Gerald Wilkerson, Auditor
Division of Legislative Audit
Budget and Audit Committee
The Legislature
Pouch W
Juneau, Alaska 99811

Dear Mr. Wilkerson:

The following answers to your preliminary audit, "Phase V. A Performance Review of the Department of Transportation and Public Facilities Capital Improvement Program," should be viewed as only summaries, since more detailed answers may be found in the previous reports. I have chosen to only make a brief response mainly due to the very short time available to prepare this answer. I would also like to point out that recommendations No. 7 through No. 10 are not directed at this department but, in fact, address the total capital construction program of the State of Alaska; and action on these recommendations must be taken by the Department of Administration and the Legislature.

Recommendation No. 1

The Department should provide for long-range planning of capital projects

Response: The Department is actively pursuing long-range capital planning. Executive Order 39 also requires a statewide transportation plan updated annually to drive the capital improvement program development. We currently have regional multimodal transportation plans under development in many areas of the State. Eventually these studies will be incorporated in a statewide plan.

Planning and Programming should no more be a staff support section than Design and Construction or Maintenance and Operations. Planning and Programming and Design and Construction have been improving their program relationships and will soon be at the stage where, after initial funding, the only time Design and Construction will have to come back to Planning and Programming is for a change in project funding and/or scope.

We are working hard to improve our cost estimates, recognizing that with the incredible volatility in the Nation's economy, it is very difficult to be accurate.

Recommendation No. 2

The Department should budget all planning and overhead costs and should prohibit these budgeted units from obtaining additional funding through the reallocation of capital project appropriations.

Response: We agree that overhead and indirect planning costs for capital improvement programs should be budgeted. In fact, our 1982 operating budget request contains State General Fund requests for these purposes. This does not mean that time, travel or other directly related costs incurred by individuals or units would not be charged to CIP appropriations. In the future, these costs will be limited to direct charges and not be made through a method of allocation of costs.

This means that overhead costs, those not directly attributable to a project, will be charged to fixed operating budgets. This assumes, of course, that the legislature approves these expenditures from the general fund.

Recommendation No. 3

The Department should develop a regional organization structure to improve the efficiency of administering the CIP within each region.

Response: The statutes as well as efficient management practices dictate a strong regional presence, and we are shaping the Department accordingly. Coordination between units in the regions has improved dramatically and will continue to improve.

I do not believe that 5 "regional transportation and public facilities directors" reporting to the Commissioner would provide efficient management. Laws currently in effect governing management of state agencies are somewhat complex and must be applied consistently statewide. Therefore, a substantial headquarters effort will always be required, but we do believe in as strong a regional presence as possible.

Recommendation No. 4

The Department should develop an overhead accounting system to equitably allocate costs to CIP projects.

Response: Allocation of costs to projects is a desirable goal for purposes of cost accounting, recording of asset values, evaluation of alternatives, and budgetary control. As you stated, we charge direct costs to projects and are currently charging certain overhead costs. Our budget requests for FY 82 envision charging only direct costs to the project budgets.

Any accounting information should be evaluated in terms of the value of the information. We would not propose that any changes be made to our current system to systematically accumulate all overhead and indirect costs applicable to capital projects. We will investigate this possibility as we develop our new management information system; however, at this point, we feel that the additional complications which this would cause would outweigh the advantages of the information.

Recommendation No. 5

The Department should improve project accounting and fiscal controls of their capital project accounting system.

Response: We agree with this recommendation; however, we do not agree with the subpart labeled 5A which in part states, "The Department should...by establishing the responsibility for determining the availability of CIP funds for revisions and/or adjustments and the propriety of those changes within the Division of Financial Management." The Planning and Programming Unit is properly the unit to make these evaluations. It is responsible for the programming of capital funds and as such must keep up-to-date on the project fund status to assure that sufficient balances are remaining to complete projects as envisioned. Only knowing that the financial records indicate that there is a balance available, as Financial Management would know, is not enough. Financial Management does verify the transfers proposed by the Planning and Programming Unit to assure that there are available funds in the accounts to allow the transfers.

Recommendation No. 6

DOTPF should develop accurate and timely financial information for use by project managers.

Response: We have recognized this need, and it is our highest administrative priority.

I thank you for the opportunity to provide you with my written thoughts on these recommendations and I, as well as other members of my staff, are ready to meet with you and the Legislative Budget and Audit Committee to discuss them in more detail if you should desire.

Sincerely,

Robert W. Ward
Commissioner

HB

6918

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. HB 648
Title Transferring Public Facilities Operations to the Department of Administration
Requested by House Transportation Committee Date 2/19/82

II. FISCAL DETAIL
Agency Affected Administration
Program Category Affected General Government
BRU, Program, Or Subprogram(s) Affected See attached worksheet
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
100 PERSONAL SERVICES	1585.6	1712.4	1849.4	1997.4	2157.2	2329.7
200 TRAVEL	41.3	44.6	48.2	52.0	56.2	60.7
300 CONTRACTUAL	1036.0	146.9	158.6	171.3	185.0	199.8
400 COMMODITIES	40.0	43.2	46.6	50.4	54.4	58.7
500 EQUIPMENT	20.0	21.6	23.3	25.2	27.2	29.4
600 LAND & STRUCTURES						
700 GRANTS,CLAIMS,ETC.						
TOTAL	2722.9	1968.7	2126.1	2296.3	2480.0	2678.3

FUNDING (Thousands of Dollars)

GENERAL FUND	2722.9	1968.7	2126.1	2296.3	2480.0	2678.3
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS

FULL TIME	40	40	40	40	40	40
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)
1) Annual inflation rate of 8% is applied to FY 83-87 expenditures.

2) One time items included in FY 82 contractual are:
a) conversion costs - new offices, office systems, etc. for transferred and new employees and new supply stations for maintenance and operations. Cost. $700,000.

b) Development of Cost Accounting/Financial Management Information System for capital projects. Cost. $200,000

3) The Department of Administration will establish three new divisions for the programs being transferred from DOT/PF: (Division of Maintenance and Operations, Planning and Programming) and (Design and Construction). The divisions will report to a Deputy Commissioner for Public Facilities in the Commissioner's Office.

IV. DATE 2/19/82 PREPARED BY Robert L. Rehfeld
AGENCY Administration
PHONE 465-2200

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named) House Transportation Committee
33-001 (Rev. 12/81)
Office of the Governor: Keith Specking

4) The Division of Administrative Services will decentralize its personnel/fiscal and supply operations. New field offices will be created in Anchorage, Fairbanks and Juneau.

5) The Public Facilities Capital Projects will have an average work-in process balance of $60 million

6) The Fiscal Note prepared by DOT/PF proposed to transfer only eight administrative support personnel, four of which are Supply Clerks, Range 8. The substantial increase in Administrative Services staff is required for the following reasons:

   a) To accommodate transfer of 236 PFT positions from DOT/PF.

   b) Increased burden in preparing payroll for approximately 100 LTC employees.

   c) Maintenance of a new cost accounting/financial management information system.

   d) Significant expansion of the department's supply and logistics effort.

   e) Decentralized Administrative Support for field operations for both new public facility programs as well as existing departmental programs (i.e., Pioneers' Homes, Public Defender, General Services and Supply).

ANNUAL OPERATING COSTS

BRU	100	200	300	400	500	TOTAL	G.F.	PFT
Public Facilities (New)								
Maintenance and Operations	170.0	2.2	10.2	3.0	1.5	186.9	186.9	3
Planning and Programming	103.4	2.1	6.8	2.0	1.0	115.3	115.3	2
Design and Construction	103.4	2.1	6.8	2.0	1.0	115.3	115.3	2
SUBTOTAL	376.8	6.4	23.8	7.0	3.5	417.5	417.5	7
Commissioner's Office	79.8	2.6	3.4	1.0	.5	87.3	87.3	1
Administrative Services								
Fiscal/Personnel	1070.7	32.3	102.0	30.0	15.0	1250.0	1250.0	30
Word Processing	58.3	0	6.8	2.0	1.0	68.1	68.1	2
SUBTOTAL	1129.0	32.3	108.8	32.0	16.0	1318.1	1318.1	32
TOTAL ANNUAL OPERATING COSTS	1585.6	41.3	136.0	40.0	20.0	1822.9	1822.9	40
One Time Items								
Conversion Costs			700.0			700.0	700.0	0
Cost Accounting System			200.0			200.0	200.0	0
TOTAL ALL COSTS	1585.6	41.3	1036.0	40.0	20.0	2722.9	2722.9	*40

* See Listing of New Positions

NEW POSITIONS

BRU

Public Facilities

Maintenance and Operations

Director	R26
Deputy Director	R24
Corresponding Secretary	R12

Planning and Programming

Director	R26
Corresponding Secretary	R12

Design and Construction

Director	R26
Corresponding Secretary	R12

Commissioner's Office

Deputy Commissioner - Public Facilities	R28

Administrative Services

Fiscal/Personnel

Administrative Officer II	R19	Anchorage	Field Office Supervisor
Administrative Officer II	R19	Fairbanks	Field Office Supervisor
Administrative Officer II	R19	Juneau	Field Office Supervisor
Accounting Technician II	R14	Anchorage	Field Office, Payroll
Accounting Technician II	R14	Fairbanks	Field Office, Payroll
Accounting Technician II	R14	Juneau	Field Office, Payroll
Clerk Typist III	R8	Anchorage	Field Office, Clerical
Clerk Typist III	R8	Fairbanks	Field Office, Clerical
Clerk Typist III	R8	Juneau	Field Office, Clerical
Accountant II	R14	Anchorage	Field Office-Cost Acct Mtnce
Accountant II	R14	Fairbanks	Field Office-Cost Acct Mtnce
Accountant II	R14	Juneau	Field Office-Cost Acct Mtnce
Assistant Personnel Officer I	R16	Juneau	Central Office-Personnel/ Payroll
Accounting Technician II	R14	Juneau	Central Office-Personnel/ Payroll
Accounting Technician I	R12	Juneau	Central Office-Accounts Payable
Accounting Clerk III	R10	Juneau	Central Office-Accounts Payable
Accounting Technician II	R14	Juneau	Central Office - RSA's

NEW POSITIONS - CONTINUED

Accountant III	R16	Juneau	Central Office Contract Officer
Internal Auditor III	R19	Juneau	Central Office Audits Controls
Budget Analyst III	R19	Juneau	Central Office Budgets, R.P.'s
Accounting Clerk III	R10	Juneau	Central Office, Travel
Supply Officer III	R18	Juneau	Central Office, Department Supply Officer
Supply Officer II	R16	Juneau	Central Office - Accounting
Supply Clerk	R8	Juneau	Central Office - Clerical
Supply Officer II	R16	Anchorage	Field Office - Supply
Supply Officer II	R16	Fairbanks	Field Office - Supply
Supply Officer II	R16	Juneau	Field Office - Supply
Supply Assistant	R12	Anchorage	Field Office - Central Stores
Systems Analyst I	R18	Juneau	Central Office - Cost Accounting Mtnc
D P Programmer	R17	Juneau	Central Office - Cost Accounting Mtnc

Word Processing

Correspondence Secretary	R12	Juneau	Word Processing Support
Correspondence Secretary	R12	Juneau	Word Processing Support

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE
REVISED

I. REQUEST
Bill/Resolution No. HB 648
Title Transferring Public Facilities Operations to the Department of Administration
Requested by House Transportation Committee Date 2/22/82

II. FISCAL DETAIL
Agency Affected Administration
Program Category Affected General Government
BRU, Program, Or Subprogram(s) Affected See attached worksheet
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
100 PERSONAL SERVICES		1585.6	1712.4	1849.4	1997.4	2157.2
200 TRAVEL		41.3	44.6	48.2	52.0	56.2
300 CONTRACTUAL		1036.0	146.9	158.6	171.3	185.0
400 COMMODITIES		40.0	43.2	46.6	50.4	54.4
500 EQUIPMENT		20.0	21.6	23.3	25.2	27.2
600 LAND & STRUCTURES						
700 GRANTS,CLAIMS,ETC.						
TOTAL	0	2722.9	1968.7	2126.1	2296.3	2480.0

FUNDING (Thousands of Dollars)

GENERAL FUND		2722.9	1968.7	2126.1	2296.3	2480.0
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS

FULL TIME		40	40	40	40	40
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)
1) Annual inflation rate of 8% is applied to FY 83-87 expenditures.

2) One time items included in FY 82 contractual are:
   a) conversion costs - new offices, office systems, etc. for transferred and new employees and new supply stations for maintenance and operations. Cost. $700,000.

   b) Development of Cost Accounting/Financial Management Information System for capital projects. Cost. $200,000.

3) The Department of Administration will establish three new divisions for the programs being transferred from DOT/PF: Division of Maintenance and Operations, Planning and Programming and Design and Construction. The divisions will report to a Deputy Commissioner for Public Facilities in the Commissioner's Office.

IV. DATE 2/20/82 PREPARED BY Robert L. Rehfeld
AGENCY Administration
PHONE 465-2200

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named) House Transportation Committee
33-001 (Rev. 12/81)
Office of the Governor: Keith Specking

4) The Division of Administrative Services will decentralize its personnel/fiscal and supply operations. New field offices will be created in Anchorage, Fairbanks and Juneau.

5) The Public Facilities Capital Projects will have an average work-in process balance of $60 million

6) The Fiscal Note prepared by DOT/PF proposed to transfer only eight administrative support personnel, four of which are Supply Clerks, Range 8. The substantial increase in Administrative Services staff is required for the following reasons:

   a) To accommodate transfer of 236 PFT positions from DOT/PF.

   b) Increased burden in preparing payroll for approximately 100 LTC employees.

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Fiscal/Personnel	1070.7	32.3	102.0	30.0	15.0	1250.0	1250.0	30
Word Processing	58.3	0	6.8	2.0	1.0	68.1	68.1	2
SUBTOTAL	1129.0	32.3	108.8	32.0	16.0	1318.1	1318.1	32
TOTAL ANNUAL OPERATING COSTS	1585.6	41.3	136.0	40.0	20.0	1822.9	1822.9	40
One Time Items								
Conversion Costs			700.0			700.0	700.0	0
Cost Accounting System			200.0			200.0	200.0	0
TOTAL ALL COSTS	1585.6	41.3	1036.0	40.0	20.0	2722.9	2722.9	*40

* See Listing of New Positions

NEW POSITIONS

BRU

Public Facilities

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Deputy Director	R24
Corresponding Secretary	R12

Planning and Programming

Director	R26
Corresponding Secretary	R12

Design and Construction

Director	R26
Corresponding Secretary	R12

Commissioner's Office

Deputy Commissioner - Public Facilities	R28

Administrative Services

Fiscal/Personnel

Administrative Officer II	R19	Anchorage	Field Office Supervisor
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Accountant II	R14	Fairbanks	Field Office-Cost Acct Mtnce
Accountant II	R14	Juneau	Field Office-Cost Acct Mtnce
Assistant Personnel Officer I	R16	Juneau	Central Office-Personnel/ Payroll
Accounting Technician II	R14	Juneau	Central Office-Personnel/ Payroll
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Accounting Clerk III	R10	Juneau	Central Office-Accounts Payable
Accounting Technician II	R14	Juneau	Central Office - RSA's

NEW POSITIONS - CONTINUED

Accountant III	R16	Juneau	Central Office Contract Officer
Internal Auditor III	R19	Juneau	Central Office Audits Controls
Budget Analyst III	R19	Juneau	Central Office Budgets, R.P.'s
Accounting Clerk III	R10	Juneau	Central Office, Travel
Supply Officer III	R18	Juneau	Central Office, Department Supply Officer
Supply Officer II	R16	Juneau	Central Office - Accounting
Supply Clerk	R8	Juneau	Central Office - Clerical
Supply Officer II	R16	Anchorage	Field Office - Supply
Supply Officer II	R16	Fairbanks	Field Office - Supply
Supply Officer II	R16	Juneau	Field Office - Supply
Supply Assistant	R12	Anchorage	Field Office - Central Stores
Systems Analyst I	R18	Juneau	Central Office - Cost Accounting Mtnc
D P Programmer	R17	Juneau	Central Office - Cost Accounting Mtnc

Word Processing

Correspondence Secretary	R12	Juneau	Word Processing Support
Correspondence Secretary	R12	Juneau	Word Processing Support

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. HB 648 - Transfer certain functions of Department of Title Transportation & Public Facilities to Department of Administration
Requested by _____ Date _____

II. FISCAL DETAIL
Agency Affected Transportation & Public Facilities
Program Category Affected Transportation
BRU, Program, Or Subprogram(s) Affected All - See attached
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
100 PERSONAL SERVICES		(11491.3				
200 TRAVEL		(623.8				
300 CONTRACTUAL		(7218.1				
400 COMMODITIES		(5199.3				
500 EQUIPMENT		(47.9				
600 LAND & STRUCTURES						
700 GRANTS,CLAIMS,ETC.						
TOTAL		(24580.4) Assume increase with inflation.				

FUNDING (Thousands of Dollars)

GENERAL FUND		(19092.5)				
FEDERAL FUNDS						
OTHER (Specify Source)		(5487.9)				

POSITIONS

FULL TIME		(236.0)				
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)

Assumes transfer of building and facility type structures to Department of Administration. Does not transfer building maintenance at Anchorage and Fairbanks International Airports.

Bill is confusing as to harbors, etc. that were previously with Department of Public Works. We have assumed transportation items such as harbors and airports remain with the Department of Transportation.

See attached for particular BRU adjustments.

IV. DATE 2/12/82 PREPARED BY Dan Lind
AGENCY DOT/PF
PHONE 465-3900

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)
33-001 (Rev. 12/81)

	Personal Services 100	Travel 200	Contractual 300	Commodities 400	Equipment 500	Other	Total	Funding: General Fund	Funding: Other	Funding: PFT	Funding: Staff Mos
Maintenance & Operations-Facilities											
Central Region	1126.4	20.2	1749.3	400.2	-	-	3296.1	3049.5	246.6	26.0	330.4
Interior Region	965.1	12.2	1795.4	682.5	-	-	3455.2	3093.1	362.1	22.0	286.8
Dalton Highway	548.0	103.4	110.3	982.8	-	-	1744.5	1679.1	65.4	9.0	136.8
Southeast Region	1553.4	23.7	2138.4	1089.3	19.6	-	4824.4	4736.1	88.3	34.0	442.6
Western Region	255.0	5.0	270.8	299.0	-	-	829.8	775.1	54.7	4.0	63.6
Southcentral Region	879.1	11.2	466.7	1595.9	24.8	-	2977.7	2207.4	770.3	16.0	226.2
Subtotal	5327.0	175.7	6530.9	5049.7	44.4		17127.7	15540.3	1587.4	111.0	1486.4
Planning & Programming-Facilities											
Central Region	949.6	32.5	51.7	10.0	1.6	-	1045.4	1045.4	-	21.0	252.0
Interior Region	443.0	13.5	42.4	7.2	.7	-	506.8	506.8	-	8.0	96.0
Southeast Region	427.8	24.8	178.2	10.5	1.2	-	642.5	642.5	-	9.0	108.0
Subtotal	1820.4	70.8	272.3	27.7	3.5	-	2194.7	2194.7	-	38.0	456.0
Design & Construction-Facilities											
Central Region	1693.4	78.2	66.7	21.2	-	-	1859.5	290.9	1568.6	34.0	412.8
Interior Region	1368.5	186.6	121.3	18.3	-	-	1694.7	418.5	1276.2	25.0	304.0
Southeast Region	1053.6	112.5	226.9	82.4	-	-	1475.4	419.7	1055.7	20.0	243.7
Subtotal	4115.5	377.3	414.9	121.9			5029.6	1129.1	3900.5	79.0	960.5
Administration											
Support Services	28.4	-	-	-	-	-	28.4	28.4	-	1.0	12.0
Regional Operations	200.0	-	-	-	-	-	200.0	200.0	-	7.0	84.0
Subtotal	228.4						228.4	228.4		8.0	96.0
TOTAL	11491.3	623.8	7218.1	5199.3	47.9	-	24580.4	19092.5	5487.9	236.0	2998.9

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE: 3/22
LOCATION: 112
SUBJECT: HB648

NAME	REPRESENTING	ADDRESS	PHONE	WISH TO TESTIFY	WISH TO OBSERVE
Robert L. Rehfeld	Dept. of Administration		465-2200	HB648	
Ron Lind	DOTPF		465-3900		✓
MAURICE C. WILSON		4410 WORONZOF DR. ANCHORAGE	907-248-0686	"	

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE: 2/14/02
LOCATION: 112 Capitol
SUBJECT: HB 648

NAME	REPRESENTING	ADDRESS	PHONE	HERE TO TESTIFY	HERE TO OBSERVE
Ron Lind	DOTPF	Pouch Z	465-3900	X	
Dick Smith	Adm	Pouch C	465-2200	✓	

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE: 2/23
LOCATION: 112
SUBJECT: HB 649

NAME	REPRESENTING	ADDRESS	PHONE	HERE TO TESTIFY	HERE TO OBSERVE
JON SCRIBNER	DOT/PF	POUCH Z	465-3900		X
Ron Lund	✓	✓	✓	✓	
Bob Eder	Valdez Engineering Inc	Box 907 Valdez 99686	835 4995	✓	
MARIETTE CULLSON	" "	4410 LEXINGTON DR ANCH	349-0686	✓	
Joyce Munson	Resource Development Council	Batavia	276-2660		

Therefore, the subcommittee recommends that:

> Regional street and highway commissions be redesignated as regional transportation commissions and that their powers be expanded to include planning for, and operation of, public transportation (BDR 58-11), and that counties be placed in the same category as cities and be exempt from PSC certification requirements. (BDR 58-32)

The subcommittee can foresee the necessity for greater state involvement in public transporation but in the absence of a department of transportation that can plan for total transportation needs and integrate the several modes, little additional state action is possible. It will be the responsibility of a state department of transportation (DOT), if created, to develop the structure for involvement of the state in public transportation.

The subcommittee gave a great deal of consideration to the creation of urban transportation authorities patterned on the Utah Transit Authority which serves the Greater Salt Lake area. Such an approach may in fact be necessary in the future. There is not, in Reno or Las Vegas, the complex jumble of bus companies that existed in Utah 10 years ago. The subcommittee is hopeful that existing regional mechanisms are capable of taking on a public transportation role. If they do not prove capable, it may be necessary to look at other approaches such as urban transit authorities with their own revenue sources.

IV. DEPARTMENT OF TRANSPORTATION

In the area of transportation, Nevada has what may be characterized as a traditional governmental structure. Each mode of transportation or specialized function, such as licensing of vehicles, has been administered by a single, independent agency of state government. Up until 15 years ago, virtually every state had a similar structure. Hawaii created the first state department of transportation in 1959. Since then, a total of 32 states have created DOT's.

The concept behind a department of transportation is that moving people and goods is a single, interactive and interdependent process. This being the case, there is every reason to coordinate the several modes of transportation to use most efficiently total transportation resources. A majority of the states have concluded that this coordination of modes and utilization of resources can be best achieved by the creation of a single state agency with responsibility for all aspects of transportation. There are several specific motivations for the creation of state DOT's.

Legislative reapportionment based on one man-one vote came to most states in the latter 1960's. With reapportionment came two concerns related to state DOT's. First, there was an increased concern for mass transit and a corresponding decrease in concern for highways in the reapportioned, far more urban, legislatures. Second, the reapportionment legislatures were more willing to centralize executive power and to give governors a stronger management hand. This willingness was reflected in the several large scale reorganizations in the states which included the DOT concept.

Unrelated to reapportionment but also relevant to the creation of state DOT's was the creation in 1966 of the federal Department of Transportation. States found it easier to communicate with the federal transportation agency if they, too, were set up as an integrated transportation agency. Easier communication translates into greater likelihood of obtaining various federal grant moneys for transportation. Many federal programs in highway and, especially, mass transportation require comprehensive transportation planning as conditions precedent to getting grant money.

The foregoing reasons can be considered external motivations for the creation of DOT's. There are also internal reasons. The development of the desire by governors and legislators for balanced multi-modal transportation systems suggested a single agency approach. Related to this desire has been a concern for coordinating transportation with other state interests such as land use planning, environmental protection and economic development. Fitting transportation into these other concerns is greatly facilitated by having a single transportation agency. State DOT's also have the potential for reducing duplication by several agencies involved in transportation. Certainly this is true in common support areas such as legal counsel, land acquisition, financial operations and planning. A single transportation planning agency fits well with the desire for sound state comprehensive planning.

The subcommittee understood and appreciated the theory behind state DOT's. There was little doubt that a DOT was a more rational government structure than the system we have at present. The practical question became one of whether the benefits of a DOT were worth the trouble of creating it. In other words, what was the increment of improvement brought about by a state DOT compared to a traditional transportation structure?

This question became better focused after a seminar on state DOT's sponsored by the National Conference of State Legislatures (NCSL). The seminar was held in Carson City specifically for the subcommittee's benefit. Legislators from Iowa and Oklahoma and

a state agency head from Oklahoma explained the creation of DOT's in their respective states. In addition, the NCSL Washington, D.C., transportation specialist and the chief Washington, D.C., spokesman for the American Road and Transportation Builders provided an assessment of the present and future value of having a state DOT in terms of dealing with the federal government.

The subcommittee found the seminar convincing and concluded that the current and probable value of a state DOT was well worth the effort necessary to create it. In particular, the subcommittee concluded that forthcoming federal legislation combined with the rapid urban growth in Nevada made it advisable, even necessary, to develop an integrated and coordinated transportation planning and operation agency with statewide responsibilities for transportation in all modes and in all areas. The subcommittee does not intend that such an agency would take over any local transportation responsibilities but rather that it would provide technical assistance, and aid in relations with the federal government. The subcommittee also does not intend that a DOT create any new layer of bureaucracy but rather to reorient the responsibilities of the present organization.

Therefore, the subcommittee recommends that:

> A department of transportation be created from the present highway department. The DOT should be structured on a functional basis as opposed to a modal basis. The department should be headed by a director who shall not have to be an engineer. There should be a deputy director who also shall not have to be an engineer. There should be four assistant directors, each supervising a division one of which will be a planning division with clear statutory authority for multi-modal, integrated transportation planning. (BDR 35-93)

Legislators (per diem)

HOUSE BILL NO. 647, by Rep. Fanning. Relates to the payment of legislative per diem--prohibits payment of per diem past the 100th day of a regular session. Also prohibits payment of per diem after the seventh day of the session to a member of a house for which a permanent presiding officer has not been chosen--payment to resume after selection of presiding officer. Provides Act takes effect January 1, 1983.

Introduced January 11 and referred to State Affairs, then to Finance.

Department of Transportation (changes in responsibilities)

HOUSE BILL NO. 648, by the Transportation Committee. Transfers functions of the Public Facilities section of The Department of Transportation and Public Facilities (DOTPF) to the Department of Administration (DOA), and makes "clean-up" changes in statutory references to DOTPF. Creates the Department of Transportation, making the Dept. of Administration responsible for the planning of all public facilities, with the exception of transportation facilities. DOA would also be responsible for acquiring federal funding and for energy conservation measures in public buildings.

Repeals AS 44.42.020(a)(13) - (15), powers and duties of DOTPF relating to public building inventory, energy performance standards, and planning assistance. AS 44.42.055, the State public facilities plan (new section added in bill, giving responsibility for annual submission and revision by Commissioner of Administration). AS 44.42.065, relating to conservation of energy in public buildings--(transferred to DOA in bill). AS 44.42.080(a), relating to capital project funds (also transferred to DOA in bill).

Provides Act takes effect July 1, 1982.

Introduced January 11 and referred to Transportation, then to Finance.

Department of Transportation (regional directors)

HOUSE BILL NO. 649, by the Transportation Committee. Establishes five Dept. of Transportation & Public Facilities regions within the state (currently there are established regions, but no certain number is indicated), each with its own director. Outlines qualifications and duties of regional transportation and public facilities director, which include:

Qualifications--six years experience in transportation construction or engineering.

Duties--responsible for planning, design and construction within region; proposal of program plans, budget requests, and performance reports.

Provides Act takes effect July 1, 1982.

Introduced January 11 and referred to Transportation, then to Finance.

INTRODUCTION OF BILLS (House)

Capital Improvement Projects (by the legislature)

HOUSE BILL NO. 650, by the Transportation Committee. Relates to capital improvement projects proposed by the Legislature (additions to those proposed by the Governor), providing legislative projects will be funded in two phases: ". . .(1) the first phase is a two-year budget cycle to provide funding to determine the feasibility of the project, prepare accurate cost estimates, identify potential legal problems, and conduct surveys and other necessary planning and pre-design work; (2) the second phase is the project construction funding phase and shall be based on the results of the estimates produced by the first phase." Emergency appropriations do not require detailed planning. Outlines procedures for legislative appropriations by region, and forms to be used. Does not provide for an effective date.

Introduced January 11 and referred to Transportation, then to Finance.

AK Marine Highway Authority (establishing)

HOUSE BILL NO. 651, by the Transportation Committee. Establishes Alaska Marine Highway Authority for the operation, management, and planning and construction of facilities for the Marine Highway System. The Authority is a public corporation of the state within the Dept. of Transportation & Public Facilities. The Authority shall consist of eight directors, appointed by the Governor for a four-year term. Provides for the preparation of a long-range plan for the development and improvement of the Marine Highway System, and under the duties outlined for the Authority the bill states: ". . . the authority may. . .(9) operate, maintain, improve, and extend a system of ferries connecting with the public roads and highways of the state and including the boats, vessels, wharves, docks, approaches, landings and appurtenances the authority determines to be necessary or desirable for safe and efficient operation of the ferry system so as to best serve the public;. . .". Authorizes the Authority to issue revenue bonds to pay the cost of part or all of any capital improvements to the Marine Highway System. Also gives the Authority the power of eminent domain and purchasing for the acquisition of land, rights-of-way, and materials necessary to improve the ferry system. Further sections of the bill relate to the transfer of responsibilities from DOTPF to the Authority. Does not provide for an effective date.

Introduced January 11 and referred to Transportation, then to Finance.

Municipal Highway Maintenance

HOUSE BILL NO. 652, by the Transportation Committee. Provides for local control of state highway maintenance by a unified municipality or home rule or first class city with a population of more than 1,000. Municipality may request the transfer of responsibility by a resolution of its governing body. Terms and conditions of transfer of responsibility to be determined by negotiations between the Commissioner of Transportation & Public Facilities and municipal officials. If they enter into an agreement, the Commissioner shall pay an annual amount to the municipality which is adjusted annually for inflation. Provides Act takes effect July 1, 1982.

HB 652 (cont'd)

Introduced January 11 and referred to Transportation, then to Finance.

DOTPF Fiscal Year Change

HOUSE BILL NO. 653, by the Transportation Committee. Changes the fiscal year of the Dept. of Transportation and Public Facilities to October 1 of each year, ending on the following September 30. Adds new section which provides that unexpended balances of one-year appropriations lapse on September 30, with the exception of valid obligations (encumbrances), which are automatically reappropriated for the FY beginning on the succeeding October 1 if it is recorded with the Dept. of Administration by Nov. 30 of the succeeding FY. Provides the unexpended balance of an appropriation for a capital project to DOTPF does not lapse into the General Fund and shall be carried over to the subsequent FY. Provides Act takes effect June 30, 1982.

Introduced January 11 and referred to Transportation, then to Finance.

Board of Transportation (establishing)

HOUSE BILL NO. 654, by the Transportation Committee. Establishes the Board of Transportation at the head of the Department of Transportation, and provides it with decision-making functions presently held by the Commissioner of DOTPF. Provides the Board shall appoint the Commissioner, subject to the approval of the Governor, with the Commissioner being the principal executive officer of the Department. The Board is to consist of seven members, appointed by the Governor, and subject to legislative confirmation. Five members are to be appointed from the districts described in HB 649 (page 36), and the other two are to be appointed from the state at large. Outlines qualifications necessary for members. The Board is also given power to adopt regulations, establish regional offices, develop the State transportation plan and the facility procurement plan, and apply for federal funds.

Repeals AS 44.42.010 (DOTPF, Commissioner of Transportation and Public Facilities), and AS 44.42.020 (DOTPF, Powers & Duties). Provides Act takes effect July 1, 1982.

Introduced January 11 and referred to Transportation, then to Finance.

Hydro Financing Plan

HOUSE BILL NO. 655, by the Rules Committee by Request of the Governor. (See Senate Bill No. 646, page 11, identical).

Introduced January 12 and referred to Resources, then to Finance.

Parental Rights (relinquishment)

HOUSE BILL NO. 656, by the Rules Committee by Request of the Governor. Relates to adoption and the relinquishment of parental rights, and was drafted as a result of a State Supreme Court decision (see Governor's letter). Provides Act does not affect the validity of rights executed before the effective date of the Act. Does not provide for an effective date.

The analysis that follows gives general content and highlights in the bills for your information. This will give an overview of the seven bill package introduced by the House Transportation Committee, House Bills 648-654.

HB 648 "Ar. Act relating to the Department of Transportation and Public Facilities to the Department of Administration; establishing the Department of Transportation; and providing for an effective date."

This bill separates the Public Facilities function to the Department of Administration, and establishes the Department of Transportation. (There is a detailed analysis from Leg. Affairs Legal Services attatched)

This bill also serves as a house keeping function as there are numerous references to the Department of Highways and the Department of Public Works.

THE FOLLOWING DOCUMENT(S) MAY NOT FILM LEGIBLY BECAUSE OF POOR QUALITY OF THE ORIGINAL.

Alaska Transportation Consultants, Inc. Planners & Engineers

212 Ridgewood Drive, Suite "C"
Fairbanks, Alaska 99701
907-456-1967

101 East 9th Avenue, Suite 2
Anchorage, Alaska 9950
907-274-9922

February 15, 1982

To: Rep Cote / House Transportation C

1 of 4

From: Bob Thomas
re teleconference 2/24/82

Mr. Steve Soenksen, Administrative Assistant
Committee on Transportation
Pouch V
State Capitol
Juneau, Alaska 99811

Dear Steve:

Please excuse the delay in responding to your letter of January 30, 1982. I have been reviewing the seven bills introduced by the House Transportation Committee while traveling and have now gone through them all. Following are my specific comments:

H.B. 648

Section 34 AS 19.27.110(5) page 9, line 20.
There is also an "urban system". In Alaska, the State has the flexibility of spending urban dollars on other systems and vice versa. Perhaps this system ought to be added.

Section 69 AS 35.25.020(6) page 19, lines 4 and 5.
I think "boat harbor, jetty, dike, breakwater or airport" should remain within transportation.

Section 74 AS 35.30.040(3) page 19 through 23.
I think this authority should remain with the Department of Transportation.

Section 80 AS 37.20.030(c) page 21, line 20.
This refers to AS 37.20.010 and 37.20.020. These should be received to insure that they do not refer to airport terminals, ferry terminals, etc. (I did not have a copy with me while writing this.)

Section 101 AS 44.07.140(f) page 9, beginning at Line 20.
This change makes the commissioner of administration chairman of the capital coordinating committee. This could prove to be an awkward situation. The commissioner of administration is generally a person with a banking or personnel management background. If public facilities becomes a part of his responsibility, he/she would have to rely upon someone with

Rep. Cato
2 of 4

an engineering background to handle public facilities (probably at the deputy commissioner level—see general comments following specific comments on this bill). The capital coordinating committee need technical competence and the head of public facilities would likely take this role. Thus, you might end up with a deputy commissioner chairing a committee of commissioners which would soon degrade to all deputy commissioners by delegation.

Section 103 AS 44.19.056 page 28, line 12.
It appears to me that the commissioner of transportation would be much better suited for this role.

Section 107 AS 44.33.190 (b) line 12 and 13.
This section refers to a director of marine transportation within the Department of Transportation. I'm wondering if we wish to have a "director of marine transportation". Marine transportation spans southeast, southcentral, central, western regions and plus the possibility of a Yukon ferry; all of which would have stake in tourism. This doesn't fit well with the theme of decentralization.

Section 109 AS 44.42.040 (Entire Section).
In spite of what I said in the previous paragraph, total decentralization can pose serious problems—a balance must be met All regions must be represented equally and each must feel they have an advocate (something now lacking); however, an overall statewide interest must be maintained as well.

That is why I urge assigning deputy commissioners a regional responsibility as well as a statewide functional responsibility. This concept is quite similar to the legislative system—a representative may be chairman of committee A but may be a member of committee B who's chairman is a member of committee A. Cooperation and respect is assured by this scheme. In the case of the department, deputy commissioners would be assigned major regional responsibility (Southeastern, Central and Interior). They would live there and would represent the commissioner in the region. In addition, he would have a statewide function such as planning, design and construction, etc. These overlapping functions would keep the deputy commissioner cognizant of both local and statewide needs and would force cooperation between regions. Of course, the commissioner would be the first to know if cooperation broke down.

The problem of having the commissioner's staff of deputies scattered throughout the State would enhance his awareness rather than stymie his operation. Conference calls and regular staff meetings rotated throughout the regions would replace daily meetings. (Presently it's difficult to get all the deputy commissioners and the commissioner together at once—one is stationed in Anchorage.) I would suggest that the deputy commissioners of planning, design and construction, and maintenance each be assigned to Southeast, Central and Interior regions. It doesn't matter who is where, whatever is convenient. The deputy commissioner of administration would remain with the commissioner with no regional function. He would be acting commissioner in the absence of the commissioner.

Pp. Cats 3 of 4

General
Removing public facilities from the department of transportation may resolve some of the management problems from the DOTPF, but public facilities should not be treated as a stepchild and placing it within the DOA could do that. Taking PF from one large department and placing it in the next largest may just be trading problems. I firmly believe public facilities could be well managed under the DOA or DOT or by itself. The important thing is to provide competent leadership no lower than the deputy commissioner level. This may mean creating a new position in the DOA. Consideration should be given to creating a small but competent department of public facilities. (This is in line with my facetious proposal to make each State position a department and then asking each department to eliminate one position.)

H.B. 649
Section 3 AS 44.42.045(b), lines 15 and 16.
The situation described here would severely weaken the commissioner's authority and compromise statewide cooperation. It pits region against region without any reason to compromise. It is better, in my opinion, to force cooperation and negotiation between regions within the department rather than cross departmental lines. Somehow bureaucrats can always point elsewhere and the legislators end up being the bad guy. In general, my comments on the previous bill apply here also.

H.B. 650
No specific comments.
In general, if it is at all possible, it is good to appropriate funding to a group of projects, especially at the planning and design phase. The ability to shift funds between projects is necessary at this phase. However, projects should be carefully grouped to eliminate shifting funds between regions and similar misuse.

H.B. 651
Section AS 19.70.020(a).
As pointed out previously; marine transportation is statewide and addressing only the marine highway may be short-sighted, especially since the State is now considering getting into the Yukon ferry business (Inland Waterways). In any event, I suggest that the State be represented geographically as well as industrial and occupational.

Section AS 19.70.110(b)
I wonder what this limit of State liability would do to bond ratings as well as availability of Federal Aid Funds. Given the dismal financial performance of the marine highway; I could see bond ratings being low and the State paying more than if bonding were acquired on a more comprehensive basis.

Section 4 AS 19.60.020 and Section 6 AS 19.60.040.
This could result in an incompatible situation. A city street may serve now--under these sections, the State would be required to construct a highway. What about maintenance, liability, etc. etc.?

Rep. Cato.
4 of 4

Section 7 AS 19.60.050 line 22.
I fail to see the reason to change "shall" to "may". If the intent is to provide some flexibility, it is not compatible with Section 4 AS 19.60.020.

Section 10 AS 35.27.030(2)
This whole section is confusing. For instance, where do maintenance stations fall?

Section 12 AS 44.42.020(a)(1)
Under this arrangement we will have two bureaucracys doing essentially the same thing. In that neither one are profit centers, nor will they likely be, both will be competing for State transportation dollars. I don't think the public wins.

H.B. 652
No specific comments.
Certain urban highways can and should be the responsibility of local governments; however, in almost all cases primary and secondary highways should remain a State responsibility for both consistant maintenance statewide and efficiency of scale. Under this bill the State becomes responsible for most highways with low traffic and high maintenance. And what about airports?

H.B. 653
This bill makes a lot of sense.

H.B. 654
Section 4 AS 44.42.050(a).
Present wording makes this an impossible task. I suggest that the words "and update" after "develop" on line 27.

General
The concept described in this bill works in other states and has merit.

Thank you for the opportunity to provide my thoughts on these bills.

Sincerely,

Bob C. Thomas, P.E.

THE PRECEDING DOCUMENT(S) MAY NOT FILM LEGIBLY BECAUSE OF POOR QUALITY OF THE ORIGINAL.

D-M

MAR 3 1982

February 25, 1982

Representative Bette Cato, Chairman
House Transportation Committee
Pouch V
Juneau, Alaska 99811

RE: House Transportation Committee Hearing 2/29/82

Dear Representative Cato:

Thank you for listening to me last night. For your records I have attached a copy of my comments. Minor revision has been made to improve clarity. Your desire to improve the mechanism for providing transportation serve to Alaskans is appreciated; however, I recommend more effort be applied to "making" the current organization work before reorganization occurs. Your consideration of my comments 's appreicated.

Sincerely,

Reed Gibby

Reed Gibby

Attachment

H 3648

COMMENTS TO THE HOUSE TRANSPORTATION COMMITTEE

Alaska State Legislature

by Reed Gibby

2/24/82

Geeting honorable members of the State Legislature. My name is Reed Gibby, Central Regional Planning Manager, Department of Transportation and Public Facilities. To better help you assess the value of my comments, here is an overview of my background: Education - two engineering degrees. Experience - seventeen (17) years experience in planning and engineering activities for state, regional and local government, universities (for teaching) and private consultanting. Employment locations include California, Utah, Washington, Oregon, as well as Alaska. Licenses - registered professional engineer in Washington, Oregon (inactive) and California. Professional Activities - member of American Planning Association, American Society of Civil Engineers, Institute of Transportation Engineers and Transportation Research Board. Currently I am active in several national committees of these organizations dealing with transportation planning, highway capacity, school pedestrian safety and transit terminals.

My background has brought me in close contact with hundreds of professionals and numerous entities accross the country. It is on this information base I respectfully make the following general observations regarding HB 648, 649, 651, 654 and 661:

1. The existance of the "ideal" or "perfect" state transportation organization is a myth. All state transportation organizations have problems.

2. Most organizations can be made to work. Success is a result of effort not of organization.

3. DOT/PF has made tremendous improvement in four years, especially the last year. I know of no other state DOT that has made as much improvement.

4. Reorganization of DOT/PF at best will exchange some current problems for other problems which could be worse.

5. Reorganization of large agencies always result in large transition costs, reduced productivity and moral temporarily, etc.

6. DOT/PF is the only state department whose major mission is project implementation. To remove public facilities from DOT/PF would require another department (Administration) to have a dual mission, project implementation plus its own mission.

7. The typical role of a "Board" is generally policy, systems and major program in nature, much the same role as the Alaska Legislature (and appropriate committees). The proposed bill establishes a board with a more technical and specific focus. Therefore, this change will create another "layer" to the organization and increase the "number of bosses".

8. Establishing a separate marine authority will reduce the ability to develop a multi-modal transporatation system which is important in Alaska because much of the population has only one mode to rely upon.

9. DOT/PF management frequently negotiates with the FHWA to reduce federal "red tape" to streamline the development of projects.

10. The current DOT/PF is successful - the project implementation rate has increased and the productivity has improved. In fact the department estimates that despite slightly lower staff levels and a four (4) fold increase in CIP funding in four years, the projects are being developed, in the whole, at least as quickly. Much of the success has occurred within the last year or so.

In sum as a transportation professional I respectfully request you to seriously consider these comments in your deliberations. Thank you for your kind attention.

STATE OF ALASKA
THE LEGISLATURE

LEGISLATIVE AFFAIRS AGENCY

POUCH Y · STATE CAPITOL
JUNEAU, ALASKA 99811
907-465-3800

MEMORANDUM December 17, 1981

SUBJECT: Transfer of non-transportation projects (Work Order No. 12-1992)

TO: Representative Bette M. Cato

FROM: Richard A. Bradley
Legislative Counsel

Enclosed is a bill responsive to your request.

The request was direct enough but in the many sections giving responsibilities to the Department of Transportation and Public Facilities, certain problems were encountered. Please review the bill to determine that it complies with your request.

By and large, the separation of statutory functions into "transportation" and "non-transportation" functions works. But the line is sometimes hard to draw.

Thus the functions of "aeronautics" (AS 02) fit into a transportation mode and remain with the new department (Department of Transportation). These functions include aircraft registration (AS 02.20.010 et seq.); airport obstructions and zoning (AS 02.20.050, AS 02.25); and aircraft registration (AS 02.35).

I determined that the ferry system was concerned with transportation and left it with DOT. Thus transportation of animals on the ferries remains with DOT (AS 03.53).

Public racing (AS 05.35) involves highways and remains with DOT.

I recognize that both the Department of Administration (DOA) and DOT may need to exercise eminent domain AS 09.55.250; this continues the policy of present law.

The review also sought to clean up existing law by eliminating references to the Department of Highways and the Department of Public Works. The former responsibility of DPW for public building standards thus goes to DOA. AS 14.-08.101(7), AS 15.08.161(b)(7), (c), (d), (e).

Shelter cabins and comfort stations at airports seemed more related to transportation; thus the function remains with DOT. The same conclusion suggested regarding shelter cabins, etc. on roads and trails (AS 18.40).

Transportation of nuclear materials is a responsibility of DOT (AS 18.45.030(5)).

The "safety" responsibilities at AS 18.60 seemed more localized and the former DPW function (of consultation) was assigned to DOA (AS 18.60.030(5)).

Responsibilities under AS 19 (Highways and Ferries) remain with DOT.

Since ferries remain with DOT, AS 23.40.040 assigns collective bargaining to DOT for certain ferry employees.

Highway sign coordination remains with DOT (AS 28.01.-010(d)).

Subsidies to freight carriers by water remains with DOT (AS 30.05). Marine communication was a close call, it seemed. It remains with DOT (AS 30.07.020).

Grants for port facilities construction was another close call; I elected to leave it with DOT (AS 30.15). Responsibilities for abandoned and derelict vessels remains with DOT (AS 30.30.170(1)).

Public facility procurement policies are assigned to DOA (AS 35.10.160). Construction procedures for public facilities also go to DOA (AS 35.15.080, AS 35.25, AS 35.27, AS 35.30).

AS 37.05.230(7) had references both to DOTPF and DOH; I recognize that the "Alaska bidder" provisions need to apply both to DOA and DOT.

DOT retains management of airports (AS 37.15). Public buildings accepted by the state from federal agencies, AS 37.20, go to DOA.

The former DOH responsibility under the Right-of-Way Leasing Act, AS 38.35, is assigned to DOT.

DOT and DNR will select sites of historic or scenic value (AS 41.20.050). DOT will construct and maintain facilities at scenic sites (AS 41.20.060). See also 41.20.110(a), 41.20.220, 41.20.355, 41.20.360, 41.20.365, and 41.20.370.

The former DPW function relative to "civic, convention, and community recreation centers" (AS 43.18.300(b)(1)) goes to DOA. See also AS 43.18.500(d)(4)(B), as to cultural facility construction and development grants.

Motor fuel tax responsibilities of DPW (and DOH) go to DOT.

The new capital coordinating committee is realigned. The commissioner of administration is added and is made chairman because of his public facilities responsibilities. AS 44.-07.140(f).

The State Geographic Board seemed obsolete in its formulation; I have reorganized it, put DOA on and taken DOT off. AS 44.19.056.

I put DOA on the Alaska Coastal Policy Council, AS 44.19.-155(a)(2)(G) in place of DPW.

New sections are added at AS 44.21 to realign responsibilities of DOA/DOT. New section AS 44.21.350 will be recognized as former AS 44.42.055, "State Public Facilities Plan".

Sec. 44.21.355 duplicates, as to DOA, the authority given to DOT at AS 44.42.060. AS 44.21.360 comes verbatim from AS 44.42.080, with paragraph (2) deleted. AS 44.21.370 comes from AS 44.42.020(a)(13) - (15).

AS 42 is amended somewhat. The DOTPF becomes DOT. The responsibilities of DOTPF at AS 44.42.020(a) are amended to delete public facility responsibilities. Communication facility responsibility remains with DOT; this occurs in the

FEB - 1 1982

STATE OF ALASKA
THE LEGISLATURE

POUCH Y - STATE CAPITOL
JUNEAU, ALASKA 99811
907-465-3800

LEGISLATIVE AFFAIRS AGENCY

MEMORANDUM February 1, 1982

SUBJECT: Transferring non-transportation projects from the Department of Transportation and Public Facilities to the Department of Administration and establishing a Department of Transportation -- HB 648 (Work Order No. 12-2361)

TO: Representative Bette M. Cato
Chairman, House Transportation Committee

FROM: Richard A. Bradley
Legislative Counsel

You have requested a sectional analysis of HB 648, a bill that is intended to transfer to the Department of Administration the non-transportation functions of the present Department of Transportation and Public Facilities and which renames DOTPF with its remaining functions as the Department of Transportation.

The bill is designed to achieve the request but you will note that additional sections are included in the bill that clean up some of the now obsolete references to the former Departments of Highways and Public Works.

As used in this memorandum, the word "section" will usually refer to a bill section. If I am referring to an Alaska Statutes reference, I will spell it out so that there should be no difficulty in understanding each. In addition, while I assume that the usages are clear, the committee should understand that "DOTPF" stands for the existing Department of Transportation and Public Facilities; "DOT" stands for the proposed Department of Transportation; "DOA" stands for the Department of Administration; "DOH" stands for the former Department of Highways; and "DPW" stands for the former Department of Public Works.

Sec. 1 amends AS 01.20, the Alaska Aeronautics Act of 1937. This chapter provides that the department will have responsibility over aeronautics and communications inside the state, and shall make recommendations for the establishment, location, maintenance, operation and use of airports, landing fields, air markings, air beacons, and other navigation facilities, and for the establishment, operation, management, and equipment of all air schools, flying clubs, and other persons giving air instruction.

Sec. 1 assigns these responsibilities to DOT.

Secs. 2 and 3 amend AS 02.15, the Alaska Aeronautics Act of 1949. While this chapter appears to duplicate part of AS 02.10, it is the basic authority of DOTPF for its responsibilities as to state airports (AS 02.15.060 - 02.15.100), departmental assistance to airports (AS 02.-15.120 - 02.15.155), rural airstrip and seaplane facilities (AS 02.15.150), and aeronautics training such as the Civil Air Patrol (AS 02.15.170 - 02.15.180).

Secs. 2 and 3 assign responsibilities for AS 02.15 to DOT.

Sec. 4 amends AS 02.20, a chapter relating to "registration (of aircraft), flight plans, and landing field obstructions". The responsibilities granted deal with the subjects indicated except that the provisions of AS 02.25 deal more specifically with airport zoning.

Sec. 4 assigns responsibility for AS 02.20 to DOT.

Sec. 5 amends AS 02.25; as suggested this chapter deals with "airport zoning", a subject that deals with the regulation of construction of hazards to air navigation near airports and related subjects.

Sec. 5 assigned these responsibilities to DOT.

Sec. 6 amends AS 02.35, a chapter entitled the "uniform air licensing act". The chapter is intended to mesh with the U.S. Air Commerce Act of 1926 and requires licenses for planes and pilots and legislates on related subjects.

Sec. 6 assigns these responsibilities to DOT.

To summarize, all the responsibilities established under AS 02 are assigned to DOT.

AS 03 is the chapter dealing with "agriculture and animals".

Sec. 7 amends AS 03.53.010(a); the section regulates the transportation of animals aboard state ferries. Since the responsibility for the management of the ferry system is granted to DOT, I amended this section to grant this responsibility to DOT.

Sec. 8 amends AS 05.35, the chapter dealing with "amusements and sports".

Sec. 05.35.020 requires certain permits for racing events from the athletic commission. It stipulates that when a state highway is to be used for the racing event, the concurrence of DOTPF is required. Sec. 8 assigns the responsibility to DOT.

Sec. 9 amends AS 09.55.250(1), a section that relates to the "classifications of estates and lands subject to be taken". This section determines when a fee simple estate will be taken, when an easement will be taken, and when a right of entry will be taken in eminent domain (condemnation) actions. Until this amendment the section had still referred to the former Departments of Highways and Public Works; since both the new Department of Transportation and the Department of Administration will require the eminent domain power, both departments are granted the power of eminent domain under this section.

Secs. 10 - 14 are concerned with the responsibilities presently assigned to DOTPF for school construction, repair, and improvement. Until these amendments, the law in one section still referred to DPW. Since the responsibilities are essentially those of the former Department of Public Works and do not deal with transportation, sections 10 - 14 assign the responsibilities to DOA.

Secs. 15 - 18 amend AS 18.40, a chapter that deals with the responsibility for "shelter cabins and comfort stations". In my view, the responsibility could go either way; note

that before DOTPF was established, these responsibilities had been given to DPW. The responsibility is for the erection and maintenance of public facilities, a responsibility otherwise generally granted to DOA, at least to the extent that the public facility is not oriented to transportation. My reason for assigning the responsibility to DOT is that the determination as to need and the responsibility for maintenance seemed intimately tied into the needs of the travelling public and accordingly, it may be assumed that DOT is more able to maintain the facilities and more aware of need. Included are facilities at airports as well as along public highways. Secs. 15 - 18 assign responsibilities to DOT.

Secs. 19 - 20 amend AS 18.45, a chapter dealing with "atomic energy development".

The particular concerns of the sections amended involve the transportation of radioactive materials on highways of the state [Sec. 19: AS 18.45.030(4)] and by common carriers not in interstate commerce and as to the "participation by public utilities subject to its jurisdiction in projects (using radioactive materials)". [Sec. 20: AS 18.45.-030(5).]

I suggest that the amendment proposed is reasonable and consistent with the goals of the bill in Sec. 19.

I am less certain that the DOTPF (or DOT or DOA) have responsibilities for "common carriers not in interstate commerce" or that any of them have "public utilities subject to its jurisdiction". [Sec. 20.] Perhaps the Public Utilities Commission (AS 42.05) is the better place to assign this responsibility.

Sec. 19 assigns responsibility to DOT; the assignment of responsibility by sec. 20 to DOT should be reconsidered.

Sec. 21 deals with the "safety" programs of the Department of Labor; it lists in paragraph (5) the departments on which coordination of accident prevention may be useful. Because it was a former DPW function, I assigned it to DOA. While I believe that is reasonable, to the extent that both highway safety and safety within buildings may be involved, coordination with both DOT and DOA may be reasonable.

Sec. 21 assigns responsibility to DOA; the committee may wish to add an assignment to DOT.

Secs. 22 - 48 amend the provisions of AS 19, the title dealing with "highways and ferries". The provisions of these sections uniformly assign responsibilities to DOT.

Secs. 22 - 23 amend the definitions section of AS 19.05. The chapter is characterized as "administration" of DOTPF but applies exclusively to the "highways" aspect of DOTPF and derives from a part of the former organic act of the Department of Highways. Secs. 22 - 23 assign responsibilities to DOT.

Secs. 24 - 27 amend AS 19.10, the chapter dealing with the "state highway system".

Secs. 24, 25 - 27, and 28 amend AS 19.10.052, 19.10.280, 19.20.090 respectively. When the sections were renumbered by the revisors in the new print of AS 19 as AS 19.20.017, 19.20.014, and 19.45.015 respectively, the phrases identifying the department of "Transportation and Public Facilities" were dropped: it now reads "department". These sections may be deleted from the bill.

Sec. 29 amends AS 19.22, the chapter regulating "landscaping and scenic enhancement". The amendment to AS 19.22.030 assigns the responsibility to DOT as an aspect of highway management.

Secs. 30 - 32 amend the definitions section [AS 19.25.160] of the chapter dealing with "protection and use of state highways and roads". The responsibilities are properly reassigned from DOTPF to DOT.

Secs. 33 - 35 deal with amendments to the chapter dealing with "junk yards"; junk yards are defined with reference to highways and the scenic views from highways rather than the management of junk yards as such. [AS 19.27.110] The responsibilities are properly assigned to DOT.

Secs. 36 - 42 deal with amendments to AS 19.30, a chapter dealing with "access roads". Such roads are described as roads useful for access to areas rich in mineral development, to areas programmed for surface disposal, and as local

service roads and trails. Sections amended include AS 10.-30.040(a) and (b), 19.30.051, 19.30.080, 19.30.151(a), and 19.30.241(7) and (8). These sections assign responsibilities to DOT.

Secs. 43 - 45 amend the chapter dealing with the James Dalton Highway (the North Slope haul road) and its construction. Sections amended include AS 19.40.020(c), 19.40.060(c), and 19.40.080(1). Secs. 43 - 45 assign responsibilities to DOT.

Sec. 46 amends a section in AS 19.60, a chapter authorizing "ferry terminal facilities". Since the ferry system seems involved in transportation, I have assigned the establishment of ferry terminal facilities to DOT. AS 19.60.070(1).

Secs. 47 - 48 amend AS 19.65, a chapter dealing with miscellaneous ferry system provisions.

Sec. 47, an amendment to AS 19.65.010, limits the authority of the ferry system to relieve employees of the ferry system outside the state. The section has been found unconstitutional by the U.S. District Court for the District of Washington (State). I understand that the decision is on appeal to the Ninth Circuit Court of Appeals.

Sec. 48, an amendment to AS 19.65.020(a), regulates the naming of ferries.

Secs. 47 - 48 assign and recognize responsibilities in DOT.

Sec. 49 amends the provisions of AS 23.40 that authorize the negotiation with employees of the division of marine transportation. AS 23.40.040. The responsibility for ferries has been given to DOT and this section also grants responsibility to DOT.

Sec. 50 amends AS 28.01, a chapter dealing with the "scope and interpretation of AS 28". Sec. 28.01.010(d) permits a municipality to regulate traffic control devices consistently with a manual prepared by DOTPF. Since the responsibility for highways is granted to DOT, this section also grants authority to DOT to prepare the manual.

Sec. 51 amends AS 28.05, a chapter dealing with the "administration" of the Department of Public Safety. The section amended, AS 28.05.011, establishes the duty of the commissioner of public safety to adopt regulations necessary for the management of that department. It permits DOTPF to participate in the restrictions on the operation of motor vehicles when necessary to protect road foundations, surfaces, or structures. Sec. 51 assigns the DOTPF responsibilities to DOT.

Sec. 52 amends AS 29.89, a chapter regulating "state aid for miscellaneous municipal purposes". The section amended, AS 29.89.020 authorizes aid for local roads in accordance with regulations of the DOTPF. Since the highway function is assigned to DOT, this section also reassigns responsibilities to DOT.

Secs. 53 - 56 amend AS 30.05, a chapter relating to "shipping subsidies". The sections amended [AS 30.05.010 - 30.05.040] generally authorize a subsidy to a vessel acting as a common carrier between points designed by DOTPF. Since transportation is involved, the sections reassign responsibilities to DOT.

Sec. 57 amends AS 30.07, a chapter relating to "marine radiotelephone installation". While the question was a close one, it seemed that marine communication involves transportation modes and therefore was reassigned to DOT. AS 30.07.020.

Secs. 58 - 62 amend AS 30.15, a chapter regulating "state participation in (the construction of) port facilities and development. Sections amended include AS 30.15.010, 30.15.020(a), 30.15.060, and 30.15.070(1) and (2).

Again the question is a close one. The function was formerly granted to DPW before its assignment to DOTPF. The responsibility is different from the construction of highways and would be an appropriate responsibility for a "division of public building construction".

On the other hand, the facilities involved are involved in transportation and commerce and accordingly I assigned the responsibilities in Secs. 58 - 62 to DOT.

Sec. 63 amends AS 30.30, a chapter relating to "abandoned and derelict vessels". The chapter deals with the responsibilities of the division of waters and harbors over abandoned and derelict vessels, typically as they become a problem in the harbors of the state. Sec. 63 reassigns the responsibility from DPW (DOTPF) to DOT. AS 30.30.170(1).

Secs. 64 - 65 amend AS 35.10, a chapter dealing generally with "public works". Sec. 64 amends AS 35.10.015(d), a section relating to "public works planning and construction" that regulates the installation of architectural barriers in ferries that may limit the use of ferries by the physically handicapped. The responsibility is assigned to DOT since the responsibility for the division of marine transportation is assigned there.

Sec. 65 amends AS 35.10.160, a section requiring the establishment by DOTPF of a public facility procurement policy. Since DOA is given the responsibility for the construction of nontransporation mode public facilities, sec. 65 assigns this responsibility to DOA.

Secs. 66 and 67 amend AS 35.15, a chapter regulating public facilities "construction procedures". AS 35.15.080(b) and (f) relate to the "local control of state public works projects" and assigns responsibilities to DOTPF. Consistently with the assignment of nontransportation public works project control to DOA, secs. 66 and 67 assign responsibilities to DOA.

Secs. 68 and 69 amend AS 35.25, a chapter dealing with "general provisions". Sec. 68 defines department to mean DOTPF [AS 35.35.020(2)] and sec. 69 provides a definition for "public works". [AS 35.25.020(6)] In each case, assignment of responsibilities moves from DOTPF to DOA.

Secs. 70 and 71 amend AS 37.28, a chapter providing for "art works in public buildings and facilities". Since the nontransportation public facilities function is transferred from DOTPF to DOA, secs. 70 and 71 assign responsibilities to DOA. AS 35.27.030(1) and (4).

Secs. 72 - 74 amend AS 35.30, a chapter that is concerned with the "consistency (of state facilities planning and construction) with local government plans and ordinances".

I have reconsidered the suggestions made in secs. 72 - 74 because responsibilities of both DOT and DOA are involved and I suggest new sections [subject to revision] to read:

* Sec. 72. AS 35.30.010(b) is amended to read:

(b) Prior approval by a municipal planning commission may not be required before the commencement of construction of a highway or local service road if

(1) the Department of Transportation [AND PUBLIC FACILITIES] and the municipalities have entered into agreement for the planning of the project under AS 19.-20.060 or 19.20.070 and the plans for the project are completed in accordance with the terms of that agreement;

(2) the municipality has adopted a municipal master highway plan under AS 19.20.030 and the highway or local service road is consistent with the plan adopted; or

(3) the Department of Transportation [AND PUBLIC FACILITIES] has entered into agreement with the municipality for the planning of transportation corridors under AS 19.10.280 and the plans for the project are completed in accordance with the provisions of that agreement.

*Sec. 73. AS 35.30.010(c) is amended to read:

(c) If final disapproval by resolution of the governing body of the affected municipality or village is not received within 90 days from the date the project was submitted to the municipality or village, the department <u>that submitted the project</u> may proceed with the project.

* Sec. 74. AS 35.30.040(1) is amended to read:

(1) "department" means the <u>Department of Administration, the</u> Department of Transportation [AND <u>PUBLIC FACILITIES]</u>, and the University of Alaska;

Secs. 75 and 76 amend AS 37.05, a chapter regulating "fiscal procedures". Sec. 75 [AS 37.05.230(7)] had provisions prescribing responsibilities both for DOTPF and the former DOH; the section is amended to recognize that "Alaska bidder" procedures may be utilized by either DOA or DOT. Sec. 76 [AS 37.05.240] which relates to the award of contracts and purchases for the construction or repair of a public building is amended to recognize that those activities are the responsibility of DOA.

Secs. 77 - 79 amend AS 37.15, a chapter establishing procedures for "state bonding". Each section amended [AS 37.15.500, 37.15.510, and 37.15.550(5)] is located within the article relating to "international airport revenue bonds". These responsibilities relate to airports and the sections reassign responsibility from DOTPF to DOT.

Sec. 80 amends a provision of AS 37.20, the chapter relating to the "acceptance of federal funds". AS 37.20.030(c). The provisions of AS 37.20.010 - 37.20.030 deal with transitional funding measures arising from statehood; AS 37.20.040 deals with payments into the Alaska Native Fund. I believe that the provisions of the entire chapter are executed, no longer needed, and appropriate for repeal. Assuming that the Federal Government may yet grant public buildings to the state, the section is appropriate as written only if it is understood that DOA has merely received the building and its use may require the transfer of the building to a different department, depending on the use the building will be put to.

Secs. 81 and 82 amend AS 38.05, a chapter establishing the "Alaska Land Act". AS 38.05.030(b), the section amended in sec. 81, recognizes that both DPW and DOH may need public lands of the state in their programs. The section is amended to assign these rights to DOA and DOT. AS 38.-05.030(d), as amended in sec. 82, recognizes that DOH may dispose of property acquired for highways that are not needed for that purpose without returning it to DNR. The responsibility is reassigned from DOH (DOTPF) to DOT.

Sec. 83 amends AS 38.35, the (oil and gas) "right of way leasing act". Responsibilities formerly assigned to DOH are transferred to DOT. AS 38.35.230(2).

Secs. 84 and 85 amend the provisions of AS 39.25, "the State Personnel Act". The amendments to AS 39.25.120(9) and 39.25.153(a) are essentially technical; the first relates to the "regional directors of the Department of Transportation [AND PUBLIC FACILITIES] and the second provides that the "personnel officer of the departments of transportation [HIGHWAYS], fish and game (etc.) shall be located within the department.

Secs. 86 - 95 amend AS 41.20, a wide-ranging chapter entitled "parks and recreational facilities".

Sec. 86 amends AS 41.20.050 to permit DOTPF and DNR to select jointly sites for "historic or scenic value, or for recreation beaches along waterways, roadside rests for travellers," etc. The responsibility is transferred to DOT.

Sec. 82 amends AS 41.20.060, a section permitting the former DPW (DOTPF) to construct and maintain facilities at scenic sites, recreation beaches, and the like. The power had been exercised by DOTPF and is transferred to DOT.

Sec. 88 amends AS 41.20.110(a), a section permitting former DPW to construct and maintain campsites through out the wilderness trails system. The power had been exercised by DOTPF and is transferred to DOT.

Sec.89 amends AS 41.20.220, a section granting DOH management responsibility for the public roads in the Chugach State Park. I assume that DOTPF exercised this responsibility and it is transferred to DOT.

Secs. 90 and 91 amend AS 41.20.335(b) and (d) and permitted DOH to establish footpaths and trails along certain highways. The responsibility involves transportation responsibilities, has been exercised by DOTPF and is transferred to DOT.

Sec. 92 amends AS 41.20.360, a section permitting DOH to establish and maintain footpaths, bridle baths, bicycle paths, (etc.) along highways. It is transferred to DOT.

Secs. 93 and 94 amend AS 41.20.365(a) and (c), a section authorizing funding to DOH for the footpaths (etc.) provided for in AS 41.20.360. The responsibility goes to DOT.

Sec. 95, a section amending AS 41.20.370, is similarly involved with footpaths and the responsibility is transferred from DOH to DOT.

Secs. 96 and 97 amend AS 43.18, a chapter relating to "state aid to local governments". Sec. 96 amends AS 43.18.300(b)(1), a provision relating to civic, convention, and community recreation centers. Since nontransportation public facilities are involved, the responsibilities are transferred from DPW to DOA.

Sec. 97 amends AS 43.18.500(d)(4)(B), a section relating to cultural facility construction and development grants. The responsibility was given to DOTPF to review the application for a grant under that department's responsibilities under AS 35.10.190. The responsibilities for seeking "cost savings in planning, design, and contractual techniques" in facilities procurement at AS 35.10.190 have been transferred to DOA and accordingly this section is made consistent.

Secs. 98 - 100 amend AS 43.40, a chapter providing for the "motor fuel tax". Each section amends AS 43.40.010; it provides that DPW may use funds derived from the motor fuel tax for the construction and maintenance of transportation facilities. The responsibilities have been exercised by DOTPF and are transferred to DOT.

Sec. 101 amends AS 44.07, a chapter establishing the "Alaska capital city development corporation". AS 44.07.140(f), the section amended, provides for a "capital coordinating committee". The commissioner of DOTPF had been on the committee and had been chairman. Amendments that I proposed made the commissioner of administration chairman but left the commissioner of transportation on the committee.

Sec. 102, an amendment to AS 44.17.005, the list of executive departments, changes the name of DOTPF to DOT.

Sec. 103 amends AS 44.19.056, a section relating to the membership of the state geographic board. The amendment removes the commissioner of transportation and public facilities, adds the commissioner of administration, and recognizes that the Department of Community and Regional Affairs has a commissioner, not a director, at its head. Arguably, the responsibilities of DOT are more a

qualification for membership on the geographic board than DOA's and perhaps DOT's commissioner should be reinstated on the board.

Sec. 104, a section amending AS 44.19.066(4), relates to the membership of the International Development Commission; it clarifies the fact that the commissioner of transportation has a seat on it, not the commissioner of highways.

Sec. 105 amends AS 44.19.155(a)(2)(G), a section providing for membership of the Alaska Coastal Policy Council, and assigns the seat of the commissioner of DPW to the commissioner of administration. The commissioner of transportation might equally qualify.

Sec. 106 adds a new article, "public facilities", to AS 44.21, the chapter establishing the Department of Administration. Sec. 44.21.331 is derived from AS 44.42.055. Sec. 44.21.335 is derived from AS 44.42.060. Sec. 44.21.337 is derived from AS 44.42.065.

Sec. 44.21.339 will be recognized as AS 44.42.080, modified only by the deletion of paragraph (2), a function transferred to DOT. See sec. 110 of the bill.

Sec. 44.21.341 is derived from AS 44.42.020(a)(13);
Sec. 44.21.350 is derived from AS 44.42.020(a)(14) and (15).

Sec. 107 amends AS 44.33.190, a section relating to the Tourism Advisory Board. The seat of the director of the division of marine transportation is recognized as being in DOT not in DPW.

Secs. 108 - 111 are sections amending AS 44.42, the chapter establishing the Department of Transportation and Public Facilities; sec. 108 amends AS 44.42.010, a section providing that the principal executive officer of DOT is the commissioner of transportation.

Sec. 109 amends AS 44.42.040; the section requiring the establishment of regions in DOTPF is amended to relate to the regions in DOT.

Sec. 110 amends AS 44.42.080 to recognize that the transportation and related facilities fund is established in

DOT. Note that the provisions in former AS 44.42.080, renumbered as AS 44.42.080(a), which established the former DOTPF capital facilities fund, are repealed. See sec. 126 and recall that a capital facilities fund for the programs transferred from DOTPF to DOA were established under Sec. 44.21.339 in sec. 106.

Secs. 111 and 112 conform the definition section in AS 44.42, eliminating the references to DOTPF and substituting references to DOT.

Sec. 113 amends AS 44.47.092; the section requires the Department of Community and Regional Affairs to make recommendations to DOA (in place of DOTPF) on "comprehensive plans or other land use plans" of municipalities with respect to the facility procurement plan prepared in accordance with stated law.

Sec. 114, an amendment to AS 44.47.160(a)(3), adds the commissioner of administration to the Rural Development Council; the commissioner of transportation retains the seat of the former commissioner of transportation and public facilities.

Sec. 115, an amendment to AS 44.62.330(a)(16), requires DOT (instead of DOTPF) to apply the Administrative Procedures Act's administrative adjudication procedures (AS 44.62.330 - 44.62.630) to DOT's "functions relating to aeronautics and communications".

Sec. 116, a section amending AS 44.65.050(c), establishes "restrictions on construction contracts" but permits DOT (in place of DOTPF) to acquire, construct, and maintain access roads serving public airports.

Sec. 117 amends AS 44.64.020, a section requiring DOTPF to establish "rules regarding the use of state-owned vehicles". The assignment is given to DOT by this section.

Secs. 118 - 119 amend AS 44.74, a chapter establishing a "working capital fund" for DOTPF in the state treasury. The amendments establish the fund for DOT.

Sec. 120 amends AS 44.74.070, a section permitting the commissioners of highways and public works to transfer to

political subdivisions of the state "the title to automotive and construction equipment which can be used in the maintenance of roads and airports". The amendment to the section transfers these responsibilities to the commissioners of administration and transportation.

Sec. 121 is an amendment to AS 44.88, the chapter establishing the Alaska Industrial Development Authority. AS 44.88.180(a) is a section dealing with vote by members of the authority when they may have a conflict of interest. The section establishes a series of state officers who may act if a member has a conflict. The amendment deletes the reference to the commissioner of public works and substitutes the commissioner of transportation.

Secs. 122 and 123 amend AS 46.11, a chapter relating to the "conservation of energy and materials". Sec. 122 amends AS 46.11.010, a section requiring all public facilities of the state built after July 1, 1980 to comply with "thermal and lighting energy standards" adopted by DOTPF; buildings built before that date shall be modified, to the extent practicable, by June 30, 1988. The section is amended to assign these responsibilities to DOA.

Sec. 123 amends the definitions section of the chapter to delete the references to DOTPF and substitute DOA.

Secs. 124 and 125 constitute amendments to AS 47.37, a chapter establishing the "uniform alcoholism and intoxication treatment act" (the office of alcoholism). Sec. 124 [AS 47.37.040(14)] directs the office of alcoholism to cooperate with the Department of Highways in conducting programs relating the problems of persons operating motor vehicles while intoxicated. The amendment transfers the responsiblity to DOT.

Sec. 125 constitutes an amendment to AS 47.37.050(a) and establishes an interdepartmental coordinating committee to act as liaison among state departments engaged in activities affecting alcoholics and intoxicated persons. The amendment deletes DOTPF from membership and adds DOT.

Sec. 126 repeals certain provisions of AS 44.42 (the chapter establishing DOTPF). Those sections repealed are uniformly responsibilities transferred from DOTPF to DOA by the bill.

See the discussion on these points relative to bill section 106.

RAB:ljb

HB

699

FEB 25 1982

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REP. BETTY CATO : FEB. 23, 1982

DEAR BETTY :

MY TYPIST HAS GONE HOME - SO PLEASE FORGIVE THE HANDWRITING.

CHANGES TO THE REGION BOUNDARY DESCRIPTIONS ARE ATTACHED, ALONG WITH A MAP.

AS I TESTIFIED, THE MUNICIPALITY OF ANCHORAGE COULD BE A DISTRICT WITHIN REGION ONE, SINCE THE PLANNING AND FUNDING FOR MOST OF THE MUNICIPALITY IS CONTROLLED BY AN AREA TRANSPORTATION STUDY (AMATS). HOWEVER, THE REGION WOULD BE UNDER THE DIRECTION OF ONE DIRECTOR.

I ENJOYED THE VISIT.

SINCERELY

Mary Ellen

IN THE HOUSE FEB 25 1982 BY CATO

HOUSE BILL NO.

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWELFTH LEGISLATURE - SECOND SESSION

A BILL

For an Act entitled: "An Act relating to regions in the Department of Transportation and Public Facilities; prescribing the duties of regional transportation and public facilities directors; and providing for an effective date."

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

* Section 1. AS 44.42.040 is amended to read:

Sec. 44.42.040. REGIONAL [DEPARTMENTAL] ORGANIZATION OF DEPARTMENT. (a) The commissioner shall establish five regions within the state in accordance with (b) of this section. The functions of the department within each region shall be performed, to the maximum extent feasible, through a regional office. Each regional office shall be directed by a regional transportation and public facilities director appointed by the commissioner. Each regional transportation and public facilities director shall have at least six years experience in transportation construction or engineering.

* Sec. 2. AS 44.42.040 is amended by adding a new subsection to read:

(b) The five regions are:

(1) Region one begins in Kamishak Bay at 59°15'N, 154°00'W; and travels north along longitude line 154°00'W to latitude 63°00'N; then east along latitude line 63°00'N to a point common with the boundaries of regional districts two and five; southerly of the Denali Highway at Corkscrew Creek (Milepost 59.1); ~~then southerly~~ to Prince William Sound at Fairmount Point 60°53'45"N, 147°27'W and inclusive of Kodiak, Afognak, Barren, Trinity and Chirikof Islands. INSERT THEN SOUTHWESTERLY TO THE GLENN HIGHWAY AT THE JUNCTION OF FISHHOOK-WILLOW ROAD APPROXIMATELY ONE MILE NORTH OF PALMER; THEN SOUTHEASTERLY etc

(2) Region two begins at and includes the point at which the Alaska Highway intersects the Alaska-Yukon border; travels northwesterly to the west abutment of the Little Tok River Bridge on Tok Cutoff Highway (Milepost 91.2); then west to the northerly abutment of the McCallum Creek Bridge on the Richardson Highway (Milestone 202.4); then west to a point directly north of the Denali Highway at Corkscrew Creek (Milepost 59.1) ~~then southwesterly to the Glenn Highway at Summit (Milepost 118)~~ and continuing along that line to latitude 63°00'N; then west along latitude 63°00'N to longitude 154°00'W; thence north along longitude 154°00'W; to the Arctic Ocean.

(3) Region three begins in the Gulf of Alaska on longitude line 141°00'W; then north along longitude 141°00'W to Boundary Point 187; then southeasterly along the Canadian-United States border bounding Southeastern Alaska in its entirety.

(4) Region four begins in the Arctic Ocean at Smith Bay 70°54'N, 154°19'W; on longitude line 154°00'W; travels south along longitude 154°00'W to latitude 59°15'N in Kamishak Bay; then east along latitude 59°15'N to longitude 152°15'W; then southwesterly through Shelikof Strait and bounds of the entire Aleutian Chain.

(5) Region five begins at the Gulf of Alaska on longitude line 141°00'W and travels northerly along that line to the point (but not including the point) at which the Alaska Highway intersects the Alaska-Yukon border; then northwesterly to the west abutment of the Little Tok River Bridge on the Tok Cutoff Highway (Milepost 91.2); then west to the northerly abutment of McCallum Creek Bridge on the Richardson Highway (Milepost 202.4); then west to the point directly north of Denali Highway at Corkscrew Creek (Milepost 59.1); then southwesterly to the Glenn Highway ~~at Summit (Milepost 118); then southerly~~ to Prince William Sound at Fairmount Point 60°53'45"N, 147°27'W.

INSERT TO THE JUNCTION OF FISHHOOK WILLOW ROAD APPROXIMATELY ONE MILE NORTH EAST OF PALMER; THEN SOUTHEASTERLY

MEMORANDUM State of Alaska

RECEIVED FEB 9 1981 DEPT. OF TRANSPORTATION & PUBLIC FACILITIES JUNEAU, ALASKA

RECEIVED HIGHWAY DESIGN & CONSTRUC

FEB 10 1981

DIRECTOR'S OFFICE

TO All Regional Directors
Planning & Programming
Department of Transportation
and Public Facilities

DATE: February 9, 1981

FILE NO: 300H

TELEPHONE NO: 465-3900

FROM John Bates, Deputy Commissioner
Planning & Programming
Department of Transportation
and Public Facilities

SUBJECT: FY 83/84 Capital Budget

The preliminary capital budgets for FY 83/84 are requested to be in my office by August 1. They should include a project title, project scope, cost, and map showing locations.

Special attention should be paid to those projects already programmed which need additional funds.

The general amounts for discussion purposes to be programmed for general fund projects including federal match are as follows:

REGION	TRANSIT GF & GO	HIGHWAY FUNDS GF & GO	HIGHWAY FUNDS FHWA	AVIATION FUNDS GF & GO	AVIATION FUNDS ADAP	HARBORS, PORTS, MARINE (STATE)	MAINT. FUNDS	TOTALS GF & GO	TOTALS FED.
Central	4.0	17	75	9	12	5		35	87
Interior	3.0	13	53	7	8	3		26	61
Southeast	2.0	8	42	5	7	5		20	49
South-Central	.5	5	20	3	3	1		9.5	23
Western	1.5	5	30	4	5	4	6*	14.5 *6.0	35
TOTAL (MILLIONS)	11.0	48	220	28	35	18	6	111.0	255

*Supplied by Deputy Commissioner, Maintenance & Operations

FEB 23 1981

- Chief Engineer
- Deputy Chief Engineer
- Review
- Technical Services
- Consultant Coordinator
- ISR&T
- Design
- Right of Way
- Materials
- Engineering Services
- EIS/Permits
- Traffic
- Utilities/Permits
- Road Design
- Construction
- To Main File

93-901 (Rev. 10/79)

Also due at the same time will be the preliminary six year plan. The six year plan should be made up using a funding split of 34% Central, 24% Interior, 19% Southeast, 9% Southcentral and 14% Western, with the following general amounts per year.

1985	$300.0 Federal	$150.0 General Fund & G.O.
1986	-0-	$150.0 General Fund
1987	$325.0 Federal	$150.0 General Fund & G.O.
1988	-0-	$150.0 General Fund
1989	$350.0 Federal	$150.0 General Fund & G.O.

For the 1983/84 budget every effort should be made to program only for those phases which we anticipate will occur during the 83/84 budget years. If construction is not going to occur don't budget for it.

cc: Warren Sparks
Pat Ryan
Ray Shumway

AMENDMENT

OFFERED IN THE HOUSE: BY: ANDERSON

TO: CS - FINANCE HOUSE BILL No. CS HB 609

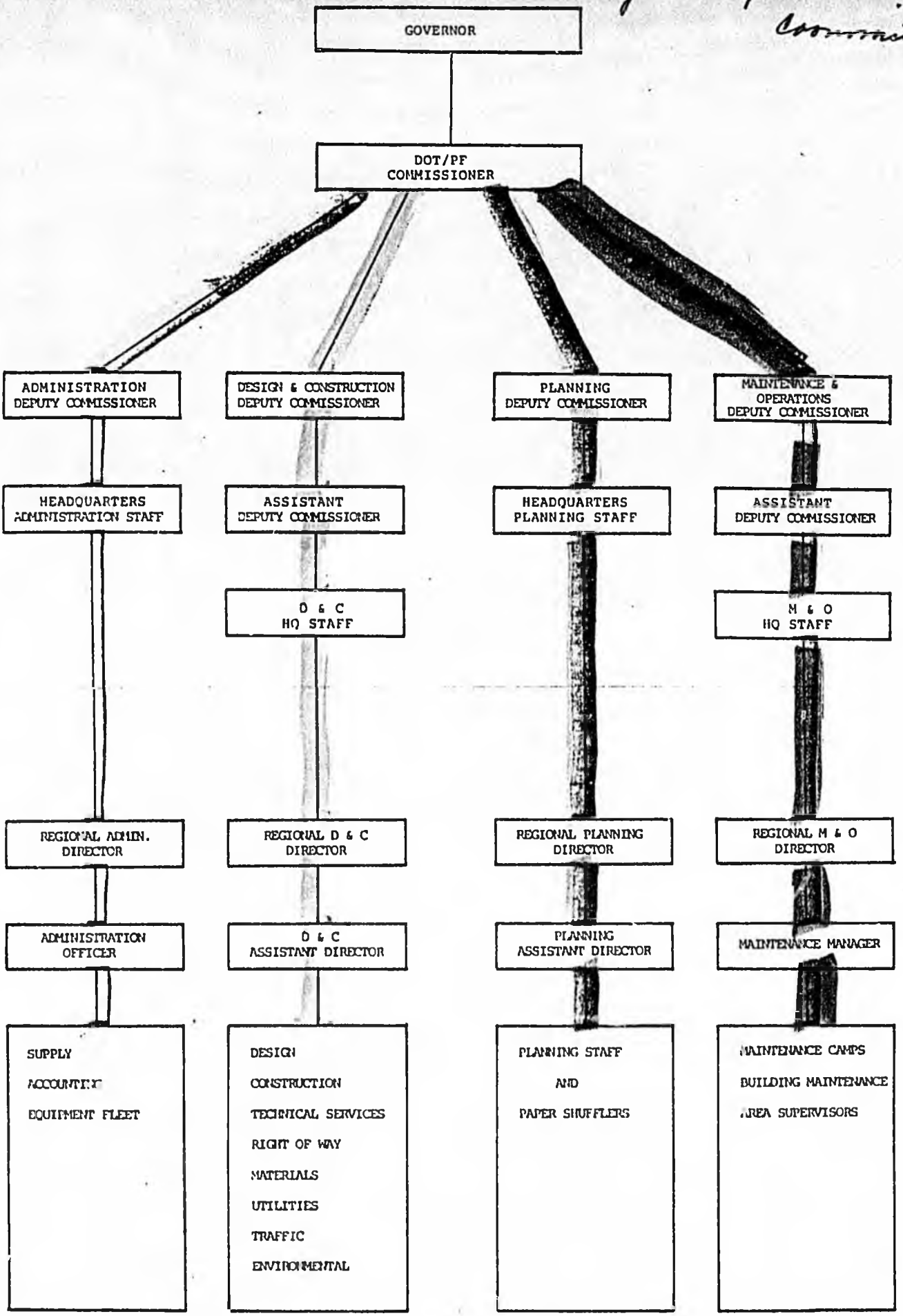
SENATE BILL No. —

PAGE: 3 LINE: 20

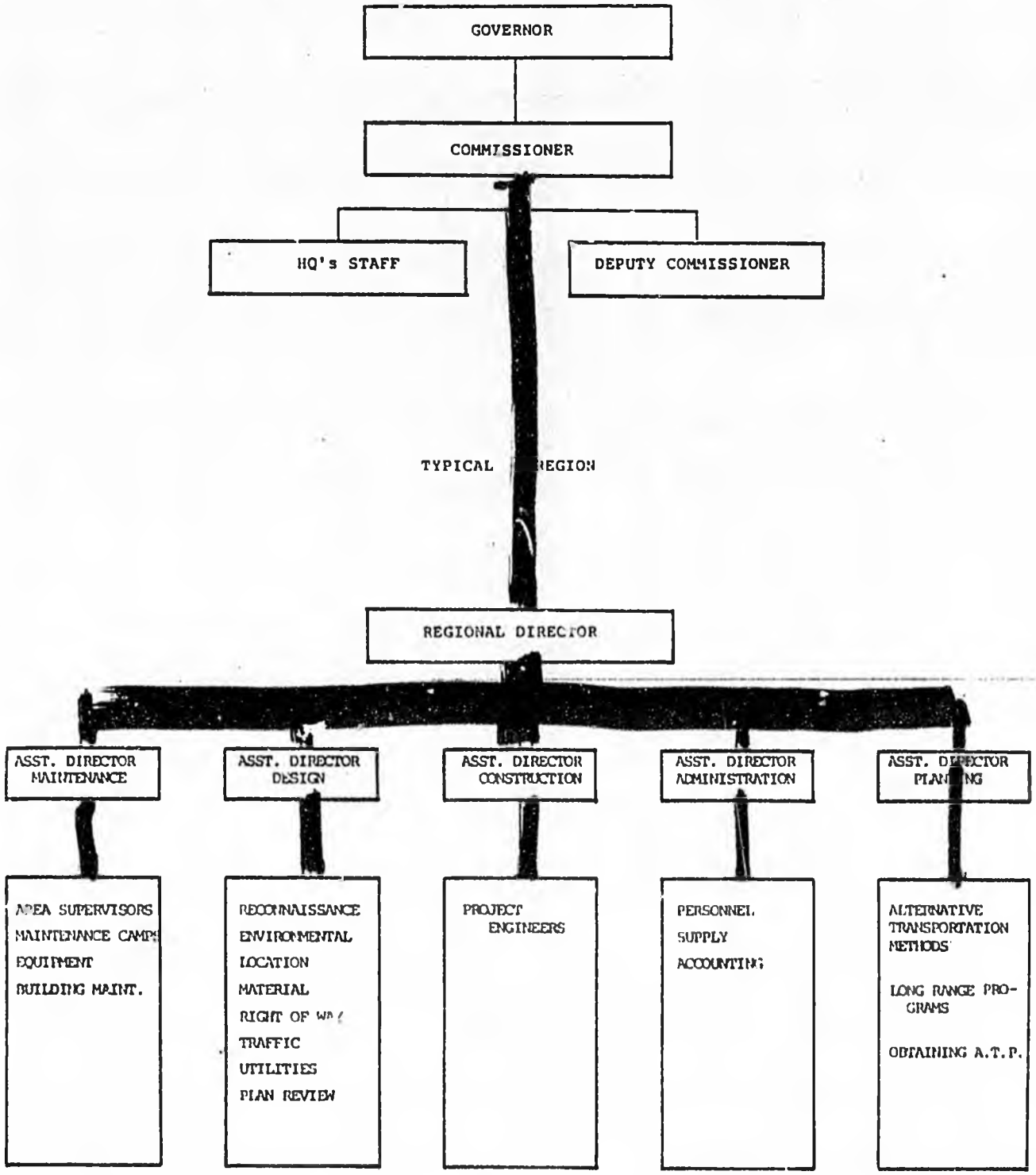
AFTER "PLANS," DELETE "PROGRAM"

AND INSERT "AGENCY"

By Transportation Committee



By Transportation Committee



TESTIMONY ON CS HB 648, CS HB 649, CS HB 651, CS HB 652 and CS HB 654

My name is Walter B. Parker. I am a resident of Anchorage, Alaska residing at 3724 Campbell Airstrip Road. I have been active in Alaskan transportation operations and planning since 1946.

CS HB 649

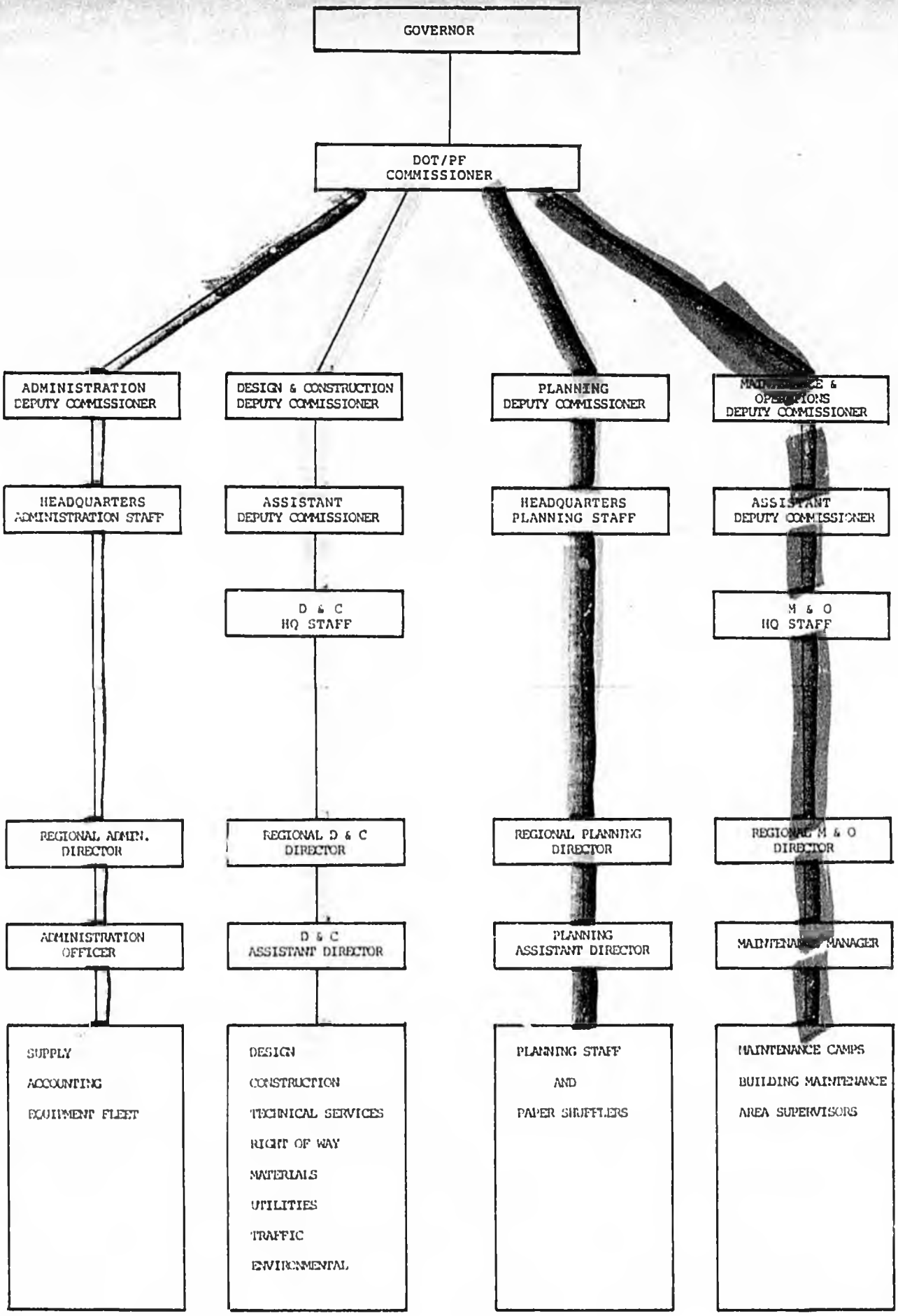
I strongly support the primary concepts contained in this bill. The original idea of a state DOT envisioned regional transportation directors who would be responsible for coordinating planning, programming, operations and maintenance in their regions and who would report directly to the Commissioner. The director for each region could be selected for a background that most suited the problems of that region.

Normally, it is bad practice to place administrative boundaries in the statutes as this bill does. However, it is not a major problem and if other regions were created it could be accomplished at the next legislative session.

I would hope that we would soon have another region for Kodiak, the Aleutians, the Alaska Peninsual and Bristol Bay. I believe that the unique transportation requirements of western Alaska can best be met by having two regions which are devoted soley to those problems and staffed to handle those problems.

I also believe that the AMATS and FMATS structures could be separated out from their regions and handled as independent entities with liaison and coordination staff from DOT. This would leave Central Region and Interior free to handle the state concerns and the intent of AMATS and FMATS for maximum municipal control would be further enhanced. In the same manner, there is no particular reason why the Anchorage and Fairbanks International Airports could not be independent entitites for administrative purposes. This would ensure that the regional director would focus most of his energies on regional concerns rather than on the major units for which he has responsibility. Obviously, planning would relate to all of the above both at the regional and statewide level but it would be planning for systems and not for day to day operations and maintenance.

Finally, the structure proposed in this bill would enable the Commissioner's office to become a lean planning, auditing and evaluating function. This would leave the Commissioner free for interaction with the regional directors, other state and federal agencies, the Governor and the legislature to maintain overall policy direction. The main point is that the relationship between regional directors and the Commissioner would be uninterrupted by other staff levels. Overall system direction for highways, aviation, marine, transit and other systems could be maintained through assignments in the Commissioner's office.


GOVERNOR
DOT/PF
COMMISSIONER
ADMINISTRATION
DEPUTY COMMISSIONER
DESIGN & CONSTRUCTION
DEPUTY COMMISSIONER
PLANNING
DEPUTY COMMISSIONER
OPERATIONS
DEPUTY COMMISSIONER
HEADQUARTERS
ADMINISTRATION STAFF
ASSISTANT
DEPUTY COMMISSIONER
HEADQUARTERS
PLANNING STAFF
ASSISTANT
DEPUTY COMMISSIONER
D & C
HQ STAFF
M & O
HQ STAFF
REGIONAL ADMIN.
DIRECTOR
REGIONAL D & C
DIRECTOR
REGIONAL PLANNING
DIRECTOR
REGIONAL M & O
DIRECTOR
ADMINISTRATION
OFFICER
D & C
ASSISTANT DIRECTOR
PLANNING
ASSISTANT DIRECTOR
MANAGER
SUPPLY
ACCOUNTING
EQUIPMENT FLEET
DESIGN
CONSTRUCTION
TECHNICAL SERVICES
RIGHT OF WAY
MATERIALS
UTILITIES
TRAFFIC
ENVIRONMENTAL
PLANNING STAFF
AND
PAPER SHUFFLERS
MAINTENANCE CAMPS
BUILDING MAINTENANCE
AREA SUPERVISORS

Bill Analysis by Rep. Bette Cato's office.

HB 649 "an act relating to regions in the Department of Transportation and Public Facilities; prescribing the duties of regional transportation and public facilities directors; and providing for an effective date."

This bill establishes boundaries for regions in the state of the Department of Transportation and Public Facilities. It requires that each director has at least 6 years experience in transportation construction or engineering. It gives geographical boundaries (charted on a map for the committee consideration) and also lists duties of regional transportation and public facilities directors.

Sec. 3. AS 44.42 Adds a new section for duties of the directors.

(a) Each director is responsible for planning, design, and construction within the region consistent with the state transportation plan and the public facilities plan.

(b) directors shall submit to the commissioner proposed program plans, program budget requests, and reports of program performance at a time directed by the director of the division of budget and management. The commissioner may comment on the plan but shall forward it to budget and management without change.

(c) The directors shall submit to the commissioner a plan for their region implementing the statewide plan 90 days prior to the end of the fiscal year, for the following year. A change in the plan can be submitted at any time but the commissioner has 90 days to disapprove of the plan.

This bill takes effect July 1, 1982

HB 649-REGIONS

**GO THROUGH THE BILL ANALYSIS

**I would like to read the comments of Walt Parker for the committee. His thoughts are very accurate on this bill

**On the desk in front of you are maps that outline the new regions. Keep in mind that the boundaries themselves are important, but the most important item is the regional authority and accountability.

Just think of it. If this bill passes, it may be possible for you and your constituents to call the regional office and get and answer to a question about a project that is in that region. Wouldn't that be amazing?

On the fiscal note, I believe that this is not an accurate judgement of the impact. DOT has told the committee that regionalization is complete. They have "regionalized" into three regions that are in essence "Satellites" of the powerful headquarters staff. Look at the organizational charts. In the existing case "all power for coordination is in the commissioner's office" In reality, nobody talks to each other. Planning is involved in every phase of a project. I have personally witnessed emergency situations where the people in the field are ready to move in and secure the area but must wait until it can be, "cleared through Juneau First". The largest problem that I witnessed in several occasions was "finding" the appropriate person to get authorization.. I submit that regional personnel that work and live in the area each day, given the authority are in a much better position to make decisions than a person hundreds of miles or more away via a telephone line.
I would be happy to answer questions.....

Alaska State Legislature

House of Representatives

Committee on Transportation

Rep. Bette Cato, Chairman

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

Wednesday
March 31, 1982

Testimony before House Finance Committee - HB 649 - Regions

Contents in YOUR folder

Bill Analysis
Walt Parker's testimony
Two Charts
Map
Committee Substitute
Fiscal Note

Contents we gave to committee

Contents are identical.

Alaska State Legislature

House of Representatives

Rep. Bette Cato, Chairman

Committee on Transportation

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

TO: Transportation Committee Members

FROM: Bette Cato, Chairman
House Transportation Committee

RE: Transcript from this morning's meeting - HB 654
Transportation Board.

DATE: Wednesday, February 24, 1982

The following is a transcript of a portion of this morning's House Transportation Committee meeting:

Rep. Sutcliffe - ..."I can see that if we did it carefully, that couldn't we create a board that did function and actually did work....I know there's a chance in there that it might not work...is the risk too great, that it might not function and that it might dilute the whole system further...but can't you see that the Board would function properly and really have a place in a..."

Ron Lind, Deputy Commissioner, DOTPF, - .."Madam Chairman, I think that part of it is a philosophical, ah, discussion, in that, I don't think, that, well, in my philosophical view of what, sort of, government is doing, a board shouldn't be there; it shouldn't function; I mean it might run a department. But it seems to me that the purpose of the elected process is to have changes and that by that I don't think that transportation/construction is so important in terms of the total thing that you want to give up that ability to change the direction of the department when you change an administration. In other words, if the administration is elected on the view that, ah, economic resource development, in terms of new roads, new expansions into other areas is the thing that the, ah, electorate elected him for and you have a board from a holdover from another type of, ah, viewpoint and they're saying "no, we're doing something else". I just think that those things should be changeable with the administration. Now, the Board of Regents....."

Alaska State Legislature

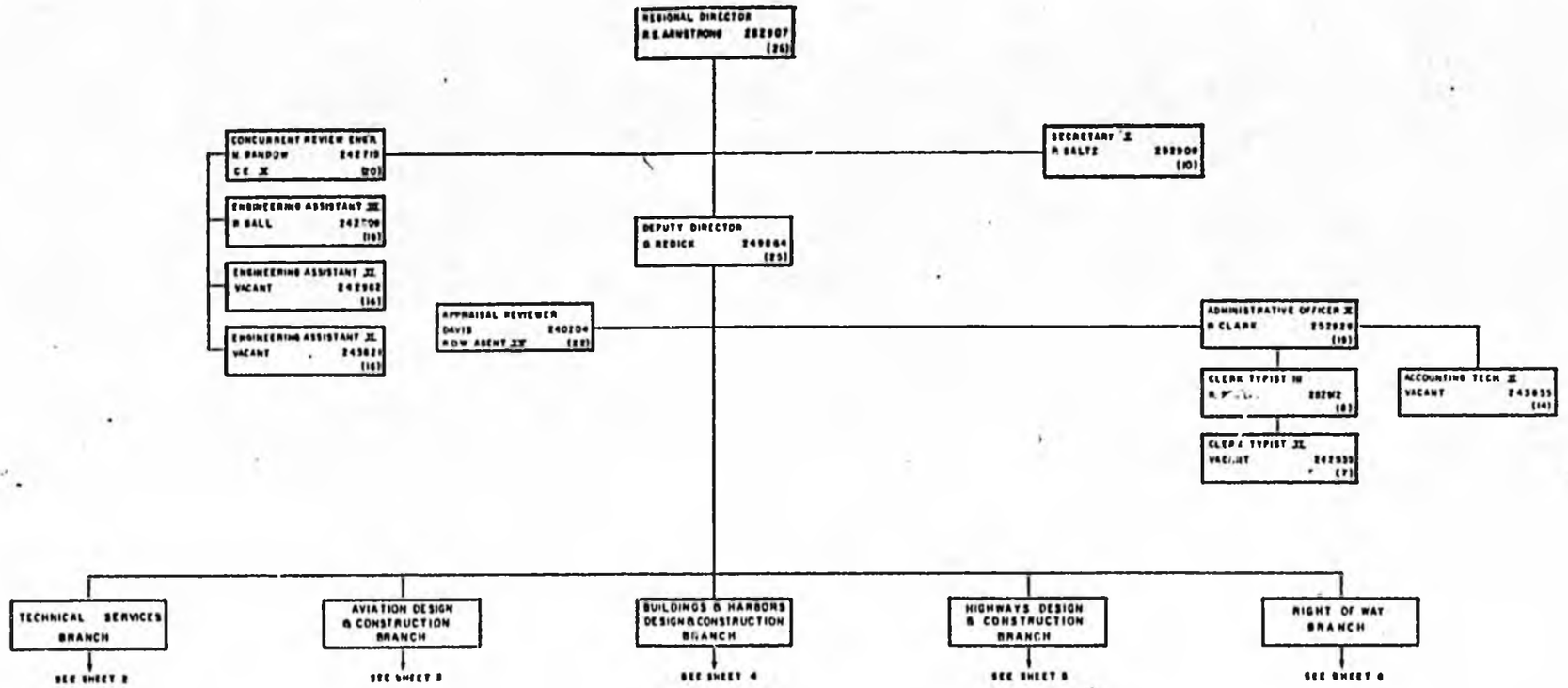
TRANSPORTATION COMMITTEE HEARINGS

DATE: 2/23
LOCATION: 112
SUBJECT: HB 649

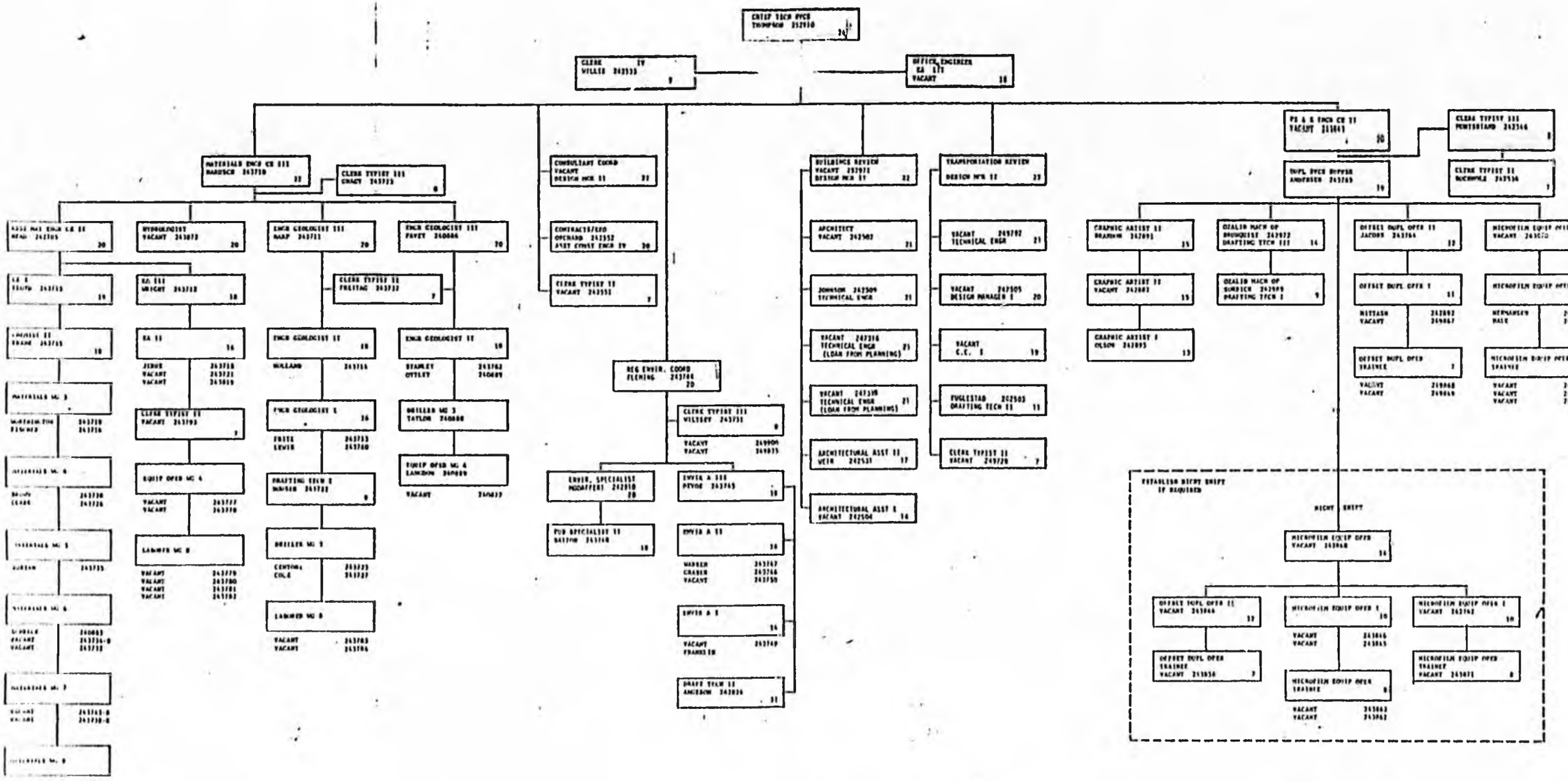
NAME	REPRESENTING	ADDRESS	PHONE	HERE TO TESTIFY	HERE TO OBSERVE
JON SCRIBNER	DOT/PF	POUCH Z	465-3900		X
Ron Lund	✓	✓	✓	✓	
Bob Eder	Valdez Engineering Inc	Box 907 Valdez 99686	835 4995	✓	
MAURICE WILSON	" "	4410 MEKENZIE DR. JUNEAU	789-0686	✓	
Joyce Munson	Resource Development Council · Batanof		586-2660		

CENTRAL REGION
DESIGN & CONSTRUCTION

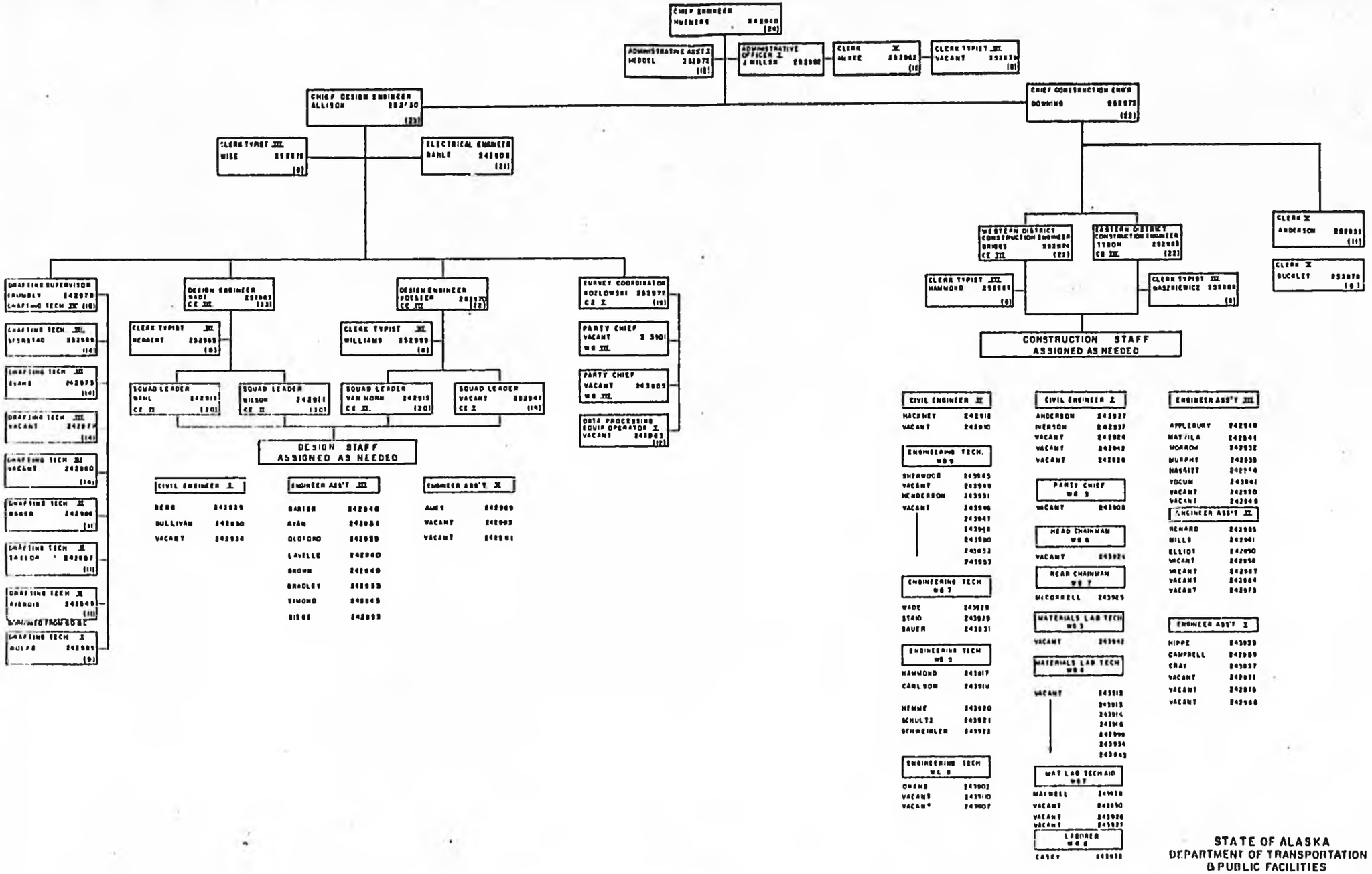
PROPOSED – Title, classes, pay, grades, and staff are not, in all cases, approved by personnel and are subject to change.



CENTRAL REGION
TECHNICAL SERVICES



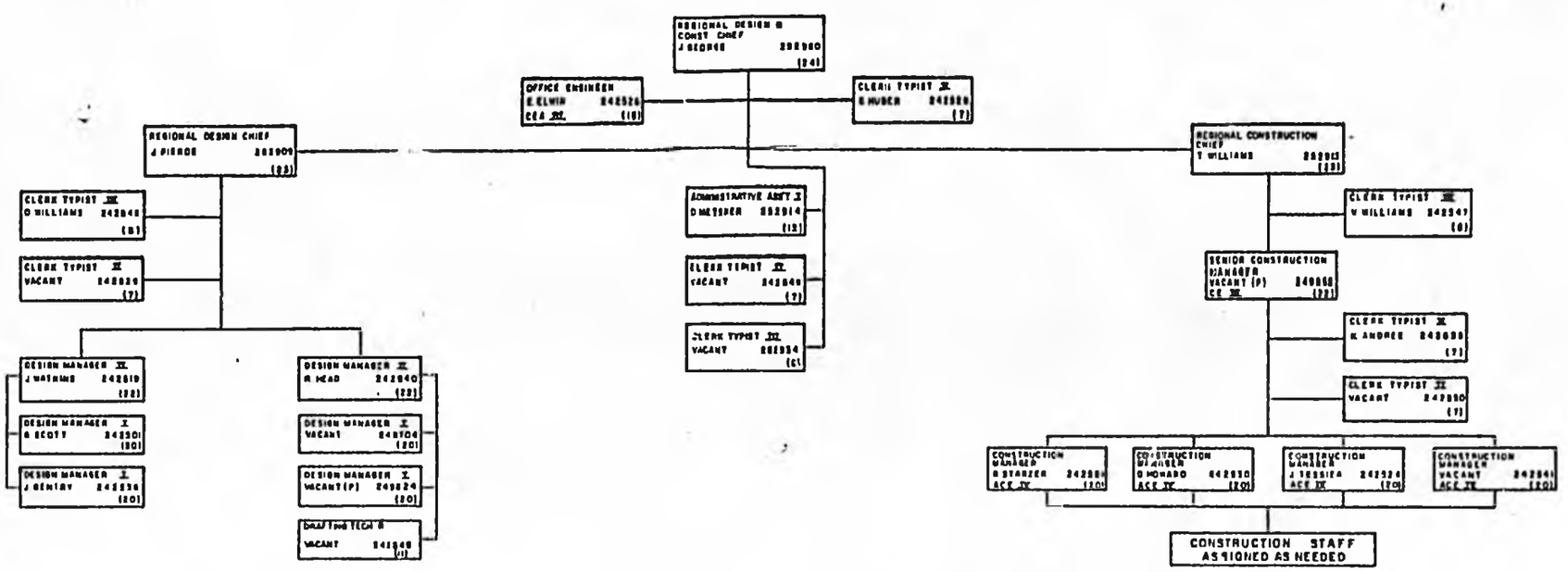
CENTRAL REGION
AVIATION DESIGN & CONSTRUCTION



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES

APPROVED _____ CHIEF ENGINEER

CENTRAL REGION
BUILDINGS & HARBORS



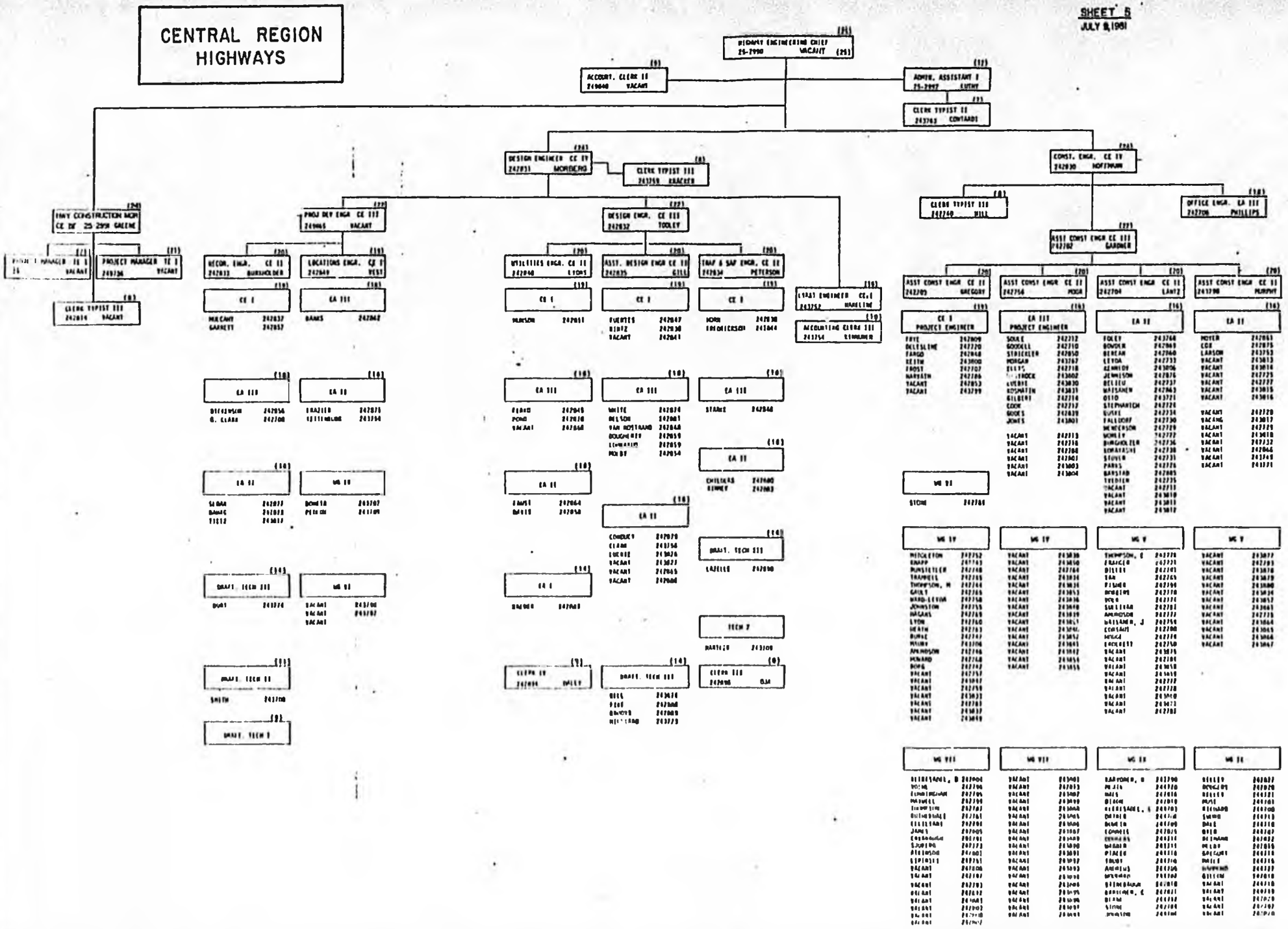
ACE II	ACE III	ACE I	ENGINEER/SCIENTIST II
VACANT 247612	J MARQUARDT 242837	VACANT 242810	P PROKOPOWICH 243807
VACANT 247488	A MATHIS 242832		VACANT 242856
	J SHULZ 242842		243887
	R SHERWOOD 242843		
	VACANT 242869		
	JUDD 249713		
	REEVES 242844		
	VACANT 242808		
	242832		
	242803		
	243864		
	242988		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES

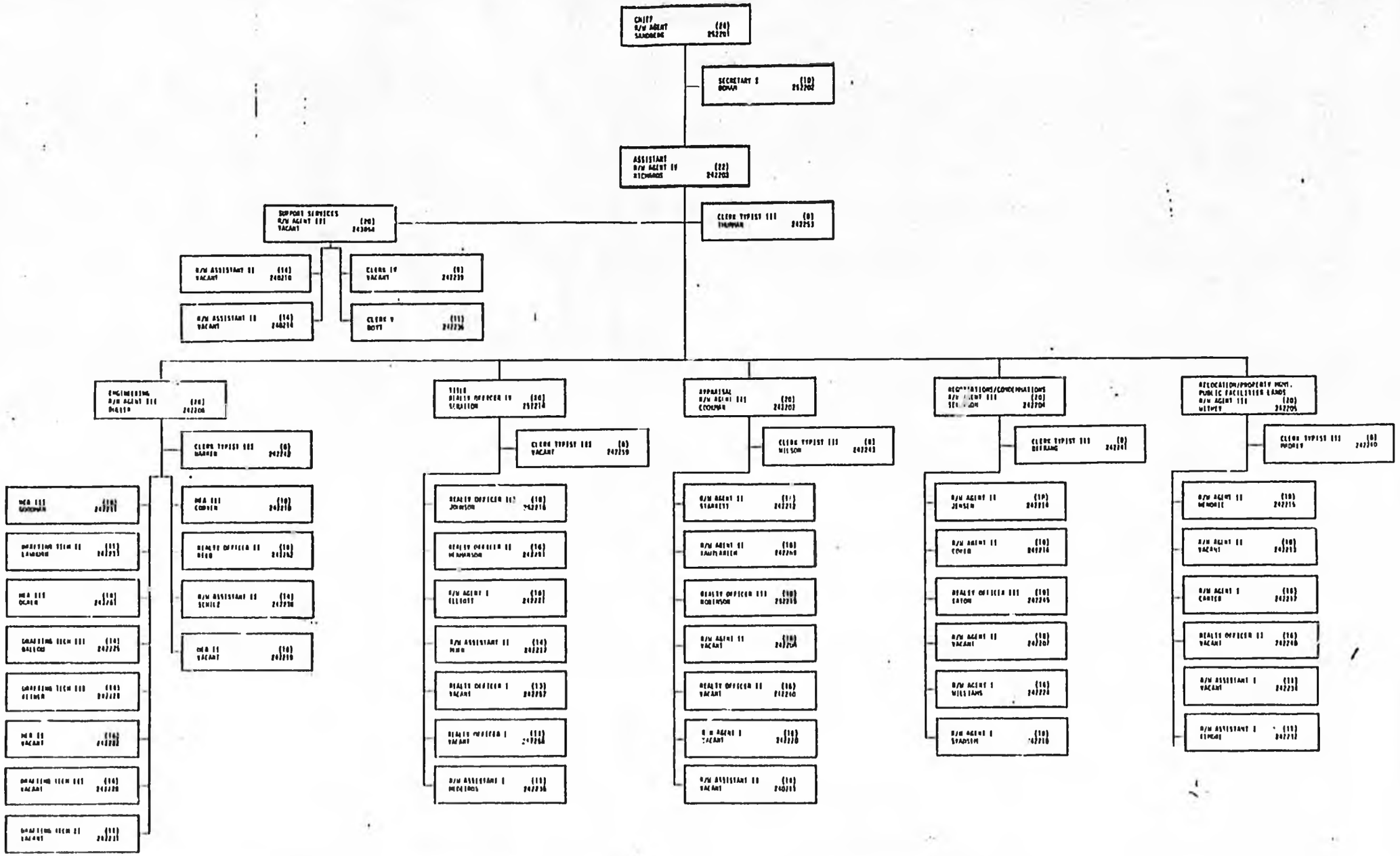
APPROVED _____ CHIEF ENGINEER

CENTRAL REGION HIGHWAYS

SHEET 5
JULY 9, 1981



CENTRAL REGION
RIGHT - OF - WAY



WORK ORDER 12-1988

"an act relating to regions in the Department of Transportation and Public Facilities; prescribing the duties of regional transportation and public facilities directors; and providing for an effective date."

This bill establishes regions as does the bill that outlines the board and it's responsibilities. That bill may incorporate this bill as there are some differences. *** Keep in mind here and throughout this analysis, that all of these bills were drafted as though if one of them passed and the others didn't, the individual bill that did pass would serve to help out some of the identified problems that the bills, in total, are to address. Therefore, they can stand alone on their own and at the same time can be incorporated as a group easily.***

It also requires that each director has at least 6 years experience in transportation construction or engineering. It gives geographical boundaries (could be charted on a map for the committee consideration) and also lists duties of regional transportation and public facilities directors. See Sec. 3 page 3, for complete language.

Sel Analysis

HB 649 "an act relating to regions in the Department of Transportation and Public Facilities; prescribing the duties of regional transportation and public facilities directors; and providing for an effective date."

This bill establishes regions as does the bill that outlines the board and it's responsibilities. That bill may incorporate this bill as there are some similarities. *** Keep in mind here and throughout this analysis, that all of these bills were drafted as though if one of them passed and the others didn't, the individual bill that did pass would serve to help out some of the identified problems that the bills, in total, are to address. Therefore, they can stand alone on their own and at the same time can be incorporated as a group easily.***

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(c) The directors shall submit to the commissioner a plan for their region implementing the statewide plan 90 days prior to the end of the fiscal year, for the following year. A change in the plan can be submitted at any time but the commissioner has 90 days to disapprove of the plan.

This bill takes effect July 1, 1982

Please keep in mind that the final notes have been prepared by the very department we are "dealing with" —

****COPY****

1531

ALASKA HOUSE OF REPRESENTATIVES
QUORUM

2ND SESSION 12TH LEG

4/18/82 7:15 PM

32 YEAS 0 NAYS 3 EXC 5 ABS

Y	ABOOD	Y	CHUCKWUK	Y	HAUGEN	Y	PHILLIPS
E	ADAMS	Y	CLOCKSIN	Y	HAYES	A	RANDOLPH
Y	ANDERSON	Y	COTTEN	Y	HURLBERT	Y	ROGERS
Y	BARNES	Y	CUDDY	Y	MALONE	Y	SMITH
Y	BEIRNE	A	DUNCAN	Y	MARTIN	Y	SUTCLIFFE
Y	BETTISWORTH	Y	FANNING	Y	MEEKINS	A	VASKA
Y	BROWN	E	FREEMAN	Y	METCALFE	Y	ZHAROFF
E	BUCHHOLDT	Y	FULLER	Y	MILLER		
Y	BYLSMA	A	GARDINER	Y	MONTGOMERY		
Y	CARNEY	Y	GRUSSENDORF	A	MOSS		
Y	CATO	Y	HALFORD	Y	O'CONNELL		

\+ VOTED FOR
* CHANGED VOTE

1533

****COPY****

ALASKA HOUSE OF REPRESENTATIVES

CSHB 649 TRSP AM EFD

2ND SESSION 12TH LEG

4/18/02 8:21 PM

21 YEAS 15 NAYS 4 EXC 0 ABS

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Y	BEIRNE	N	DUNCAN	Y	MARTIN	Y	SUTCLIFFE
Y	BETTISWORTH	Y	FANNING	N	MEEKINS	Y	VASKA
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Y	DYLSMA	N	GARDINER	Y	MONTGOMERY		
Y	CARNEY	N	GRUSSENDORF	N	MOSS		
Y	CATO	Y	HALFORD	Y	O'CONNELL		

+ VOTED FOR
* CHANGED VOTE

#1.

AMENDMENT

OFFERED IN THE HOUSE: BY: ANDERSON

TO: CS - TRANS. HOUSE BILL No. CS HB 619

SENATE BILL No. —

PAGE: 3 LINE: 20

AFTER "PLANS," DELETE "PROGRAM"

AND INSERT "AGENCY"

adopted
V/C

#1
adopted

FEB 2 1982

OFFICE OF ADMINISTRATION
February 23, 1982

City of Valdez
Gateway to the Interior
Terminus of the Trans-Alaska Pipeline

Representative Bette Cato
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

Re: House Bill No. 649
Valdez Backup Information

Dear Representative Cato:

Due to perceived inefficiencies within the Department of Transportation and Public Facilities (DOT/PF), the Commissioner decided, during the spring of 1981, to reorganize the DOT/PF design section into three regions. Historically, there have been five regions administered from Valdez, Nome, Anchorage, Fairbanks and Juneau. However, not all functions of the department were necessarily represented in each region.

The reorganization plan is reducing the number of regions responsible for design functions to three, eliminating the design component in Valdez (Nome not currently having a design component) by transferring Valdez construction employees to Anchorage and Fairbanks. In conjunction with this transfer will be the expansion of the three regional offices' authority and responsibilities so that disputes can be settled on the regional level and need not be mediated by the Juneau Headquarters. This reorganization is supposably being accomplished in order to increase the efficiency of the department by:

- facilitating the integration of department functions and eliminating duplicative efforts by maximizing the utilization of available design personnel; and

- decentralizing headquarters authority into strong regional organizations that can more adequately fulfill the myriad types of projects required of the department.

However, from the outset there has been strong opposition to this reorganization from the Valdez community and the DOT/PF employees effected by the plan. Four points keep surfacing when considering the organizational changes and the affect it will and has had upon Valdez.

P. O. BOX 307 . . . VALDEZ, ALASKA 99686 . . . TELEPHONE (907) 835-4313

1) A major concern of the opponents of the move/reorganization is that the removal of the highway design function in the Southcentral Region, served by Valdez, may result in a reduced interest in the rural highway systems. There is legitimate and strong fear that the design component for those highway projects will have to compete for attention and funding with urban projects.

   This concern has already been proven justified due to the change in the five-year capital improvement priorities plan that has occurred since the reorganization of the Southcentral District Headquarters. The new capital improvement plan for this area now includes projects for the Whittier area, which had never previously been considered a part of the Southcentral District, and the overall budgets have been cut considerably for each year.

2) There was also considerable pride in Valdez that the Valdez design contingent has proven itself to be one of the most efficient design units in the State. Valdez residents have contended that if the DOT/PF Commissioner wants to increase the efficiency of the department, he should not integrate one of the most efficient units into a design unit that has a high concentration of problems.

3) Of major concern in and for Valdez are the adverse social and economic impacts on the community of Valdez. The loss of these state jobs will and is having an impact on retail businesses, the schools (the Growden-Harrison Grade School already under consideration for shutting down) and to some extent, the regional economy. Also, the Valdez DOT/PF design personnel are totally integrated within the community and are therefore actively involved in community affairs, serving on the many boards and commissions and providing many significant "professional" contributions to the growth and potential of the City.

4) The original reorganization plan stated that of the thirty-five positions in the design and construction unit in Valdez, twenty-five positions would move by October 01, 1981, leaving only construction employees in the design and construction unit in Valdez. As a result of these transfers, there would be two promotions and five demotions for the Valdez employees. In addition to the permanent employees in the design and construction unit in Valdez, there were fifty seasonal employees. After the transfer there would be fifty-two seasonal employees in design and construction in Valdez.

   The original strength of the entire Valdez DOT/PF contingent was 110 full-time positions and 100 seasonal.

positions. About 25% of the entire contingent will be or has been effected by the move.

Although we are unable to assertain if this original plan has been precisely activated, I do feel sure that these are fairly accurate numbers when estimating the DOT/PF employees already relocated out of Valdez. Additionally, there is valid concern among Valdez residents that more transfers will follow. The construction unit (eight employees) will remain in Valdez through the 1982 construction season because of the large number of projects on-line in the Southcentral Region, but there is a great deal of uneasiness that some support personnel will be moved to Anchorage and Fairbanks subsequent to this transfer of the design unit.

Additionally, the housing impact is and will continue to be large, due to several houses going on the market at the same time in a town the size of Valdez. This affects the price of existing housing as well as new construction.

4) A final point of concern, one voiced by both employees of Valdez DOT/PF and by other members of the community, is that the DOT/PF design contingent works within a relatively compact DOT/PF unit in Valdez. There is justifiable concern that this move to the much larger structures in Fairbanks and Anchorage will contribute to inter-division disputes being sent to headquarters for resolution, thus delaying and diluting decisions. Currently, disputes and/or differences between different sections can be resolved easily in-house because of the smallness of the operation in Valdez.

Therefore, due to our concerns mentioned above, it is the City of Valdez' opinion that a five-region DOT/PF system is preferable to a three region system. A persuasive case can and has been made for preserving a "rural-oriented" highway design and construction unit in Valdez. If the existing unit in Valdez is meshed into the larger more urban-oriented Anchorage and Fairbanks regions, the rural highway needs of a vast section of Alaska will most likely suffer. A design unit located in a region where sensativities are attuned to rural highway requirements will undoubtedly be more affective in dealing with those requirements.

One of the basics that cannot be overlooked is that the Department of Transportation and Public Facilities was created for several good reasons, one of which was to place the authority and responsibility for designing, constructing and maintaining public transportation facilities in the hands of those people closest to those facilities. The philosophy that prompted that decision was, "those people closest to the transportation problem are most intimate with the problem and left to their own

devices, they are in the most knowledgeable position to solve that problem at the lowest possible cost to the taxpayer while providing the safest and most convenient transportation facility to the traveling public".

This then forms the basis for proceeding with House Bill 649 and our belief in a "rural-oriented" system, which is what a five-region program provides.

Much of Alaska's road system, covering less than one-fourth of the State, can be easily served out of Valdez. Consequently, Valdez' current role should be at least maintained if not expanded . Rather than abolishing the rural highway emphasis, serious consideration should be given to expanding the Valdez region's jurisdictional area to cover more highway miles, both north towards Fairbanks and north and west towards Anchorage. Approximately two years ago the DOT/PF even considered expanding the Valdez region's reach and we feel this consideration was valid.

Additionally, the Prince William Sound area represents a major target area for expansion of the State's transportation system. The DOT/PF unit in Valdez should become the focal point for that expansion. Given the transportation benefits of making the area more accessible for recreation and visitor use as well as general economic development, an expanded DOT/PF presence in Valdez seems called for.

In closing I wish to reiterate that the City of Valdez heartily supports House Bill No. 649 and will assist its approval in any manner we possibly can.

If you require any additional information, please let me know.

Sincerely,

CITY OF VALDEZ

Mark Lewis
City Manager

mkr/lma

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. HB 649 Relating to regions in DOTPF and prescribing
Title duties of directors
Requested by House Transportation Committee Date 1/21

II. FISCAL DETAIL
Agency Affected
Program Category Affected
BRU, Program, Or Subprogram(s) Affected
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS,CLAIMS,ETC.						
TOTAL	up to	9720.0				

FUNDING (Thousands of Dollars)

GENERAL FUND	up to	9720.0				
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)
The operating costs to duplicate the regional organizations for the Design and Construction Unit and the Planning and Programming Unit in two additional regions would approximate $9.7 million in general funds. This estimate does not attempt to cover any costs which would be required for space and other capital costs.

The actual costs would vary greatly based upon the level of autonomy desired in the regions and the refinement of possible reduction in the existing regions. Reductions for duplication of effort would be minimal compared to the total cost.

Reductions to the existing regions have been limited to those now used for the Nome and Valdez Residencies and the three existing director positions which would be deleted.

IV. DATE February 22, 1982 PREPARED BY Ronald Lind RSL
AGENCY DOT/PF
PHONE 465-3900

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)
33-001 (Rev. 12/81)

The cost estimates are based upon the assumptions that only the Design and Construction and Planning and Programming Units would be expanded into the two additional regions. No specific estimates have been made for costs of increased administrative services required in the regions.

The costs were calculated as follows:

For the Design and Construction activities, the lower general fund amount in the Southeast or Central Division in the 1983 budget for each component was used. The general fund costs for the two residencies were then deleted. The estimate for the Planning and Programming activities is based upon costs for the Transportation and Facility components for the Interior Region. The direct costs for capital projects were not included because it is assumed that they would be transfers.

Attachment

Attachment for Fiscal Note - HB 649

	General Fund	
	Operating	Indirect
Central Region - Director's Office	450.0	105.0
" " Technical Services	260.0	200.0
" " Buildings & Harbors	395.0	175.0
Southeast Region - Right of Way	310.0	20.0
" " Highway and Aviation	570.0	95.0
Subtotal:	$1,985.0	595.0
Southcentral Residency	[30.0]	-
Western Residency	[40.0]	-
	$1,915.0	595.0
Estimated COLA 20%	380.0	120.0
	$2,295.0	715.0
Interior Transportation Planning	$1,450.0	-0-
" Facility Planning	500.0	-0-
	$1,950.0	-0-
Estimated COLA 10%	200.0	-0-
	$2,150.0	
Subtotal D & C and P & P	$4,445.0	715.0
Less estimate of 3 Directors which exist in current region	[300.0]	-0-
	$4.145.0	715.0
Two additional regions	x 2	x 2
	$8,290.0	$1430.0

TOTAL $9,720.0

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No: CSHB 649 Relating to regions in DOTPF and prescribing
Title duties of directors
Requested by House Transportation Committee Date March 26, 1982

II. FISCAL DETAIL
Agency Affected
Program Category Affected
BRU, Program, Or Subprogram(s) Affected
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS,CLAIMS,ETC.						
TOTAL	up to	9720.0				

FUNDING (Thousands of Dollars)

GENERAL FUND	up to	9720.0				
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)
The operating costs to duplicate the regional organizations for the Design and Construction Unit and the Planning and Programming Unit in two additional regions would approximate $9.7 million in general funds. This estimate does not attempt to cover any costs which would be required for space and other capital costs.

The actual costs would vary greatly based upon the level of autonomy desired in the regions and the refinement of possible reduction in the existing regions. Reductions for duplication of effort would be minimal compared to the total cost.

Reductions to the existing regions have been limited to those now used for the Nome and Valdez Residencies and the three existing director positions which would be deleted.

IV. DATE March 30, 1982 PREPARED BY Ronald Lind
AGENCY DOT/PF
PHONE 465-3900

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)
33-001 (Rev. 12/81)

The cost estimates are based upon the assumptions that only the Design and Construction and Planning and Programming Units would be expanded into the two additional regions. No specific estimates have been made for costs of increased administrative services required in the regions.

The costs were calculated as follows:

For the Design and Construction activities, the lower general fund amount in the Southeast or Central Division in the 1983 budget for each component was used. The general fund costs for the two residencies were then deleted. The estimate for the Planning and Programming activities is based upon costs for the Transportation and Facility components for the Interior Region. The direct costs for capital projects were not included because it is assumed that they would be transfers.

Attachment

Attachment for Fiscal Note -
CSHB 649

	General Fund	
	Operating	Indirect
Central Region - Director's Office	450.0	105.0
" " Technical Services	260.0	200.0
" " Buildings & Harbors	395.0	175.0
Southeast Region - Right of Way	310.0	20.0
" " Highway and Aviation	570.0	95.0
Subtotal:	$1,985.0	595.0
Southcentral Residency	[30.0]	-
Western Residency	[40.0]	-
	$1,915.0	595.0
Estimated COLA 20%	380.0	120.0
	$2,295.0	715.0
Interior Transportation Planning	$1,450.0	-0-
" Facility Planning	500.0	-0-
	$1,950.0	-0-
Estimated COLA 10%	200.0	-0-
	$2,150.0	
Subtotal D & C and P & P	$4,445.0	715.0
Less estimate of 3 Directors which exist in current region	[300.0]	-0-
	$4.145.0	715.0
Two additional regions	x 2	x 2
	$8,290.0	$1430.0

TOTAL $9,720.0


ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES REGIONS
JULY, 1981
PREPARED BY THE
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
UNIT SUPPORT SECTION—MAPPING
LEGEND
EXISTING HIGHWAY SYSTEM
DESIGN, CONSTRUCTION,
PLANNING AND PROGRAMMING REGION
ADMINISTRATION, MAINTENANCE
AND OPERATIONS REGION
FERRY ROUTE
N
WESTERN REGION
INTERIOR REGION
CENTRAL REGION
SOUTH CENTRAL REGION
SOUTHEASTERN REGION
ARCTIC OCEAN
BEAUFORT SEA
CHUKCHI SEA
BERING SEA
GULF OF ALASKA
PACIFIC OCEAN
BRISTOL BAY
USSR
UNITED STATES
CANADA
UNITED STATES
YUKON TERRITORIES
BRITISH COLUMBIA
1
2
3
4
5

HB

650

House Bill 650

This bill relates to Capital Improvement Projects proposed by the Legislature. The idea of funding these projects in two phases could be very helpful because it has been my experience that without the detailed analysis of costs and the schedules contained in the Governor's Capital Improvement Program, it is very difficult to come up with a realistic cost estimate and construction schedule. The two phase funding approach would give everyone an opportunity to make these detailed estimates. This bill will, for all practical purposes, eliminate the public criticism directed at the Legislature and the Department resulting from inaccurate scheduling and poor funding estimates.

TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. HB 650 Relating to legislative additions to
Title capital improvement projects proposed by the governor.
Requested by House Transportation Date

II. FISCAL DETAIL
Agency Affected Department of Transportation & Public Facilities
Program Category Affected Transportation
BRU, Program, Or Subprogram(s) Affected
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS,CLAIMS,ETC.						
TOTAL						

FUNDING (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)

This bill would not have a direct fiscal impact on DOT/PF. Certain projects may be modified as a result of better information prior to appropriation of construction funds. This savings is not calculable.

IV. DATE PREPARED BY RTL
AGENCY DOT/PF
PHONE 465-3900

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)

33-001 (Rev. 12/81)

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. HB 650 Relating to legislative additions to
Title capital improvement projects proposed by the governor.
Requested by House Transportation Date

II. FISCAL DETAIL
Agency Affected Department of Transportation & Public Facilities
Program Category Affected Transportation
BRU, Program, Or Subprogram(s) Affected
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
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700 GRANTS,CLAIMS,ETC.						
TOTAL						

FUNDING (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)

This bill would not have a direct fiscal impact on DOT/PF. Certain projects may be modified as a result of better information prior to appropriation of construction funds. This savings is not calculable.

IV. DATE PREPARED BY RTL
AGENCY DOT/PF
PHONE 465-3900

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)
33-001 (Rev. 12/81)

CATO NEWS CONFERENCE

THANK YOU VERY MUCH FOR BEING HERE TODAY. THE REASON I HAVE CALLED THIS PRESS CONFERENCE IS TO RELEASE AN AUDIT BY THE INSPECTOR GENERAL IN THE United States OFFICE OF THE SECRETARY OF TRANSPORTATION. ~~WHAT THIS AUDIT BASICALLY SAID~~ The Audit from ~~WAS~~ THAT THE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES RECORD Keeping System IS IN such DEPLORABLE CONDITION ~~AND~~ that UNTIL IT'S CHANGED, ALASKA IS NOT AUTHORIZED TO RECEIVE ONE DOLLAR OF FEDERAL Aid-Airport MONEY. THAT'S AN IMMEDIATE LOSS OF $12.7 MILLION FEDERAL DOLLARS.

THE AUDIT ALSO SAID THAT THE RECORD KEEPING AT DOT/PF WAS SO BAD THAT MONEYS COULDN'T BE TRACKED, ~~AT ALL~~. FOR EXAMPLE, THEY WERE UNABLE TO EXPRESS AN AUDIT OPINION FOR OVER $35 MILLION OF CONSTRUCTION PROJECTS FOR 41 AIRPORT PROJECTS. THIS MEANS THAT MANY ALASKAN COMMUNITIES WHO WERE CONFIDENT THAT THEIR AIRPORTS WOULD BE EXPANDED ARE NO LONGER SURE THERE WILL BE ANY WORK DONE AT ALL.

WHEN I WAS BACK IN WASHINGTON D.C. LAST OCTOBER I WAS TOLD BY THE FEDERAL HIGHWAY ADMINISTRATOR Ray Barnhart THAT "ALASKA WAS HANDLED DIFFERENTLY IN THE VIEW OF THE FEDERAL DEPARTMENT OF TRANSPORTATION." WE WEREN'T TOLD HOW OR WHY But now ~~AND~~ it's obvious. ~~NOW WE~~. THIS AUDIT CLEARLY SHOWS THAT WE ARE HANDLED DIFFERENTLY BECAUSE DOT/PF'S RECORDS ARE IN SUCH BAD SHAPE THAT EVEN THE FEDERAL GOVERNMENT DIDN'T KNOW HOW TO FOLLOW THE ACCOUNTING PROCEDURES.

THE INTERIM TRANSPORTATION COMMITTEE WHICH I CHAIR LOOKED AT THE DOT/PF PROBLEMS AND WE HAD ~~NO~~ an IDEA WE ~~WOULD~~ Could FIND PROBLEMS OF THIS MAGNITUDE INASMUCH AS THIS IS THE FIRST INTERIM FOR A STANDING COMMITTEE ON TRANSPORTATION IN THE ALASKA STATE LEGISLATURE.

RATHER THAN BORE YOU WITH MORE RHETORIC, I AM PASSING OUT SELECTED PASSAGES OF THE AUDIT FOR YOU. ~~THE COMPLETE AUDIT WILL BE AVAILABLE IN MY OFFICE.~~ ARE THERE ANY QUESTIONS?

and that could mean a loss of hard dollars into the millions and millions of dollars. This audit only covers about 20 to 30 percent of the total Federal involvement in DOT/PF. Now we are going to have to hold our breath before we find out about over $100 million in cash revenues. If we lose that money we aren't going to have any new roads or paving for a long time to come."

Other parts of the Federal audit noted that the "number and character of deficiencies found far exceeded the range of acceptability to be considered isolated and we cannot, therefore, provide any audit assurances as to the fair presentation of contract construction costs incurred and claimed through September, 1980." Furthermore the report stated that there were "numerous and widespread payment and procedural deficiencies" in all of DOT/PF's Divison of Aviation Design and Construction districts.

This report does not come as a complete surprise to me. After reviewing the state audits, I realized that there were immediate changes needed in the department to make it accountable. The seven bill package (HB 648-654) was introduced in an attempt to correct the differences and raise the issues before the entire Legislature and the State of Alaska. I am confident that both houses of the Legislature, and the Governor, now realize the seriousness of the situation.

FOR IMMEDIATE RELEASE
FOR MORE INFORMATION: Bette Cato
465-4858

"Bordering on criminal neglect" were the words Representative Bette Cato (D) Valdez used to describe the most recent audit of the State of Alaska, Department of Transportation and Public Facilities (DOT/PF). At a news conference today Cato released portions of a Federal audit which informed the State of Alaska that $12.7 million will immediately be discontinued until the DOT/PF comes into compliance with Federal standards for fund control.

"That's not the worst news," Bette Cato stated. "According to the Federal auditors for airport funding, DOT/PF has 'misused' over $35 million for airport funding across the state. And by misused I mean they can't find the money. In other words there are 41 airport projects that can't be funded even though the funds were appropriated and given. Those projects won't happen because DOT/PF lost the money. This includes the Anchorage International Airport, the Fairbanks Airport and airports in Ketchikan, Wrangell, Petersburg, Nome, Bethel and many more. [Complete list attached.]"

Over the past three years there have been two other audits of DOT/PF, both of which stated that DOT/PF was in violation of Federal and State auditing practices and that if their budget and auditing procedures were not changed moneys would be withheld. "They have been told for three years to clean up their records," Cato noted. "Now we will have to face the music. We're already short because of the oil revenue decline and now we've lost $12.7 million Federal dollars. This borders on criminal neglect. Where did that money go? $35 million dollars doesn't just disappear?"

The audit by the Office of the Inspector General under the Secretary of Transportation stated that DOT/PF currently has "improper computer programming for accounting system changes, lack of systems discipline in processing financial data, lack of written procedures, an inadequate planning in the consolidation of a financial management system with an archaic project ledger within the State Department of Administration's accounting system caused by merger of two State departments into the DOT/PF." In essence, the Federal auditors said that DOT/PF's records had been in turmoil since the merger of the old Department of Highways and the Division of Public Works in 1977. The report continued, "As a result the financial management cannot be relied upon to produce current, accurate, or complete disclosure of project expenditures to serve as a basis for preparing claims, for financial reirbursements from the FAA."

In spite of the fact that there had been several audits, DOT/PF Commissioner Bob Ward had stated that the Federal government "did not point up major errors or weaknesses which would require them to undertake an emergency revamping of the financial management system."

"What this means to me," Cato said, "was that DOT/PF basically told the Federal auditors that they didn't really care what the auditor said. They were going to do it their own way. Well they sure did. And because they did we lost $12.7 million Federal dollars. If this audit is any indication of things to come we are going to have a complete Federal audit of all money

Alaska State Legislature

House of Representatives

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

Rep. Bette Cato, Chairman *Committee on Transportation*

TESTIMONY BEFORE THE HOUSE FINANCE COMMITTEE

HB 650 LEGISLATIVE ADDITIONS TO CAPITAL IMPROVEMENT PROJECTS

BY THE HOUSE TRANSPORTATION COMMITTEE

House Bill 650 is a bill that is in the House Transportation Committee bill package that addresses situations in the Department of Transportation/Public Facilities. Historically, the public, contractors, and legislators have been dismayed with the capital project delays. There has been blame placed on various sources for these problems. Studies have been conducted, recommendations made, although little action has been taken.

In short, this bill provides for "two-phase funding". Through the interim study and looking at Legislative Budget and Audits recommendations in the five-phase audit of the Department of Transportation and public Facilities the committee received much input and support for this concept.

amend line 24, page 1, after "planning" to insert "or Engineering". A vote to move the bill came and this language was not amended. In as much as planning is important, the limiting factor is the engineering, to provide the necessary data to construct a project.

I would hope that the Finance Committee could amend this bill with this change. It would simplify the requirement and provide for more complete project information that could speed the process.

In your packet of back up,

there is a letter of support from the Commissioner of the Department of Transportation, and I understand that there is somebody from the Department to testify,

A letter from Woody Johansen, and a copy of his thoughts on HB 650,

A letter from Legislative Budget and Audit on this bill, and a

A fiscal note of zero from the department.

Steve Soenksen, Administrative Assistant for the Committee has a brief presentation and a chart that shows the time line of the two phase funding process...

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE: 1/28/82 - 1/29/82
LOCATION: Rm 112 Capitol
SUBJECT: HB 650

NAME	REPRESENTING	ADDRESS	PHONE	HERE TO TESTIFY	HERE TO OBSERVE
Steve Loenker	Committee Assistant			X	
Joyce Munson	Consultant			X	
John Bates	Dept of Trans / F.F.			X	

The analysis that follows gives general content and highlights in the bills for your information. This will give an overview of the seven bill package introduced by the House Transportation Committee, House Bills 648-654.

HB 648 "An Act relating to the Department of Transportation and Public Facilities to the Department of Administration; establishing the Department of Transportation; and providing for an effective date."

This bill separates the Public Facilities function to the Department of Administration, and establishes the Department of Transportation. (There is a detailed analysis from Leg. Affairs Legal Services attatched)

This bill also serves as a house keeping function as there are numerous references to the Department of Highways and the Department of Public Works.

FEB 17 1982

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

OFFICE OF THE COMMISSIONER

POUCH Z
JUNEAU, ALASKA 99811
(TELEX 45-328)

February 17, 1982

Honorable Bette Cato
Alaska House of Representatives
Pouch V
Juneau, Alaska 99811

Dear Representative Cato:

I would like to take this opportunity to express the Department of Transportation and Public Facilities support of the concept of phase funding of capital improvement projects proposed by the Legislature as introduced by your House Transportation Committee in H.B. 650. The Department uses the concept of funding capital projects by phases and has found it helpful in determining the optimum scope of projects and in the preparation of reliable cost estimates. Phase funding also allows appropriations for funding of construction of capital projects to be made just prior to the construction season. This eliminates the problem of appropriations being made but unspent for several years. Any possible negative impacts derived from phase funding would be more than off set by the advantages.

Sincerely,

Robert W. Ward
Commissioner

25A-T1LH

JAN 27 1982

STATE OF ALASKA

AUDIT DIVISION
POUCH W—ALASKA OFFICE BUILDING

THE LEGISLATURE

BUDGET AND AUDIT COMMITTEE

JUNEAU, ALASKA 99811

January 26, 1982

The Honorable Bette M. Cato
Chairman
House Transportation Committee
State Capitol
Pouch V
Juneau, Alaska 99811

Dear Ms. Cato:

We have reviewed proposed legislation introduced by your committee making certain changes to the Department of Transportation and Public Facilities.

Our review was made in consideration of recommendations contained in our performance review of the Department's Capital Improvement Program. The following comments are provided on only those bills that relate to issues raised in our series of five reports.

House Bill No. 650

HB 650 proposes amending Title 37 to require a two-year budget cycle for legislative additions to capital improvements proposed by the Governor and, in addition, requires the use of allocations within appropriations and the use of the capital project budget form.

This bill exactly addresses the recommendations we made for expediting the expenditure of capital project appropriations.

House Bill No. 649

Sections one and two of HB 649 require the establishment of five specific regions of the Department's organization. Section three details the duties of the five regional transportation and public facilities directors.

As you know, we recommended the Department increase regional authority and responsibility to provide for more efficient and effective operations of the capital project program. One area we did not review was the number of regions the Department needed. Therefore, we are not sure if there is a need for five regions for all functions of the Department.

One aspect of this bill that causes us some concern is the degree of authority given to the regional directors, or more specifically, the reduced authority of the Commissioner prescribed in AS 44.42.045(b).

We agree that increased regional planning and program authority is desirable, however, there is also a need for a central office function to provide a coordinated statewide program. We feel the Commissioner should be vested with all necessary authority to ensure regional consistency and coordination.

House Bill No. 653

HB 653 proposes changing the Department's fiscal year end to September 30. Although we did not address this issue in our reports, we did closely review the Department's accounting and control of their project system.

The Department could benefit from such a change primarily due to the construction season and the federal fiscal year. However, significant accounting problems would result in the Department of Administration relating to the State's accounting system. Administration's Division of Finance would be in the best position to describe the difficulties of accounting for only one State Department on a different fiscal year.

If you have any questions or would like to discuss the contents of this letter, please feel free to contact me at 465-3830.

Sincerely,

Gerald L. Wilkerson

Gerald L. Wilkerson, CPA
Legislative Auditor
Division of Legislative Audit

Speak to Jay

Further analysis of the CSHB 650 Finance does not differ substantially from the CSHB 650 Transportation. The wording and order of provisions have been changed and Legislative Legal Services should draft the Finance CS.

As the CS is written the following amendments should be made to continue in the original intent of HB 650.

Sec. 37.05.312 CAPITAL IMPROVEMENT PROJECTS (a) has included the governors proposed projects. This provision is good although legal services made some comment on this provision in the transportation committee. They should be consulted further for the draft CS.

Line 14 should be amended to read: planning, [and pre-] design [work;] and preliminary engineering.

Line 18 should be amended to read "determined by the governor or the legislature in consultation with the Department of Transportation and Public Facilities to be a project..." This amendment should be included so that the legislature in consultation with DOT/PF makes the determination whether they will fund a project in two phases or one.

Line 20 should read; "require detailed planning or engineering, as set out...", as per finance committee amendment .

Sec. 37.05.312 (c) (1) as in the Transportation Committee CS, should be left in the bill. Through the interim study by the House Transportation Committee, it was determined that if appropriations were made by region or by election district, they could not be transferred out of that election district. This is not so much a problem in urban districts as it is in the rural or bush districts. Money appropriated by election district could not be used outside that election district and this would be a guarantee to a legislator that once money is approved for a specific project in a certain election district, that it could not be transferred outside that election district.

Other important information is that in the followup of the five phase audit of DOT/PF by the Legislative Audit division, this recommendation is still valid and necessary.

Alaska State Legislature

House of Representatives

Rep. Bette Cato, Chairman

Committee on Transportation

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

MEMORANDUM

TO : Rep. Al Adams, Chairman
House Finance Committee

FROM : Rep. Bette Cato, Chairman
House Transportation Committee

RE : HB 650; relating to legislative additions to capital improvement projects proposed by the governor.

DATE : February 24, 1982

Attatched to this memo, are backup materials for HB650 for the Finance Committee's consideration.

In short, this bill provides for "two-phase funding". Through the interim study and looking at Legislative Budget and Audits recommendations in the five-phase audit of the Department of Transportation and public Facilities the committee received much input and support for this concept.

Appropriations for capital projects that "is intended to alleviate an emergency situation or that does not require detailed planning...need not conform to ..." two phase funding. The committee discussed this section at length and intended to amend line 24, page 1, after "planning" to insert "or Engineering". A vote to move the bill came and this language was not amended. In as much as planning is important, the limiting factor is the engineering, to provide the necessary data to construct a project.

I would hope that the Finance Committee could amend this bill with this change. It would simplify the requirement and provide for more complete project information that could speed the process.

Thank you for your consideration and if there are questions about this please contact my office. I will be available to testify on the committee bills when the come before the Finance Committee for hearing.

Alaska State Legislature

House of Representatives

Rep. Bette Cato, Chairman

Committee on Transportation

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

HB 650 LEGISLATIVE ADDITIONS TO CAPITAL IMPROVEMENT PROJECTS BY THE HOUSE TRANSPORTATION COMMITTEE

House Bill 650 is a bill that is in the House Transportation Committee bill package that addresses situations in the Department of Transportation/Public Facilities. Historically, the public, contractors, and legislators have been dismayed with the capital project delays. There has been blame placed on various sources for these problems. Studies have been conducted, recommendations made, although little action has been taken.

In short, this bill provides for "two-phase funding". Through the interim study and looking at Legislative Budget and Audits recommendations in the five-phase audit of the Department of Transportation and public Facilities the committee received much input and support for this concept.

Appropriations for capital projects that "is intended to alleviate an emergency situation or that does not require detailed planning...need not conform to ..." two phase funding. The committee discussed this section at length and intended to

amend line 24, page 1, after "planning" to insert "or Engineering". A vote to move the bill came and this language was not amended. In as much as planning is important, the limiting factor is the engineering, to provide the necessary data to construct a project.

I would hope that the Finance Committee could amend this bill with this change. It would simplify the requirement and provide for more complete project information that could speed the process.

In your packet of back up,

there is a letter of support from the Commissioner of the Department of Transportation, and I understand that there is somebody from the Department to testify,

A letter from Woody Johansen, and a copy of his thoughts on HB 650,

A letter from Legislative Budget and Audit on this bill, and a

A fiscal note of zero from the department.

Steve Soenksen, Administrative Assistant for the Committee has a brief presentation and a chart that shows the time line of the two phase funding process...

MAR 9 1982

Woodrow Johansen
P.O. Box 80422
College, AK. 99708

March 3, 1982

Subject: House Bills/DOT&PF

Steve Soenksen
Administrative Assistant
House Transportation Committee
Alaska House of Representatives
Pouch V
Juneau, Alaska 99811

Dear Mr. Soenken:

I want to thank you for the opportunity of reviewing the seven pieces of legislation recently introduced to the House of Representatives concerning reorganization of the Department of Transportation and Public Facilities.

I found the proposals interesting and it is heartening to know that there are concerns in Juneau for the efficient administration of the transportation segment of the state government.

I cannot agree with all proposed changes but they definitely are a starting point for discussion.

There are attached my comments on the bills submitted in numerical sequence.

Sincerely,

Woodrow Johansen

Attachments

House Bill 650

This bill relates to Capital Improvement Projects proposed by the Legislature. The idea of funding these projects in two phases could be very helpful because it has been my experience that without the detailed analysis of costs and the schedules contained in the Governor's Capital Improvement Program, it is very difficult to come up with a realistic cost estimate and construction schedule. The two phase funding approach would give everyone an opportunity to make these detailed estimates. This bill will, for all practical purposes, eliminate the public criticism directed at the Legislature and the Department resulting from inaccurate scheduling and poor funding estimates.

Alaska State Legislature

House of Representatives

Rep. Bette Cato, Chairman

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

Committee on Transportation

MEMORANDUM

TO : Rep. Russ Meekins, Subcommittee Chairman
for HB 650, House Finance Committee

FROM : Rep. Bette Cato, Chairman
House Transportation Committee

RE : Proposed CSHB 650 (Finance)

DATE : March 23, 1982

To adopt the proposed CSHB 650 (Finance) is to completely change the intent by which this legislation was drafted. I strenuously object to this draft. I would like to respond to the letter to you from Jay Hogan to you dated March 18, 1982.

I must ask if this draft CS was written by Jay Hogan, or by Legislative Affairs, Legal Services, or someone else? Legal Services has told my office that they have not worked on such a draft. There were issues that were discussed with the attorneys, at length that legal services felt were necessary that are eliminated in this draft.

Provision 2 is exactly opposite to what this legislation was intended. Perhaps you want the governor to decide if your Capital Improvement Projects need phased funding, but I and other legislators that I have talked to surely do not. The decision should be made by the legislator in consultation with the Department of Transportation. DOT/PF is in a better technical position to assist the legislator in making that determination.

Provision 3, "Clearly excluded from the two-phase approach are major maintenance and repairs to existing airports, highways, roads and trails, and other existing public facilities.". It was never intended to include major maintenance. The original bill speaks to capital improvement projects. Major maintenance to be phased would have to be a reconstruction and if the state allows public facilities to deteriorate to that stage, we are all in trouble. I don't feel such a provision is needed.

The requirement to appropriate by region is one of the most important parts of this legislation. This should be left in the bill. In the interim, the House Transportation committee was advised that if appropriations were made by region or election district, monies could

not be reallocated outside of that region. Perhaps this is not a problem to you in your district, but for rural or bush legislators, such transfers of funds are frequent. Even bond issues for specific projects have had monies transferred to similar projects in different regions with no money reallocated to bonded projects. This is a very serious problem that the legislature should deal with, not delete a provision that does address the issue.

As to item 5, I don't object to this change.

I also was surprised to see that the only amendment that I and DOT/PF agreed upon and the Finance Committee adopted was not included in this draft. This was to include on line 24 after "planning", the words, "or engineering". This should be included.

I would hope that you take these concerns to heart make appropriate changes in the Finance Committee CS. This bill as originally written is an important piece of legislation that I feel is completely diluted by the proposed changes. Please contact my office if you have any questions.

JAN 27 1982

STATE OF ALASKA

AUDIT DIVISION
POUCH W—ALASKA OFFICE BUILDING

THE LEGISLATURE

BUDGET AND AUDIT COMMITTEE

JUNEAU, ALASKA 99811

January 26, 1982

The Honorable Bette M. Cato
Chairman
House Transportation Committee
State Capitol
Pouch V
Juneau, Alaska 99811

Dear Ms. Cato:

We have reviewed proposed legislation introduced by your committee making certain changes to the Department of Transportation and Public Facilities.

Our review was made in consideration of recommendations contained in our performance review of the Department's Capital Improvement Program. The following comments are provided on only those bills that relate to issues raised in our series of five reports.

House Bill No. 650

HB 650 proposes amending Title 37 to require a two-year budget cycle for legislative additions to capital improvements proposed by the Governor and, in addition, requires the use of allocations within appropriations and the use of the capital project budget form.

This bill exactly addresses the recommendations we made for expediting the expenditure of capital project appropriations.

House Bill No. 649

Sections one and two of HB 649 require the establishment of five specific regions of the Department's organization. Section three details the duties of the five regional transportation and public facilities directors.

As you know, we recommended the Department increase regional authority and responsibility to provide for more efficient and effective operations of the capital project program. One area we did not review was the number of regions the Department needed. Therefore, we are not sure if there is a need for five regions for all functions of the Department.

One aspect of this bill that causes us some concern is the degree of authority given to the regional directors, or more specifically, the reduced authority of the Commissioner prescribed in AS 44.42.045(b).

We agree that increased regional planning and program authority is desirable, however, there is also a need for a central office function to provide a coordinated statewide program. We feel the Commissioner should be vested with all necessary authority to ensure regional consistency and coordination.

House Bill No. 653

HB 653 proposes changing the Department's fiscal year end to September 30. Although we did not address this issue in our reports, we did closely review the Department's accounting and control of their project system.

The Department could benefit from such a change primarily due to the construction season and the federal fiscal year. However, significant accounting problems would result in the Department of Administration relating to the State's accounting system. Administration's Division of Finance would be in the best position to describe the difficulties of accounting for only one State Department on a different fiscal year.

If you have any questions or would like to discuss the contents of this letter, please feel free to contact me at 465-3830.

Sincerely,

Gerald L. Wilkerson, CPA
Legislative Auditor
Division of Legislative Audit

CURRENT FINDINGS AND RECOMMENDATIONS

Recommendation No. 8

A two-year budget cycle should be considered for projects appropriated by the Legislature as additions to the Department's proposed budget.

A two-year budget cycle would be based on a two-stage funding process. The first stage should provide funding for the planning and pre-design work of specified projects. This funding would provide DOTPF adequate resources and time to determine the feasibility of projects and prepare accurate cost estimates, identify potential legal problems, conduct survey work and other necessary tasks.

The following year the Department would be in a position to provide the Governor and the Legislature with this information. This would enable the Legislature to make a more informed funding decision. The second stage of the appropriation process would then provide funds for the construction related costs.

A two-year appropriation process would improve the accuracy of capital appropriations and expedite the expenditure of construction related funds. This two-year system should be implemented for all medium- to large-scale projects. Projects of small scope or emergency situations could remain in a one time appropriation system, since these projects, if well defined, require much less planning and pre-design work. To ensure adequate information is provided on these projects as well as the larger scope projects, we recommend the use of the capital project budget submittal form proposed by the Legislative Finance Division (see Appendix B).

Implementation of this recommendation should improve coordination between the Legislature and DOTPF and provide the interaction necessary for an improved Capital Improvement Program.

Recommendation No. 9

The Legislature should consider means of expediting the expenditure of capital project appropriations.

Since Fiscal Year 1975 (SLA 74), the Legislature has appropriated approximately $3.8 billion for capital improvements Statewide. However, capital expenditures from FY 75 to FY 80 average

less than $300 million per year. As of June 30, 1980, approximately $825 million of FY 75-80 appropriations remained unexpended. Although it is anticipated that in FY 81 and future years expenditures will increase, at the FY 80 level of Statewide expenditure, these remaining funds and the FY 81 capital appropriations, totalling approximately $1,655 billion, would not be totally expended until 1986.

The majority of capital appropriations have been made on a project-by-project basis. The progress of projects is directly related to the priorities assigned by the various State agencies, the Governor, and the Legislature. Therefore, many projects of lesser priority included in the above remaining funds will not be constructed for several years. Considering the effects of inflation and other external factors, it is unlikely that these projects can be constructed at the scope originally intended for the funding amount appropriated several years earlier. As a result, many projects will be reduced in scope, require additional funding, or simply not be constructed.

In our opinion, legislative concern should be centered around means of expediting the expenditure of capital appropriations. Methods of accomplishing this goal include:

A. Implementation of a two-year budget cycle to provide funding for planning and pre-design work prior to the appropriation of construction related funds (see Recommendation No. 8 of this report).

B. Implementing the use of the capital project budget form proposed by the Legislative Finance Division for all legislative capital project additions to the budget. This form would provide the responsible agencies with improved scope definitions and other information, and improve the efficiency of project progress (see Appendix B).

C. Allowing a certain degree of controlled flexibility in capital project appropriations, especially those funded through the General Fund. Capital projects in Chapter 50, SLA 80 (HB 60), for example, were virtually all funded at an appropriation level. This prohibits the flexibility sometimes needed to make minor funding adjustments between projects caused by higher than estimated bids, unusual and/or unpredictable costs, and other external factors. As a result, appropriation level projects are often delayed until supplemental funding can be obtained. The use of allocations

within appropriations by region, election district, or other desired levels would provide flexibility between projects, yet control funding.

Recommendation No. 10

A Statewide CIP project accounting system should be established within the State accounting system.

Presently, it is necessary for virtually all departments involved in the State's Capital Improvement Program to maintain separate project accounting systems. These systems range from sophisticated in-house computers to hand prepared records. In DOTPF, for example, it will be necessary for financial data to be entered into three computerized systems:

A. State Accounting System: All appropriations and expenditures must be entered in the accounting system maintained by the Department of Administration. However, this system does not presently meet DOTPF's needs to account for thousands of projects which span several years and have several funding sources.

B. Financial Management System: This in-house system provides for DOTPF's individual project accounting. However, it does not provide adequate appropriation controls and has yet to be reconciled to the State accounting system.

C. Management Information System: This proposed new system is presently in the development stage and will provide summary information by project, but the financial data generated will not necessarily reconcile to either the State accounting system or the Financial Management System and will, therefore, be of limited reliable use.

The Legislature, through the passage of Chapter 168, SLA 78, intended to provide for changes in the accounting and reporting of CIP projects within DOTPF, among other issues. However, the accounting and reporting aspects of this act have not been implemented due to non-standard accounting requirements and an Attorney General's Opinion questioning the legality and contents of the act. In our opinion, both Chapter 168 and the Attorney General's opinion contain accounting and reporting theory weaknesses.

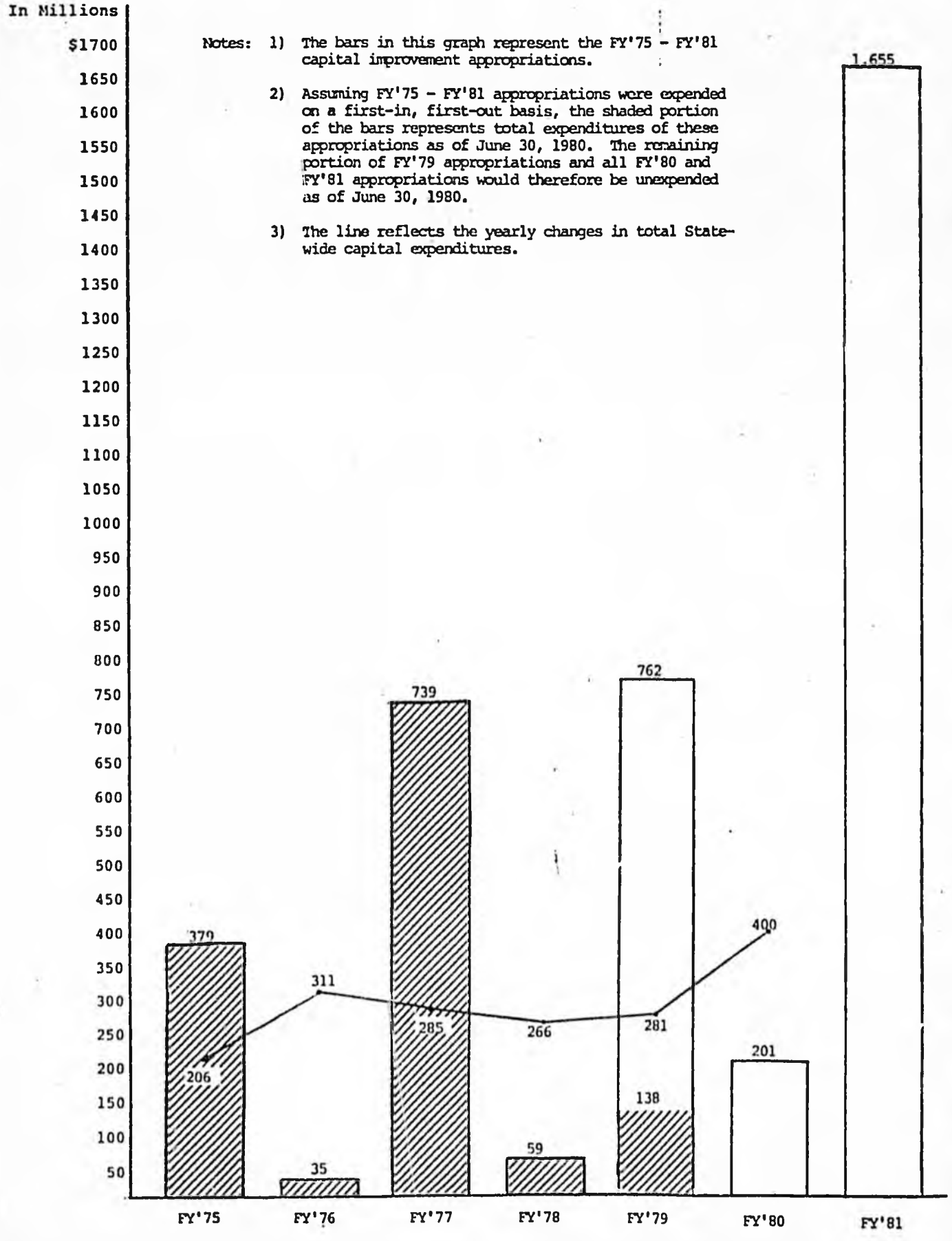
APPENDIX A

STATEWIDE CAPITAL PROJECT
APPROPRIATIONS AND EXPENDITURES

Notes: 1) The bars in this graph represent the FY'75 - FY'81 capital improvement appropriations.

2) Assuming FY'75 - FY'81 appropriations were expended on a first-in, first-out basis, the shaded portion of the bars represents total expenditures of these appropriations as of June 30, 1980. The remaining portion of FY'79 appropriations and all FY'80 and FY'81 appropriations would therefore be unexpended as of June 30, 1980.

3) The line reflects the yearly changes in total Statewide capital expenditures.



APPENDIX C-2

JAY S. HAMMOND, GOVERNOR
(907) 465-3900

Department of Transportation and Public Facilities
OFFICE OF THE COMMISSIONER

Pouch Z
Juneau, Alaska, 99811
(Telex 45-328)

December 30, 1980 000H

RECEIVED
DEC 30 1980
LEGISLATIVE AUDIT

Gerald L. Wilkerson, CPA
Legislative Auditor
Division of Legislative Audit

Dear Mr. Wilkerson:

In reference to your letter of December 10, 1980 concerning the appropriation process for capital projects, I offer the following information and suggestions.

The Executive Branch is in the process of implementing the facility planning process for project development as established in Chapter 168, SLA 78, This process will be enhanced to the extent possible by the use of Public Facility Planning Funds to develop project plans, specification estimates and land status prior to the request for project funding for construction.

We believe that once the process is fully implemented, the accuracy of the estimates and time schedules for facilities will improve greatly.

This Department has experienced considerable difficulty with some of the legislative "add on" capital projects. These problems relate to funding, scope, and schedule as follows.

Funding: Many Legislators contact this Department to provide estimates of cost for their special project. If this project is selected from an early year in our six year plan, we have had the opportunity to already review the land status and construction costs of the project and feel more confident with the estimates we provide. If the project is new and if the request is received during the winter months, it is difficult to adequately assess the conditions which may be encountered during development and construction of the project. As a consequence, these estimates may not be realistic. Some Legislators provide their own estimates based on information from consultants or other "knowledgeable" persons. Such estimates often prove to be inadequate.

Secondly, most all legislative "add on" projects are line item appropriations. This leaves no flexibility to accommodate minor funding shifts between projects even in the same area or region. The Executive Branch requests appropriations by region and allocation by mode. By this process, if one project is delayed or a higher priority project requires additional funds, the adjustments can be made and a contract awarded for construction. We strongly recommend that the legislative "add on" projects be grouped as regional allocations and not made as specific project appropriations or establish an adequate contingency for each region.

We also recommend revision of the fiscal note forms to better reflect the costs in terms of project phases i.e. design, land, utilities, construction, etc.

Scope: Some projects in Chapter 50, SLA 80 are excellent examples of this Department finding that it has an appropriation for a capital project with no idea of the project scope. Considerable time is lost in identifying the author of the project and securing a definition of what the appropriation should accomplish. In some cases, the desired end result is not consistent with the legislative language and time is again lost in resolving the conflict. We recommend that any legislative "add on" project be required to provide the same project information as the Executive Branch. We recently received a proposed budget submittal form from Legislative Finance that, if utilized, would greatly reduce the question of project scope.

Schedule: Projects of a complex nature should not be anticipated for construction in the same calendar year as the authorizations. Complex projects are defined as projects requiring major design, land acquisition or federal and state use permits. In many cases, even simple projects are precluded from going to contract in the same year as the appropriation when the authorization is not effective until late June or July 1 of each year. Also, projects funded with G.O. bonds require an additional six months delay awaiting voter approval.

As a possible cure for some of these problems, I would recommend that the "add on" projects be funded through design development during one legislative session and the construction phase be funded after this Department has completed project development and is confident of the actual land and construction costs.

Consideration of passing an appropriation for capital projects early in the session for projects that have completed project development or have minimal development requirements would enhance this Department's ability to construct the project in the same calendar year.

We appreciate the opportunity to provide our perspective on this process and welcome any discussion on the content of this letter.

Sincerely,

R. A. Schumacher acting for

Robert W. Ward
Commissioner

HB

651

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE: 2-10-51
LOCATION: Rm 112
SUBJECT: HB 651 Marine Hwy Authority
661

NAME	REPRESENTING	ADDRESS	PHONE	HERE TO TESTIFY	HERE TO OBSERVE
Ben Grussendorf	District III		-3824	X	
Phil Holdsworth	Southeast Conference	Juneau	586-1383	X	
Bob Mack	DOT/PF				

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE:
LOCATION:
SUBJECT: HB 651
661

NAME	REPRESENTING	ADDRESS	PHONE	HERE TO TESTIFY	HERE TO OBSERVE
Don Kubley	A.F.M. - I.B.U.	6310 Glacier Hwy	9-2849		✓
Jerry P. Johanson	IBU of the Pacific	1104 Miller Ketchikan	5-6550		✓

Bill Analysis by Rep. Bette Cato's office

HB 651

"An Act relating to ferries and ferry terminals and establishing the Alaska Marine Highway Authority"

Sec. 1 Purpose : The purpose of this act is to establish an authority for the operation, management, and planning and construction of facilities for the marine highway system that is independent of state government. The authority shall be the exclusive state agency directly associated with the operation, management, planning and construction of facilities for the marine highway system.

Sec. 2 Adds a new chapter 70 to title 19; AS 19.70.010, ALASKA MARINE HIGHWAY AUTHORITY.
This section creates the Marine Highway Authority as a public corporation of the state. The corporation is an instrumentality of the state in the Department of Transportation and Public Facilities but has a legal existence independent of and separate from the state and continues until its existence is terminated by law.

Sec. 19.70.020. DIRECTORS Directors, consists of seven directors, the commissioner of DOT/PF, ex-officio, (non-voting), and six directors appointed by the governor with the following qualifications; a representative of commercial carriers, representative of the maritime industry, a representative of the tourism industry, and three members of the public representing regions, Region 1, southeast Alaska, Kodiak, Region 2, and Region 3, southcentral (Prince William Sound).

Most language in this section is boilerplate "board" language pertaining to qualifications, conflict of interest... Directors serve without compensation, but are entitled to travel and per diem expenses.

Sec. 19.70.030 OFFICERS AND QUORUM The directors elect a chairman from their number. The directors shall elect a secretary that need not be one of the directors. Four directors constitute a quorum. Majority motions or action may be taken.

Sec. 19.70.040 STAFF The authority may employ staff, may contract for services in exercising it's powers.

Sec. 19.70.050 POWERS OF THE AUTHORITY Sets out powers and obligations of the authority.

Sec. 19.70.060 authorizes the name for the system; "ALASKA MARINE HIGHWAY SYSTEM."

Sec. 19.70.070 COMPREHENSIVE LONG RANGE PLAN, mandates a comprehensive long range plan for the marine highway system that shall be updated at least every five years.

Sec. 19.70.080 ACQUISITION OF LAND AND EASEMENTS, sets out procedures that the authority utilizes to acquire property.

Sec. 19.70.090 AUTHORITY TO PURCHASE PROPERTY FOR THE PURPOSE OF EXCHANGE allows the authority to purchase property for exchange.

Sec. 19.70.100 VACATING OF LAND OR RIGHTS IN LAND, This section allows the authority to vacate land or use rights by filing a deed in the appropriate recording district. Upon vacating, title reverts to persons, heirs, successors, or assigns in whom it was vested at the time of the taking. The authority may transfer land tot he Department of Natural Resources for disposal, proceeds of which go to the General Fund.

Sec. 19.70.110. ANNUAL REPORT. By March 1 of each year, the authority shall submit to the governor and the legislature a comprehensive report describing the operations, income, and expenditures for the preceding calendar year.

Sec. 19.70.120 ANNUAL AUDIT Also by March 1, records shall be checked by a CPA. Allows a legislative auditor access to these records at any time.

Sec. 19.70.130 BUDGET AND APPROPRIATIONS The authority is funded by the legislature through the governor by the Executive Budget Act (AS 37.07) Money is directly appropriated and may be spent as authorized.

Sec. 19.70.140 PUBLIC RECORDS;OPEN MEETINGS. Subject the authority to open meetings and public records.

Sec. 19.70.150 NAMING OF VESSEL OR FACILITY sets guidelines for naming

Sec. 19.70.160 DEFINITIONS should be self explanatory.

Sec. 3 AS 19.60.010 and following sections of the bill are amended to read "authority" instead of "Department" giving the authority jurisdiction in law where the department had been specified.

No other substantive changes have been made in this bill

TESTIMONY ON CS HB 648, CS HB 649, CS HB 651, CS HB 652 and CS HB 654

My name is Walter B. Parker. I am a resident of Anchorage, Alaska residing at 3724 Campbell Airstrip Road. I have been active in Alaskan transportation operations and planning since 1946.

CS HB 651

I support the concept of the Marine Highway Authority and believe it could work well with a restructured DOT. I believe the Authority could have financing options available that would be more difficult to achieve as a regular state agency.

If the legislature elects to establish this Authority I would urge to allow for a reasonable break in period. It will not be possible for the Authority to impress itself overnight on the old operation and the real gains make take five years or longer to achieve.

In passing, it would seem that board members of the Authority should receive the same compensation as other major state boards.

Alaska State Legislature

House of Representatives

Committee on Transportation

Rep. Bette Cato, Chairman

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

Wednesday
March 31, 1982

Testimony before House Finance on HB 651 - Marine Highway Authority.

Contents in YOUR folder.

Bill Analysis
Amendments to CSHB 651
Walt Parker's testimony
Newsclippings
Letter from Sam Akin (complaint letter)
Committee Substitute HB 651
Fiscal Note
Ron Lind's letter re: federal funding.

Contents we gave to committee.

Bill Analysis

Walt Parker's testimony
Newsclippings
Letter from Sam Akin (complaint)
I assume staff gave them CS
Fiscal Note

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DEPUTY COMMISSIONER – ADMINISTRATION

(907) 465-3900

POUCH Z
JUNEAU, ALASKA 99811

February 22, 1982

Honorable Bette M. Cato, Chairman
House Transportation Committee
State Capitol
Pouch V
Juneau, Alaska 99811

Dear Representative Cato:

Your assistant requested that we answer the question "would an authority as proposed in House Bill 651, be eligible to receive federal highway construction funds as a pass through from the designated State agency"? The simple answer is "we assume that they would be eligible to receive pass through funding." The authority would need to have an organization and financial system which met all of the requirements of the federal program.

Since there is not a category of federal funding set aside for marine construction, the use of funds for their purpose reduces the amounts available for other projects. We do not believe it would be in the State of Alaska's best interest to require the authority to meet all of the federal requirements. In the projected future, there should be a sufficient level of state funds available to provide State project funds if the legislature and the governor agree.

Sincerely,

Ron Lind

Ron B. Lind
Deputy Commissioner

25A-T3LH

Recently, news reports have referred to possible legislative action to restructure the Department of Transportation and Public Facilities, or to establish a separate operating agency for the Division of Marine Highways which operates the Alaska Ferry System.

Last summer, our family had the distinct displeasure of traveling from Seattle to Juneau aboard the ferry system vessel MV Matanuska. I was embarrassed for all Alaskans to hear the comments about the voyage by visitors from out of state, and I was tremendously disappointed in the functioning of a group of state employees who are the first Alaskans many of our visitors encounter. So disappointed, in fact, that I wrote the attached letter to the System Director, Jim Eide.

Mr. Eide responded to my letter, but in the ensuing months, I have misplaced that letter. His response was polite, but only apologetic, not giving any indication that serious effort would be taken to improve the situation which ruined our trip.

I hope that when the matter of restructuring the DOT/PF arises, you will take some of the information in my letter to Eide as a basis for considering the problem. The present DOT simply is too massive and unwieldy for any single person to control, and long-entrenched employees have made plain that they have no interest in improving their performance or the system's operation. If the ferry system is to continue as a viable substitute for highways in Southeast, some action must be taken to bring the organization back under control of properly constituted authority. At the moment, it appears that only union membership carries authority within the ferry system.

You may use my letters in whatever fashion you deem appropriate.

Sincerely

Sam C. Akin

1740 Patterson Ct.
Anchorage, AK 99504
Sept. 11, 1981

Mr. James Eide
Director, Division of Marine
Highway Systems
Alaska Department of Transportation
and Public Facilities
Pouch R
Juneau, AK 99811

Dear Mr. Eide

This letter is one of complaint. I am writing it one month after beginning the ferry trip concerned, hoping that my comments will not be too colored by the intense disgust and anger aroused by the events of the trip.

On August 11, my wife, daughter, mother-in-law and I embarked from Seattle aboard the MV Matanuska, bound for Haines/Skagway, with a layover in Juneau. We had made reservations for the voyage during the preceding May, and had paid our fare the required 45 days in advance. At the time we made reservations we were unable to obtain stateroom reservations, and so made plans to have our names placed on the waiting list upon our arrival at the Ferry System office in Seattle. We did so, and subsequently obtained a room after departure from Seattle. That, and the pleasant treatment received from the Seattle office staff were about the only favorable aspects of the trip.

As we were traveling with a large camper, our tickets were written in such a manner that the Matanuska purser would not allow us to board except as a group in the camper. Inasmuch as foot passengers were boarded before passenger vehicles, we were among the last passengers to board the vessel. By the time we reached the passenger facilities aboard, the only remaining seats were located in the forward observation lounge. All deck seats and recliner seats were occupied by passengers, back packs, sleeping bags and other impedimenta. There was no effort by the purser staff to determine which seats were being used as seating and which were being used as convenient luggage storage. During the first several hours of the voyage, while stateroom vacancies were being checked, we occupied seats in the forward lounge. Throughout that time, over the public address system, the staff continually announced that all luggage would have to be removed from the lounge area, and placed in lockers. All lockers, unfortunately, were in use. Needless to say, we remained where we were, sitting with sleeping bags and toilet kits on our laps.

When we lodged a complaint with the purser about the boarding system used, he responded that "This is the way we've been doing it for twenty years, and we don't intend to change." That was the moment when I realized that the Ferry System was no longer under control of the State government, but under control of the crew.

I am convinced that passengers who are required to pay fares in advance should at least have equal opportunity for deck seating with those foot passengers who pay their fares on the date of sailing. As a matter of fact, I cannot see why the Ferry System cannot devise a means of assuring that those who pay in advance are allowed to board in advance. When a party is ticketed with a vehicle, only the driver needs to board with that vehicle. Why cannot your people adjust their system to allow others of the party to board with pre-ticketed foot passengers ?

to off-load our camper at Ketchikan, Wrangell and Petersburg to allow off-loading of cargo vans. Yet, when preparing for loading at Seattle, all vehicles were lined up in an apparent effort to load them in reverse order of their destinations. In other words, vehicles going to Ketchikan were loaded after those destined for Wrangell. This makes sense, doesn't it ? But yet at Ketchikan, Wrangell and Petersburg, about a dozen vehicles were off-loaded, then re-loaded after cargo was discharged. The excuse given us, and the other inconvenienced passengers, was that "Safety rules" required this process. Then why go through the exercise of pretending to load cargo in reverse order of destination? To me, and to the other passengers who played "on and off the ferry" it seemed apparent that the first officer simply did not wish to be bothered with the extra effort required to load in sensible fashion.

There was sufficient time in Ketchikan for most passengers to do some sight-seeing. However, those of us who were waiting on the dock to reload our vehicles were told to remain with the vehicles, as we would be reloaded as soon as all cargo was removed. About a half hour after all passengers had returned to the vessel, our vehicles were reloaded. Again, it seems to me to be more inconsiderate handling of passengers. There was no reason for us to remain dockside with our vehicles. It simply was easier for the person responsible for cargo loading to do it that way.

Incidentally, the first officer, whose name I failed to get, very coldly informed me after a similar botchup in Wrangell, that I "should stop chipping teeth", and let him get on with his very important job. Frankly, the urge to chip a couple of his teeth was almost overpowering. To think that I've paid taxes for over 20 years to support a clod of this type!

On reboarding after the scheduled stop at Sitka, we were informed by an assistant purser that our ticket was improperly prepared, and that we might not be able to reboard. This was our fourth boarding of the vessel, and only now was our ticket unacceptable. The young lady was polite, and when she realized that I was at the extreme limit of my patience with the ferry crew, she allowed us to board, and subsequently corrected our ticket, blaming the problem on an error by inexperienced clerks at the Anchorage office. I don't care whose error it was, it should have been detected at our first boarding, not our fourth !

After stopping over in Juneau, we boarded the "Columbia" on Aug. 17 to continue our trip to Haines. Thankfully, we had no problem boarding, and met a young man who seemed to know what he was doing. Probably one of your lower-paid employees, he was responsible for lining vehicles up prior to loading. He knew his job, and was able to communicate very effectively and politely. Frankly, you might want to groom him as a purser or first officer. At least he wasn't alienating passengers!

Once aboard the "Columbia", however, we again found that seating was at a premium. Boarding had been at about 2:00 AM, and most seats and sheltered areas already had been claimed. However, in the recliner lounge area, we found that people were sleeping on the floor between the seat rows, having the effect of occupying three seats for one passenger.

The watchman didn't seem too concerned about that. Not nearly so concerned as he was about my wife sleeping on the floor in front of his time clock. When he needed to punch in on the clock, he simply prodded her with his foot and told he she'd have to move.

Our plans had been to go by ferry to Skagway from Haines, but after the experiences detailed in this now over-long letter, we elected discretion as the better move, and left the vessel in Haines to return to Anchorage.

The events I've detailed completely spoiled a trip we had contemplated for several years. Very honestly, I have no intention of ever boarding an Alaska ferry again, and I certainly will do my best to discourage others from doing so.

While I understand the basic need for the ferries as transport for residents of Southeast, and concur fully in the validity of the concept, I have found nowhere in your travel promotional materials a warning that such inconveniences should be expected, or that the system hires surly officers so as to discourage pleasure passengers.

We found most of the deck and dining crew to be pleasant, cooperative and interested in assuring that we enjoyed the voyage. The pursers (there were two plus assistants on the voyage to Juneau) and the first officer we encountered have left a bad taste we'll be a long time forgetting. Other passengers commented to us from time to time, also, about the apparent lack of interest in passenger care exhibited by these officers.

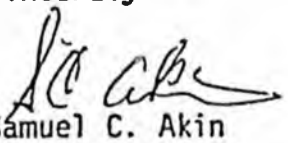
I have taken time to write this letter because I am deeply disturbed that the State of Alaska will tolerate attitudes of the kind we encountered among its employees, and particularly so in a group which represents much of the first impression visitors from outside will have of our State.

I am sending copies of this letter to my area legislators, and to the editors of the various newspapers in the Southeast ports touched by the ferries. Copies also are going to the various tourism promotional groups in the State.

In the future, I will recommend to friends and acquaintances planning a trip aboard the ferry system that they think twice before making reservations.

I believe that you and your administrative staff should take a careful look at the procedures used to ticket passengers, at the methods used to determine loading/offloading procedures, and that you should make a very careful examination of the public relations attitudes of ships' crews and officers, particularly those who are in daily contact with passengers.

Sincerely



Samuel C. Akin

Editor and Publisher

WILLIAM J. TOBIN
Associate Editor
And General Manager

DREX HEIKES
Managing Editor

Anchorage Times

Heavy seas

IN ALL the operations of the state government, there must be nothing more difficult than running the Alaska marine highway system. Things have not been going well with the ferry service. As a matter of fact, the situation hasn't been good for a long time.

Granted, it's proper to expect high performance from all those who draw state pay for providing public services. True, it's disappointing when things don't seem to function properly. Admittedly, it's all too easy to be critical when that happens.

A new legislative report makes the marine highway operation a matter of timely concern. A $16.5 million refurbishing job on the ferry Taku, it was reported, has left the vessel listing, with serious mechanical and structural deficiencies.

Who's to blame?

ACCORDING TO Sen. Bill Ray, the Juneau Democrat who heads the Senate Transportation Committee, the fault lies with the Alaska Department of Transportation and Public Facilities, the agency that directs the ferry system.

Department officials deny the allegation. They say the legislative investigation, conducted by Sens. Ray and Ed Dankworth, the Anchorage Republican who is co-chairman of the Senate Finance Committee, was inadequate and deficient itself.

Indisputably, there is concern over the way the ferry system is being run. Complaints are common about the mishandling of passenger bookings. Hardly anyone can be certain that schedules will be met because frequent mechanical breakdowns result in cancellation of sailings. Indifference seems to be the by-word for customer relations. There has been a running battle over the propriety of having Alaska ferries manned mainly by crewmen who live in Seattle. The ships seem to spend more time tied up in Seattle for repairs and servicing than they do in plying their routes. Things are so bad financially that Gov. Jay Hammond has canceled service to and from Seattle for three months early next year.

Rather than emphasizing the negative, however, Alaska's goal should be to find a positive approach to correct the problems and make the system sail smoothly. Surely there must be a way — or is the situation so hopeless than the only alternative would be to abandon the whole operation?

NOBODY WANTS THAT to happen. The ferries were conceived primarily to provide surface transportation between the island cities of Alaska's scenic Southeastern panhandle, where it is impossible to build highways in the traditional sense.

The task of operating the system is one of the many responsibilities of the Department of Transportation. Maybe that's one of the problems. It could be that the duties and responsibilities of the department and its people are so wide-ranging that, bureaucratically speaking, effective management is impossible.

The first step may be to provide the department with effective assistance to examine its structure and procedures — not in an atmosphere of accusation and condemnation but with a positive approach aimed at corrections that will make the ferry system work.

Clearly, something must be done.

A real puzzler

THE OPERATION of Alaska's ferry system has always been something of a mystery to those who live in this part of the state. It appears that it likewise is pretty much a mystery to those who live in Southeastern Alaska, where the ferries are an important slice of the social and economic life.

Who could make much sense out of spending millions of dollars to build and staff vessels, only to assign the three largest ships in the fleet to be tied up and left idle at the Port of Seattle for one quarter of the year?

THAT'S THE WORD this week from the state's Marine Highway office, which announced that budget cuts imposed by the 1981 legislature will force cancellation of all service between Seattle and Alaska next March, April and May. During that period, the largest ships will be tied up at dockside and smaller ferries will make runs between Prince Rupert, B.C., and Southeastern Alaska ports.

Service will be continued to and from Seattle through the winter months of December, January and February — a time when it would seem that traffic would be light. But the other side of that coin is that winter driving conditions are such that ferry business might be lost because people would be reluctant to undertake the 900-mile drive from Seattle to Prince Rupert.

GOV. JAY HAMMOND has said on previous occasions that the best way to save money on ferry operations is to keep the vessels tied up and out of operation. This latest move indicates that the experts managing the system agree.

But it's a funny way to way to run a ferry system — or so it seems from a distance, at any rate.

If the demand isn't great enough to support the system, or if the rates can't be set high enough to bring in reasonable revenues measured against operating expenses, this move is nothing more than a stopgap remedy.

The situation calls for a long-term solution. That doesn't appear to be forthcoming from Juneau.

As it is, docking the ferries is good business for the Port of Seattle. But how it helps Alaska is — as we said at the beginning — a real mystery.

Q: Dec 10/15/81

JUNEAU EMPIRE, MONDAY, MARCH 9, 1981

Ferry wages discussed

By LORI EVANS
Empire Staff Reporter

Everything from selling the ferry fleet to a private corporation to establishing wages that reflect the cost-of-living between Alaska and Seattle are being considered as alternatives to induce ferry workers to move to Alaska, according to a list released by Juneau Sen. Bill Ray, chairman of the Senate Transportation Committee.

Ray and three members of his committee, along with House Transportation Committee Chairwoman Bette Cato, D-Valdez, presented the list of 15 alternatives to ferry workers — about 34 percent which live outside Alaska — during meetings this weekend in Seattle.

In addition to selling the fleet and favoring Alaskan ferry workers with higher wages, other alternatives in the list include:

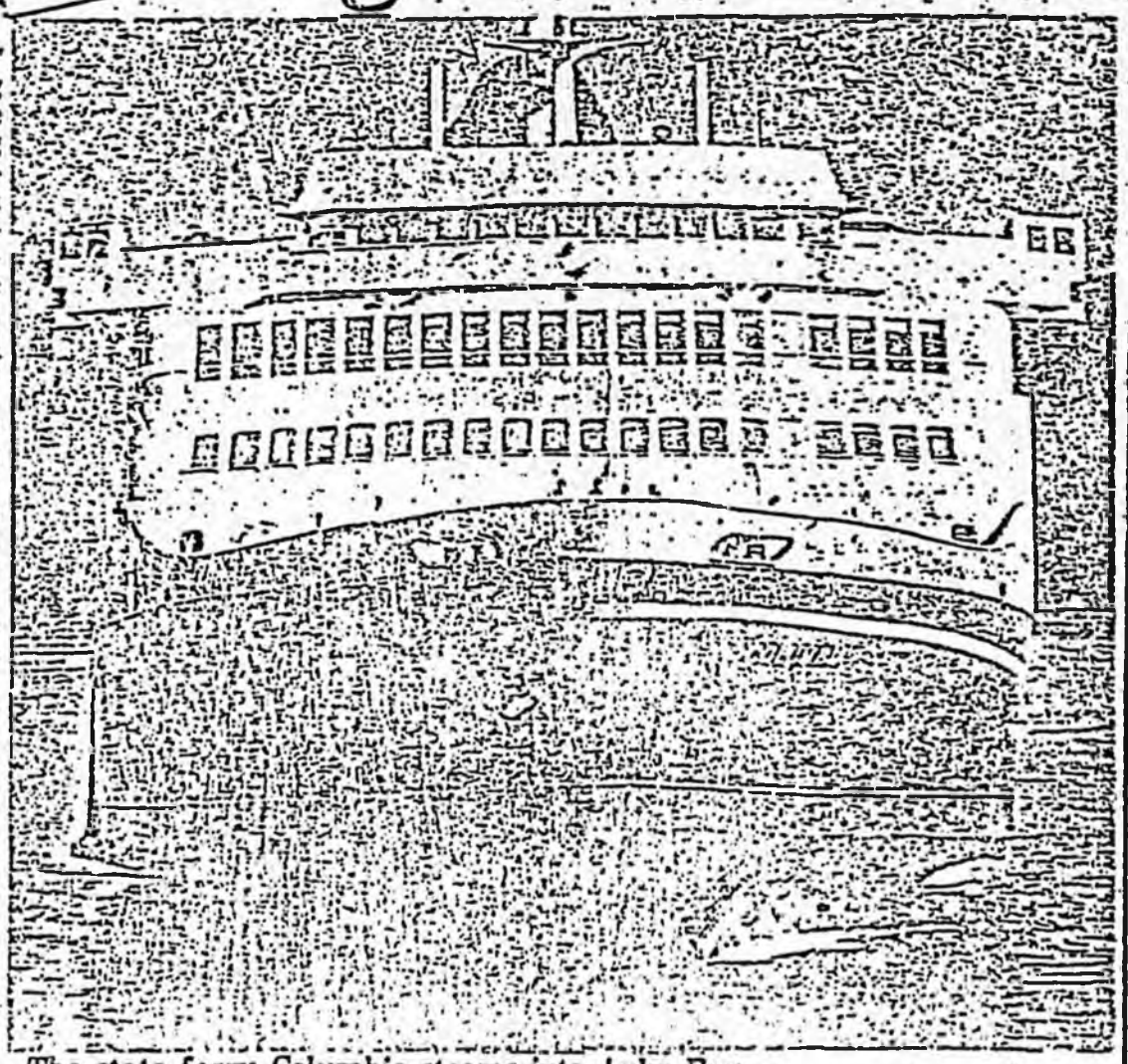
•Paying a cost-of-living allowance to Alaska residents;

•Discontinuing Seattle service and establishing Prince Rupert, British Columbia, as the southern terminus;

•Placing a Malaspina or Columbia class vessel on the Seattle run for twice weekly service between Seattle and Ketchikan with all other vessels on intra-state routes only;

•Minimizing lay-up time in Seattle by using Ketchikan and Juneau as lie-up terminals. Seattle would only be used for dry dock for a maximum of two weeks per year;

•Giving preference to Alaskans in hiring;



The state ferry Columbia steams into Auke Bay

•Reclassifying ferry workers to eliminate the right to strike;

•Mandating a state stance on hiring practices, elminating Seattle-based union hiring halls;

•Replacing mainline vessels with a fleet of hydrofoils with smaller crews. (five to seven compared to 25 to 50) and completey automated engine rooms with independent wheel house control;

•Contracting with a private management firm to operate and manage the ferry system;

•Placing ferry workers in a partially exempt or exempt service;

•Encouraging ferry workers to decertify Seattle based unions in favor of Alaska-based organizations.

Ray said the purpose of the weekend meetings was to present union officials with ideas being considered to entice ferry workers to live in the state.

While Ray said the meeting, which lasted about four hours, was "positive," he added it is too early to say what — if anything — came of it.

Of the approximate 645 people employed on the ferries about 220 live outside of Alaska.

This amendment is suggested so that the authority will have seven voting members instead if six and so that southeast Alaska that has the highest dependence on the marine highway system, as well as the largest budget allocation, have adequate representation.

A M E N D M E N T

Offered in the HOUSE By Cato

TO: CSHB 651(Trsp)

Page 1, line 24:

Delete "seven" and insert "eight"

Page 1, line 27:

Delete "six" and insert "seven"

Page 1, line 29:

Delete "three" and insert "four"

Page 2, line 1:

Delete "with one" and "each of the following"

Page 2, line 2, following "highway":

Insert "as follows"

Page 2, line 2, following "(1)":

Insert "two members from"

Page 2, line 3, following "(2)" and following "(3)":

Insert "one member from"

Page 9, line 9:

Delete "six" and insert "seven"

Page 9, line 12:

Delete "two" and insert "three"

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. HB 651 - Establishing the Alaska Marine
Title Highway Authority
Requested by House Transportation Committee Date 1/21

II. FISCAL DETAIL
Agency Affected Department of Transportation & Public Facilities
Program Category Affected Transportation
BRU, Program, or Subprogram(s) Affected
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
100 PERSONAL SERVICES		925.4				
200 TRAVEL		104.3				
300 CONTRACTUAL		708.8				
400 COMMODITIES		107.3				
500 EQUIPMENT		621.5				
600 LAND & STRUCTURES						
700 GRANTS,CLAIMS,ETC.						
TOTAL		2467.3	1354.9	1449.7	1551.2	1889.9

FUNDING (Thousands of Dollars)

GENERAL FUND		2242.3	1106.6	1181.0	1267.0	1585.7
FEDERAL FUNDS						
OTHER (Specify Source) CIP		<225.0>	<248.3>	<268.7>	<284.2>	<304.2>

POSITIONS

FULL TIME		22	22	22	22	22
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)

This fiscal note shows the net expected cost to the State under the attached assumptions. Costs for FY 84 reflect the deletion of one time items and addition of inflation at 7%.

The assumptions used in this fiscal note do not have the authority utilizing its full powers for separation and therefore have reduced the costs. If additional authority is desired, the costs would increase.

Before accurate costs can be determined for this bill, a substantial amount of time should be devoted to determining the requirements for separation of duties from the State system as well as estimating the amount of autonomy the authority would desire.

IV. DATE 2/9/82 PREPARED BY R Lind S Eide
AGENCY DOT/PF
PHONE 465-3900 465-3950

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)
33-001 (Rev. 12/81)

A-1

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. HB 651 - Establishing the Alaska Marine
Title Highway Authority
Requested by House Transportation Committee Date 1/21

II. FISCAL DETAIL
Agency Affected Department of Transportation and Public Facilities
Program Category Affected Marine Transportation
ERU, Program, Or Subprogram(s) Affected
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
100 PERSONAL SERVICES		2086.5	2232.6			
200 TRAVEL		104.3	111.6			
300 CONTRACTUAL		787.4	260.7			
400 COMMODITIES		110.0	64.2			
500 EQUIPMENT		621.5	15.0			
600 LAND & STRUCTURES						
700 GRANTS,CLAIMS,ETC.						
TOTAL		3709.7	2684.1	2871.9	3072.9	3518.2

FUNDING (Thousands of Dollars)

GENERAL FUND		3709.7	2684.1	2871.9	3072.9	3518.2
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS

FULL TIME		56.0	56.0	56.0	56.0	56.0
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)

Additions required to the Marine Transportation budget.

See attachments.

IV. DATE PREPARED BY Jim Eide
AGENCY DOT/PF
PHONE 465-3980

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)
33-001 (Rev. 12/81)

III. ANALYSIS

There are administrative and organizational topics not specifically addressed in either House Bill No. 651, "An Act relating to ferry and ferry terminals and establishing the Alaska Marine Highway Authority", or House Bill No. 661, "An Act establishing the Alaska Marine Highway Authority". Since the proposed legislation is similar in each of these bills, we are making the following assumptions in preparation of fiscal notes for each bill.

1. There is no offsetting credit taken for the expenditure of earned revenue to support the cost of operation of "Alaska Marine Highway Authority". In actuality, the initial cost would be the same if funding came from a direct appropriation for the full cost of operations from the legislature with earned revenue returned to the General Fund, or if earned revenue was expended with an appropriation to support the shortfall.
2. It is assumed the "Alaska Marine Highway Authority's" Payroll, Personnel, and Accounting systems would feed into the existing State systems to insure checks and balances, and would eliminate the necessity of creating a duplicate system.
3. We have assumed that initial start-up costs will be fully funded by the Legislature.
4. It is assumed the "Authority's" funding would be at the Division level and allocated to operating components as set out in its budget.
5. We have assumed a General Fund Subsidy for the difference between the total operating cost and the expected revenue for each fiscal year. We have further assumed that the total amount authorized would be available at the beginning of each fiscal year to allow the "Authority" to plan operations for each year.

5. The same inflation factor would apply to the "Authority's" budget request as followed by State agencies. We have assumed it to be seven percent (7%) for the fiscal note.

7. Initially the "Authority" would continue direct involvement with the State in the following:

   A. Occupancy of a State owned office building.

   B. Continued support from the State mail system.

   C. Access to the State equipment fleet.

   D. Access to the Statewide purchasing contract (i.e., fuel).

   E. Continued use of "shared" communications lines through Department of Administration, Division of Communications.

   F. Continued insurance, bonding, etc., as now supplied through Department of Administration, Division of Risk Management.

   G. Legal service from the Attorney Generals' office.

8. We have assumed that Department of Transportation and Public Facilities transferred employees would bring their own equipment and that equipment for the proposed thirty (30) new hire employees would be $76.5.

9. We have assumed the "Authority" would require its own computer services for reservations, cost accounting, dispatching vessels crews, and payroll input; and that one time costs would be $545.0 for hardware and $250.0 for software.

10. Assuming expansion, the first year shows one time start-up funds for Contractual $543.6; (Software $250.0; Legal Services $200.0; Additional Space Rental $93.6); and $50.0 Commodities (primarily office supplies).

    Summary - 200 - 500 Accounts: Of $1623.0 shown for the first year, $1145.6 is a first time start-up cost. Yearly maintenance of all 200 through 500 Accounts would be around $475.0 per year.

11. Of the $2086.5 increase in Personal Services, $1172.4 is assumed to be positions already within the Department of Transportation and Public Facilities performing similar services in Finance, Supply, Payroll, Design and Construction, and Personnel for the Division of Marine Highway Systems. The actual increase then would be $914.1 for Personal Services to fund eight (8) upgraded positions and twenty-four (24) new positions.

MHS EXISTING	DOT TRANSFERS	NEW POSITIONS	TOTAL POSITIONS
PFT 36	PFT 32	PFT 24	PFT 92
PPT 4			PPT 4

This is a total of ninety-two (92) Permanent Full Time and four (4) Permanent Part Time Administrative positions, with a total of thirty-one (31) Supervisors (Range 18 and above) and sixty-five (65) support positions to operate and supervise nine vessels (725 employees) and twenty-six Shore Facilities (twenty-eight (28) Permanent and twenty-three (23) Permanent Part Time employees). No increase has been made in Vessel or Shore Facility Personnel.

Approximately $225,000 of CIP funded positions are proposed to be general funded because they would be considered more operational.

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. HB ~~667~~/651 - Establishing the Alaska Marine
Title Highway Authority
Requested by House Transportation Committee Date 1/21

II. FISCAL DETAIL
Agency Affected Department of Transportation and Public Facilities
Program Category Affected Transportation
BRU, Program, Or Subprogram(s) Affected various-See Analysis
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
100 PERSONAL SERVICES		<1161.1>				
200 TRAVEL		0				
300 CONTRACTUAL		<78.4>				
400 COMMODITIES		<2.7>				
500 EQUIPMENT		-				
600 LAND & STRUCTURES						
700 GRANTS,CLAIMS,ETC.						
TOTAL		<1242.2>	<1329.2>	<1422.2>	<1521.7>	<1628.3>

FUNDING (Thousands of Dollars)

GENERAL FUND		<1017.2>	<1080.9>	<1156.5>	<1237.5>	<1324.1>
FEDERAL FUNDS						
OTHER (Specify Source)		<225.0>	<248.3>	<268.7>	<284.2>	<304.2>

POSITIONS

FULL TIME		<34>	<34>	<34>	<34>	<34>
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)

Identifies costs and positions dedicated to Marine Transportation under current systems. (See attached).

IV. DATE 2/9/82 PREPARED BY R Lind
AGENCY DOT/PF
PHONE 465-3900

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)
33-001 (Rev. 12/81)

	Personal Services	Travel	Contractual	Commodities	Equipment	Total	General Fund	Other	PFT	Man Mos
S.E. Design and Construction	275.0	-	-	-	-	275.0	50.0	225.0	5	60
Info. Systems	40.0	-	67.4	-	-	107.4	107.4	-	1	12
Support Services	796.1	-	10.0	2.5	-	808.6	808.6	-	26.5	318
S.E. Region	50.0	-	1.0	.2	-	51.2	51.2	-	1.5	18
	1161.1	ø	78.4	2.7	ø	1242.2	1017.2	225.0	34.0	408

HB

6502

STATE OF ALASKA

DEPT. OF COMMUNITY & REGIONAL AFFAIRS

OFFICE OF THE COMMISSIONER

JAY S. HAMMOND, Governor

FEB 24 1982

POUCH B
JUNEAU, ALASKA 99811
PHONE: (907) 465-4700

February 24, 1982

The Honorable Bette M. Cato
Chairperson, House Transportation Committee
Alaska House of Representatives
Pouch V
Juneau, Alaska 99811

Dear Representative Cato:

RE: HB 652

Enclosed please find the Department's position paper on House Bill 652. If you have any questions regarding our position on this legislation, please feel free to contact us.

Sincerely,

Lee McAnerney by RA

Lee McAnerney
Commissioner

Enclosure: Position Paper HB 652

STATE OF ALASKA

DEPT. OF COMMUNITY & REGIONAL AFFAIRS

OFFICE OF THE COMMISSIONER

JAY S. HAMMOND, Governor

FEB 24 1982

POUCH B
JUNEAU, ALASKA 99811
PHONE: (907) 465-4700

POSITION PAPER ON HOUSE BILL 652

House Bill 652 authorizes and establishes a method by which the state may transfer road maintenance responsibilities for state highways to municipalities.

The Department supports this bill as it adds an additional option in the area of road maintenance which in many cases may be a less costly alternative than continued state maintenance. The present situation often creates redundancy with the state and municipalities each having to provide staff and equipment to maintain their respective roads. The Department notes that the bill excludes boroughs (the majority of which exercise road powers on a service area basis only). The Department believes that the Legislature should consider including boroughs under this bill on the condition that the borough accepts the transfer of responsibilities on a comprehensive (i.e. areawide) basis.

The Department supports the idea of granting local governments with as many responsibilities as they are capable or desirous of managing. Resources to administer these services should also be provided. This philosopy is reflected in existing State programs which provide financial aid to local governments and is even more clearly exemplified in SB 716/HB 746, the Governor's proposed revenue sharing reform bill.

HB 652 "An act authorizing the transfer to certain municipalities of responsibilities of the Department of Transportation and Public Facilities for maintenance of state highways; and providing for an effective date."

As in HB 654 Sec 12 which provides for local control of public works projects, this act provides for local control for maintenance of state highways within a municipality. (Should take the word "state" out of the title) On page 2, line 5, (d) this section was put in to allow the commissioner some latitude in deciding amounts on monies to the municipality. There should be the provision that additional monies may be provided by the municipality or possible some "percentage of cost" clause that the municipality should pay in so that it is not a total expenditure of dollars to the municipality without control or accountability. Otherwise, the municipality could just assume an agreement to leverage state dollars into them, and transfer dollars at will to other areas.

This request is in line with a Fairbanks Chamber of Commerce Recommendation.

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE: 2/25
LOCATION: 112 Cap.
SUBJECT: HB 652, 718, 721

NAME	REPRESENTING	ADDRESS	PHONE	HERE TO TESTIFY	HERE TO OBSERVE
Ginny Chitwood	Ak. Municipal League	204 N. Franklin St Juneau 99801	586-1325	HB652	
Ron Lind	DOTPF	Pouch Z	465-3900	652	

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. HB 652
Title maintenance of state highways
Requested by House Transportation Committee Date 1/21/82

II. FISCAL DETAIL
Agency Affected Department of Transportation & Public Facilities
Program Category Affected Transportation
BRU, Program, Or Subprogram(s) Affected M&O, Highways Components, Statewide
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS,CLAIMS,ETC.						
TOTAL	-0-	-0-	-0-	-0-	-0-	-0-

FUNDING (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)

Based upon our interpretation of H.B. 652 it is assumed that should a municipality request to assume road maintenance the amount of money transferred to the municipality will be reflected as a deduction to the M&O Budget with a net effect of -0-.

IV. DATE 2/3/82 PREPARED BY [signature]
AGENCY DOT/PF
PHONE 266-1443

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)
33-001 (Rev. 12/81)

HB

653

HB 653 "an act changing the fiscal year of the Department of Transportation and Public Facilities; and providing for an effective date."

As the title implies, this is what this act does. It also speaks to unexpended balances for different durations of time. Sec. 6 may need some work. It carries out appropriations for the "life of the project". We may want to change this in committee to" final completion of the project". This same section provides that a statement supporting the amount of the unexpended balance requiring to complete the projects..and the amount that may be lapsed shall be recorded with the Department of Administration.

This would give an idea where there are hold ups and what the problems are, also what monies may lapse.

This act will take effect June 30 of 1982, this next fiscal year. This may cause problems with budget preparation. A budget could be approved for a twelve month year and a separate consideration for a three month cycle, or a fifteen month budget could be prepared.

Alaska State Legislature

House of Representatives

Rep. Bette Cato, Chairman

Committee on Transportation

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

MEMORANDUM

TO : Rep. Al Adams, Chairman
House Finance Committee

FROM : Rep. Bette Cato, Chairman
House Transportation Committee

RE : HB 653; Changing the fiscal year of the Department of Transportation and Public Facilities

DATE : February 24, 1982

The Transportation Committee bill HB 653 was introduced as a result of information the committee had been recieving from the Department of Transportation. The Committee had been told in the First Session of the Twelfth Alaska State Legislature that one of the major reasons for capital improvement project delays was the uncertainty of availability of federal funding.

The period of time between the beginning of the state fiscal year (July 1) and the federal fiscal year (October 1), is the time the department prepares it's budget for state matching funds. Planning and Programming use this time for preparation of bids for projects in the next construction season.

The committee, based on Department of Transportation testimony, introduced this bill to further raise the question and resolve the question of whether the change in the fiscal year for the department would alleviate C.I.P. project delays.

Attatched to this memo is backup material for the Finance Committee's consideration.

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE: Jan. 20, 1982
LOCATION: Cap. 112
SUBJECT: HB333 Nenana-Tok-Chakfi
HB653 Fiscal year DOT

NAME	REPRESENTING	ADDRESS	PHONE	HERE TO TESTIFY	HERE TO OBSERVE
JOHN B. COGHILL	City of NENANA	P.O. Box 177 NENANA 99760	832-5441	✓	
John Lowell	Assistant Division Administrator of Federal Highway Administration Alaska Division	P.O. Box 1648 99802	586-7418	✓	
RON LIND	DOTPF HB653	Ponch = Juneau	465-3900	✓	
John C BATES.	DOT/PF "	" "	"	✓	

WORK ORDER 12-1991

"an act changing the fiscal year of the Department of Transportation and Public Facilities; and providing for an effective date."

As the title implies, this is what this act does. It also speaks to unexpended balances for different durations of time. Sec. 6 may need some work. It carries out appropriations for the "life of the project". We may want to change this in committee to" final completion of the project" but I feel that if should be at that point only, if at all. This same section provides that a statement supporting the amount of the unexpended balance requiring to complete the projects..and the amount that may be lapsed shall be recorded with the Department of Administration.

This would give an idea where there are hold ups and what the problems are, also what monies may lapse.

It is on this bill that we may want to include "two phase funding" provisions and again, may want a separate bill.

This act will take effect June 30 of 1982, this next fiscal year. This may cause problems with budget preparation and should be changed for June 30, 1983 for the effective date.

FEB 3 1982

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF REVENUE

OFFICE OF THE COMMISSIONER

POUCH S
JUNEAU, ALASKA 99811

February 4, 1982

The Honorable Bette M. Cato
Chairwoman
House Transportation Committee
Room 128 - Capitol Building
Juneau, Alaska

Dear Ms. Cato:

Re: House Bill No. 653

House Bill No. 653, an Act changing the fiscal year of the Department of Transportation and Public Facilities, was introduced in the House on January 11, 1982 and was referred to the House Transportation and Finance Committees.

For consideration of the House Transportation Committee, I am enclosing a copy of a Fiscal Note prepared by Mr. Anselm Staack, Treasury Comptroller, Department of Revenue concerning the proposed legislation.

Sincerely,

R. D. Stevenson
Special Assistant

Enclosure

cc: The Honorable Albert P. Adams
Chairman
House Finance Committee

Joseph K. Donohue
Deputy Commissioner
Department of Revenue

Anselm Staack
Treasury Comptroller
Department of Revenue

04-D2LH

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE HB 653

FISCAL NOTE

I. REQUEST
Bill/Resolution No. HB 653 (1/11/82)
Title Changing the Fiscal Year of DOTPF
Requested by House Transportation Committee Date 1/11/82

II. FISCAL DETAIL
Agency Affected DOTPF, Dept. of Revenue, Dept. of Administration
Program Category Affected
BRU, Program, Or Subprogram(s) Affected
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars) S E E A N A L Y S I S S E C T I O N

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS,CLAIMS,ETC.						
TOTAL						

FUNDING (Thousands of Dollars) S E E A N A L Y S I S S E C T I O N

GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS S E E A N A L Y S I S S E C T I O N

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)

Converts DOTPF to a Fiscal Year (FY) that runs from October 1 and ends on the following September 30. All other state agencies remain on an FY which begins on July 1 and ends on the following June 30.

All present records of the Dept. of Administration and Treasury are geared to a July 1-June 30 FY. DOTPF processes practically all of its expenditures and revenues through that system. DOTPF is also the largest user of bond construction money. In order to issue bonds the prospectus has to reflect financial statements on a consolidated basis for the whole state. The reconciliation problems in order to create reasonably valid consolidated statements, because two separate FY entities are being combined, are many.

A significant number of additional accounting personnel will have to be added to DOTPF, Dept. of Administration, and Treasury to coordinate differences in FY and cutoff. Further, there will be a significant increase in contractual services/computer time and commodities necessary to track separate FY's. Also, instead of closing one set of "books" there will have to be two; one for DOTPF and one for all other state agencies.

Anselm C. Staack

IV. DATE February 3, 1982 PREPARED BY Anselm C. Staack, Treasury Comptroller
AGENCY Dept. of Revenue/Treasury Division
PHONE 465-2350

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)

33-001 (Rev. 12/81)

HB 653 - Changing fiscal year

Changing the fiscal year of the DOT from July 1 to October 1 is an excellent proposal. Currently the fiscal year ends on June 30, right in the middle of the construction season. This is detrimental from two standpoints:

1. The State funded projects that are passed by the Legislature usually hit the street in late June or July. Invariably the DOT has been working on other projects and it is forced to switch its priorities to match the requests made by the Legislature. The heat is on to get the projects out and advertised that same year but usually the summer season runs out before the projects can be advertised and everyone gets upset, from the Legislators down to the low level managers in the DOT. The fiscal year starting on October 1 will allow a few months of planning with emphasis on getting the projects out for advertising in the early part of the following year so that construction can begin in early Spring.

2. The Federal fiscal year currently ends on September 30, so moving the DOT fiscal year to September 30 will allow these two agencies to coordinate funding and project development in a manner that will reduce the confusion connected with Federal Aid obligations occurring during two different DOT fiscal years.

The DOT has not functioned efficiently since its creation. So far there is $50,000,000 in Federal funds that have been allocated to the State of Alaska that have not been spent, because the DOT has not been able to get the projects ready to advertise on time. This money will lapse if the DOT fails to get its

current program out, plus the $50,000,000 that is still being carried in the Federal books. Changing the fiscal year will relieve the pressure of the State funds disrupting the Federal Aid project development at the critical time in mid-summer and will allow the DOT time to fit the State funded projects into its work schedule.

There is an opportunity that is also being missed by the State of Alaska by not being able to obligate the $106,000,000 in Federal funds that flow to it every year from the Federal Highway Adminstration. There are many states that have not been able to obligate all of their Federal funds because they are unable to produce the required State matching funds due to the economic conditions in many of the lower forty-eight states. Alaska could obtain these excess Federal Highway funds if it would increase production in the design section.

I realize that there are many State officials and many gubernatorial candidates who have stated that Alaska has too many funds already and it does not need any more. This is ludicrous when you look at the conditions of the existing highways in this State such as the Seward Highway south of Girdwood, the Glenn Highway from Mile 50 to Mile 135, the Tok Highway from Mile 30 to 75, the Alaska Highway from Delta Junction to the Border, the Richardson Highway from Mile 129 to 268, the Haul Road from Fairbanks to Prudhoe, plus almost all of the secondary highways and collector roads in this state. Alaska is years behind the rest of the forty-nine states in new highway development, and the current highway reconstruction is not keeping pace with the deterioration of the existing 10,000 mile Federal Aid system.

Changing the fiscal year to October 1 will also come at an opportune time for the Maintenance Section as they are in a transition period at that time each year, changing from their summer road maintenance schedule to their winter snow removal operation.

HB

659

The following are general comments on the Transportation Bill Package on issues that were raised during the floor session on Sunday.

1. PROBLEM: There are sections in one bill that is contradictory in sections of other bills.

SOLUTION: In my earlier comments about these bills, I stated that each was drafted to stand alone, but together, make up a package. If you will read each bill closely, you will see that, for example, HB 651 assigns duties to an authority relating to the specific functions of the State Marine Highway system, (See purpose in HB 651). HB 654 assigns "all state modes of transportation and transportation facilities, etc." to the board. In as much as, HB 651 is the more specific language in this instance, it takes priority over the more general language in HB 654.

SOLUTION: Further, as the Minority leader pointed out regarding HB 651 and the "adding a new section to read" language, it is important for us to understand how Legal Services drafts our requests. As I said before, the ground rules for these bills, were that they stand alone, but can be implemented separately. HB 651 and HB 654 make amendments to existing law. In several places. the bills make different amendments to the same statute. They are not contradictory in that they were drafted to perform a specific purpose, as the title indicates.

For example. The question was raised by the representatives from Juneau; a bill (HB 649) was passed that established regions. HB 654 says that the "Board shall establish regions within the state." In the final analysis, assuming both pieces of legislation passed, this statute would combine the two and read as follows.

AS 44.42.040 DEPARTMENTAL ORGANIZATION. The board shall establish five regions within the state, in accordance with 'b' of this section. The functions of the department within each region, shall be performed, to the maximum extent possible through a regional office. Each regional office shall be directed by a regional transportation and public facilities director appointed by the commissioner. Each regional transportation and public facilities director shall have at least six years experience in transportation construction or engineering.

Then section "b" will outline the regions with new subsections.

*****Therefore, there are not substantive changes that are needed in these bills and they will stand alone, or make up a package, depending on which ever bill passes. There will not be problems or changes needed to clarify the position. Each bill should be considered on the merits of it's own changes in the organization of the Department.

However, If the body does not feel comfortable with this explanation, I have, with the help of the original drafters,prepared amendments that should leave no doubt in any members mind regarding the intent of these bills.

Another question was raised about the river system ferries. These are not currently covered by the marine highway system and would not be covered it this bill passes. The only jurisdiction for the authority, is for the vessels that currently make up the "Alaska State Marine Highway System". This would not change under the bill unless added by law.

Bill Analysis by Rep. Bette Cato's office.

House Bill 654

This is "an act relating to the Department of Transportation and Public Facilities and establishing a board at the Department of Transportation and Public Facilities and providing for an effective date."

This bill establishes a board of transportation made up of 7 members. One member of the Board shall be appointed from each allocation district as in AS.19.30.127, (Local Service Roads and Trails districts.)

two members with highway construction experience
two members with aeronautical experience
one member with a maritime background
one member with to be an economist
one member shall be selected from the public at large

Members serve overlapping terms with no member serving more than two terms.

Sec. 44.42.017 The board is entitled to compensation of $150 per day as well as travel and per diem, and is authorized $100 for board approved meetings or conferences.

Sec. 44.42.019 The board is authorized to hire staff as necessary. Staff is in the partially exempt category.

Sec. 44.42.021, Powers and Duties

(a) The board shall: "Recommend policy for adoption to the legislature to assure the development and maintenance of a comprehensive and balanced statewide system that will meet the needs of the people of the state for safe and efficient transportation services." The bill outlines considerations for the board in their preparation of these policies. (inasmuch as these are straightforward in the bill, I will not go into detail here, but highlight significant areas)

(c) The board may (1) engage in experimental projects relating to existing or future modes of transportation.. (2) exercise the power of eminent domain, including the declaration of taking as in AS. 09.55.

(d), .." the board shall supervise the execution (of the plan) by the commissioner of other statutory powers and responsibilities granted to the commissioner by law.", which gives added accountability from the commissioner to the board.

Sec. 44.42.040 The board may adopt regulations.

Sec. 44.42.040 The board shall adopt regions in the state. The functions of the department.. shall be performed, to the maximum extent possible through the regional office. Region directors are appointed by the commissioner. (Recall that the board has supervisory powers here)

This section also elaborates on the "plan" for transportation.
Sec. 4, AS.44.42.050(a) provides for an annual comprehensive intermodal, long range plan.
Sec. 5 AS 44.42.050(b) provides for amendments to the plan.

Sec. 6 speaks to "two year" plan but does not address two phase funding. See HB 650.

Sec. 7 through Sec. 10 speaks to Public Facilities and outlines procedures for the public facilities and other plans.

Sec. 12 through Sec. 16 inserts the word board in place of the word commissioner

ARIZONA

A transportation board composed of seven members (two must have experience in aviation) exists within the Arizona department of transportation. The governor appoints members for six year terms, and compensation is determined by law. The chairman is the member with the shortest period of time remaining in his/her term, and is selected at the only regularly scheduled meeting of the board which occurs annually in January.

The board has specified powers and duties which include: 1) Distribution of monies for state aviation, 2) Establishment of a complete system of state highway routes, 3) Determination of routes to be accepted into the state highway system, 4) Awarding of construction contracts for transportation facilities, and 5) Determination of priority program planning for transportation facilities.

The director of the department is appointed by, and serves at the pleasure of the governor, and is compensated by law. A deputy director, who is responsible to the director, is appointed by the director with the governor's approval. The director supervises and administers the department, its divisions and employees; appoints assistant division directors; prescribes rules and regulations; receives, allocates, controls and disperses all funds, etc. In essence he is authorized operational control and jurisdiction over all mass transit programs.

Arizona also has a transportation priority planning committee composed of the assistant directors within the department. This committee allocates priorities between transportation facility construction projects, annually prepares a five-year program, and serves as an advisory committee to the transportation board.

CALIFORNIA

1977 statutory changes provided that the California Highway Commission be redesignated the California Transportation Commission. The CTC inherited the duties, powers, purposes, responsibilities and jurisdiction of the former CHC.

Members represent the state at large. The legislature provides for planning and fiscal policy in construction and improvement of the highway system, and administration of expenditures from the State Highway Fund.

NOTE: The balance of the material in this Article 2 of the statute material--all the material available for this summary--does not address the composition of the highway commission nor of the department of highways. It simply adds to or amends existing statute re petitions for hearing, location of highways, authorization of preliminary surveys, etc.

COLORADO

The State Highway Commission of Colorado is composed of nine members appointed by the governor, with the consent of the senate, for four year terms. The commission meets regularly at least four time a year, serves without compensation, but is reimbursed for travel expenses. Certain powers and duties are imposed upon the commission by law, and, in addition it concerns itself with general policy, studies, administrative practices, advice and recommendations to the governor, consulting, and advising the chief engineer, etc. A long list of specifics is enumerated within the statute.

The chief engineer must be a registered, professional engineer with ten years prior experience. He is "employed by the executive director of the state department of highways." However, the statute material offers no information on who appoints the chief engineer, nor does it make any further reference to the executive director.

The division of highways is identified as being within the state department of highways. The chief engineer is the chief administrative officer of the division, with direct control and management of its functions. His duties and powers are stipulated by law and include "the awarding, under the supervision of the commission, of all contracts for the construction or maintenance of state highways." The division is subdivided into divisions for administration, planning and research, personnel, and such others as the commission approves.

HAWAII

In 1975 Hawaii established a statewide transportation council of 12 members who are designated directors of the departments of transportation, planning and economic development, and health; office of environmental quality control; and are planning and transportation directors of each of the four counties. The director of the state department of transportation furnishes staff support to the council and is chairman of the same. 1979 amendments changed the membership of the council to 13 and added the chairman of the board of agriculture to the list of council director designations.

The transportation council is responsible for the preparation of a budget, formulation of and then enactment of a detailed work program and annual progress reports to the legislature. The council is the coordinator of the development of a statewide transportation plan. In addition, the council is responsible for transportation planning and approval of projects for submission to the legislature of those entities which are "solely and exclusively" state and/or which include state funds and state lands. All other transportation planning and approval of projects is the responsibility of the counties.

Regarding the counties, the council must review and comment to the legislature on stipulated county responsibilities, and provide stipulated technical assistance to those counties which do not have metropolitan planning organizations.

NOTE: The above summary is from Chapter 279A, Statewide Transportation Planning. Chapter 279E, which follows, is entitled Metropolitan Planning Organization and addresses Hawaii's solution to federal requirements regarding urban mass transportation.

MONTANA

In comparison with the accompanying summaries of statutes describing and defining various state transportation commissions and departments the material from which to summarize Montana is distinctly vague and brief.

The Montana highway commission shall meet at least once each month for the purpose of transacting business. Each member of the commission shall "give bond". . .in the sum of $10,000. The commission may adopt rules necessary for its government. The following seven sections of this--Part 1--define highway designations, prescribe the letting of contracts, and speak to competitive bidding, bidder's security, and contractor's bond.

In Part 2 the general powers and duties of the Department of Highways are described, again generally. It is in Part 25 that a few specifics are elucidated. "There is a department of highways. . . . The department head is a director of highways appointed by the governor in accordance with. . . ."

As regards the highway commission, it "shall consist of five members." Thence follows the selection formula for members from districts which are comprised of named counties, and selection restrictions.

NOTE: The above information completes what is possible from the available statutory material.

OREGON

The Oregon Transportation Commission consists of five members appointed by the governor for four year terms, and whose appointments are subject to legislative confirmation. The governor appoints the chairman and vice chairman from among commission members; terms, duties and powers are determined by the commission. Compensation and expenses accord with statute. Meetings are scheduled once a month; other meetings may be called by the chairman or a majority of the commission. Under certain conditions the governor is a voting commission member.

The Department of Transportation is made up of the commission, a commission appointed director (subject to legislative confirmation), an optional deputy director, and staff. Salaries and other compensation are fixed by law or by the commission.

The four divisions of DOT include aeronautics, highway, motor vehicles, and public transit. Each has a chief administrative office appointed by the director with commission approval; each is allowed broad organizational power with the director's approval.

The functions of the commission, department, and divisions--consistent with statute--are commission establishment of department policy, commission record keeping, and coordination and administration of related programs. The department is the recipient of federal funding. Division level duties include development and maintenance of state transportation policy, and include long range planning, and information compilation. As the commission plan develo the director is responsible for preparation and submission of implementation programs to the commission. Actual implementation is assigned to appropriate divisions.

The commission has rulemaking authority with related public hearing responsibilities. Departmental assistance to divisions includes an in-house research program.

Specifically the director is administrator of the department, with budgetary limitations and statute as well as merit system prescribed powers. He administers state transportation law, authorizes needed intervention, prescribes regulations, delegates department authority, and directs necessary bonding. The department has a fiscal officer.

The commission has broad powers re reports to the governor on legislative, budgetary, and administrative programs to accomplish state transportation. A transportation administration account is in the general fund.

The balance of the Oregon statute is devoted to explanation of the Public Transit Division, its responsibilities, powers, and duties Additionally the operating agreements of the department are specifie

WYOMING

The Wyoming state highway department consists of a state highway commission and a state highway superintendent. Seven commissioners, who elect their chairman, are appointed by the governor with the advice and consent of the senate, for six year terms. Political guidelines are established for selection of the commissioners.

Each commissioner receives a salary of $600 annually (1979), and receives travel expenses paid from the state highway fund. The state highway superintendent is in charge of the commission offices at the state capitol. The commission is empowered to sue in its own name. The attorney general is legal advisor, and is empowered to prosecute and defend all actions, and to appear in all the commission's federal proceedings.

The commission appoints a full-time state highway superintendent and sets his annual salary. He must meet particular qualifications; He is entitled to travel expenses. "Under the supervision of the commission he shall have complete charge of laying out and establishing highways upon which any portion of the state highway fund is to be expended. . .shall purchase all materials, supplies and equipment . . .shall employ such engineers, superintendents and employees with salaries to be approved by the commission, as may be necessary. . . .

The superintendent's responsibilities include compilation of information, and preparation of plans and specifications for roads, culverts and bridges. Interestingly, he is entitled to utilize the civil and irrigation engineering department of the state university, without charge, for materials testing. He makes an annual report to the commission which in turn makes an annual report to the governor.

The remaining sections of the statute address such specifics as road and bridge construction, designation of state highways, condemnation proceedings, etc.

Additionally, the commission has toll bridge and state ferries powers, and must coordinate long range needs studies. The commission is to consult and coordinate with related state officials, i.e., Washington state patrol, traffic safety commission, etc., on transportation related agency functions and duties regarding comprehensive transportation plan program or policy. Likewise these state officials and agencies must consult with the secretary on priority matters as pertain to transportation activities. The secretary is responsible for providing written comments to the governor and legislature on the compatability of related agencies' final plans, program and budgets with priorities established in the DOT final plans.

NOTE: State funding and dispersal of federal monies are not specifically addressed in the statute material.

WASHINGTON

The Washington Transportation Commission replaces the Washington Highway Commission (1977). The following information is generally consistent with dictates of present statutes, and excludes transfer specifics.

The Commission is composed of seven members, appointed by the governor with the consent of the senate, for six year terms, and meeting at least once a month. Conditionally, it may adopt its own rules and regulations, and establish its own procedures. A member chairman is elected for a one year term. Monetary compensation is specific. A two consecutive terms rule applies.

The transportation commission's function, powers, and duties include: 1) policy proposals to the legislature, 2) establishment of department policy, 3) directing the department secretary re a transportation plan, 4) presentation of department budget to the governor and legislature, 5) review and authorization of departmental legislative requests, 6) bond responsibilities, 7) adoption of rules, regulations, and policy directives, 8) delegation of additional powers to the secretary, and 9) exercise of specific powers and duties veste by law. Definitions of the above and other duties and powers are enumerated within the statute material.

The DOT is administered by a governor appointed secretary of transportation who is also the chief executive officer of the commission, responsible to the latter only, and whose removal can be effected only by the commission. DOT's organization is accomplished via the divisions of highways, public transportation, aeronautics, marine transportation, and transportation planning and budget.

The secretary is to: Serve as chief executive officer of the department; organize the department; utilize transportation district or branch offices; appoint assistants; delegate powers, duties, and functions; direct and coordinate division programs; adopt departmental rules re administrative procedures; keep records; provide staff suppor and to exercise all other duties as provided by law.

All employees and personnel of the previous departments and divisions (i.e., before reorganization) have been transferred to DOT with similar or related duties, and no loss of rights, with the exception of the executive secretary of the urban arterial board. Formerly exempt and classified position employees have retained their status. A continuity is established as regards rules and regulations of former related commissions and agencies, state services to the department, the annual report to the legislature and governor, and study reports available to legislators upon request. The commission exercises a right of entry on certain lands, maintains the responsibility for construction and maintenance of roads, highways, and bridges within state parks, retains responsibility re state aid programs for county roads and city streets, may contract without bid or bond with public utilities and municipal corporations, and must report to the legislature on highway needs through legislative transportation committees.

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE: 2-24-82
LOCATION: 112 Capitol
SUBJECT: HB 654 - Trans Boards

NAME	REPRESENTING	ADDRESS	PHONE	HERE TO TESTIFY	HERE TO OBSERVE
Ron Lind	DOT PF	Pouch Z	465-3400	✓	
Joyce Munson					

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF LAW

OFFICE OF THE ATTORNEY GENERAL

POUCH K – STATE CAPITOL
JUNEAU, ALASKA 99811
PHONE: (907) 465-3600

3603

April 2, 1982

Honorable Bette Cato
Representative
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

Dear Representative Cato:

In our review of CSHB 651 we have identified certain flaws in the legislation as it is currently presented. We are passing our ideas along to you in the hopes that our review may be useful in marshalling your arguments pertinent to the legislation.

1. Section 19.70.020 contains a few practical problems as well as a constitutional difficulty.

   A directorship of six individuals seems guaranteed to lead to tie votes potentially deadlocking the policy making activities of the board. This could be eliminated by making the commissioner of transportation a voting member or by adding language similar to AS 44.88.050 which provides a tie breaking mechanism for the board of the Alaska Industrial Development Authority. The mechanism calls for the submission of tie vote matters to the governor. His decision breaks the tie.

   The non-voting membership of the commissioner of transportation is tokenism. Our review of other independent entities within state government indicates that commissioners of departments connected with the independent entity are voting members of the body of directors. We have discovered no logical reason to deviate from that precedent.

The confirmation of directors by the legislature is directly contrary to Bradner v. Hammond, 553 P.2d 1 (Alaska 1976), which defined the parameters of Article III, Sections 25 and 26 of the Alaska Constitution pertinent to the confirmation powers of the legislature. Legislative confirmation is appropriate only for heads of principal departments and boards or commissions of principal departments and regulatory or quasi-judicial agencies. The proposed ferry authority is clearly outside the class intended to be subject to confirmation.

2. Section 19.70.040 excludes legal counsel from classified service under AS 39.25. This language should be clarified so that no authority to hire independent counsel can be inferred. Use of the attorney general as counsel will maintain the chain of supervision within the executive branch. Alternatively, a section specifically stating that the attorney general is counsel would be appropriate.

3. Section 19.70.140 seems to imply that the authority is outside the operations of the Administrative Procedure Act (APA) but that access to public records and open meetings are guarantees nevertheless. This language is superfluous in that all organizational units of the executive branch are bound to adhere to all of the provisions of the APA unless expressly excluded by law. Alaska State Housing Authority v. Dixon, 496 P.2d 649(Alaska 1972).

4. As a general position, the Department of Law, does not favor the creation of independent authorities. This policy is especially applicable to the proposed ferry authority in that the functions of the marine highway system are uniquely governmental in nature and not akin to the class of entities typically associated with independent proprietary authorities. We feel this point could be developed into a strong policy argument against the creation of this specific authority.

Finally, even assuming that the creation of a marine highway authority would be desirable, this legislation lacks certain key elements:

1. Neither the "purpose clause" in Section 1 nor the language of Section 19.70.010 are sufficient to demonstrate qualification for federal tax exemption. Certain buzz words are necessary to fullfill federal tax exemption requirements. Phrases such as "necessary for an essential government purpose" or "necessary public purpose" must be specifically stated in the purpose clause.

   We further suggest a detailed statement of findings and policy in addition to a purpose clause. Examples of adequate phrasings may be found in AS 44.83.010--44.83.070, the Alaska Power Authority or AS 44.85.005--44.85.020, the Alaska Bond Bank Authority.

2. Typically, the real and personal property, assets, income and receipts of authorities are specifically exempted from state taxation. Examples of language may be found in AS 44.82.150, the Alaska Gas Pipeline Authority or AS 18.55.70, the Alaska Housing Authority.

The above represents the Department of Law's objection to this bill. Please call us if you have any questions about our analysis.

Very truly yours,

WILSON L. CONDON
ATTORNEY GENERAL

By: Mary-Margaret O'Connell
Mary-Margaret O'Connell
Assistant Attorney General

11/5619 Bradley
651 Lewis
654 Bradley
P5 44.47.010 Purpose Q
P3 Ln. 17 ... drafting Q
P4 Mo. ... Ln 5 (1)

STATE OF ALASKA
THE LEGISLATURE

LEGISLATIVE AFFAIRS AGENCY

POUCH Y - STATE CAPITOL
JUNEAU, ALASKA 99811
907-465-3800

M E M O R A N D U M December 9, 1981

SUBJECT: Establishing the Board of Transportation and Public Facilities (Work Order No. 12-1989)

TO: Representative Bette M. Cato

FROM: Richard A. Bradley
Legislative Counsel

The bill described has been sent to you.

One additional point may be made about the bill. The draft establishes a new board of transportation and public facilities at the head of the department. Numerous sections of existing law grant responsibilities to the "department". See, for example, numerous sections in AS 19 (AS 19.05.030, 19.05.-040, etc.) and in AS 35 (AS 35.05.010, 35.05.020, etc.).

While the bill establishes the board at the head of the department, a question may arise as to the proper allocation of responsibility for decisions given to the "department" as between the board and the commissioner. Since the board is at the head of the department and it appoints the commissioner (with the approval of the governor), there should be no problem.

But if you wish, decisions can be made as to the proper allocation of the various statutory responsibilities presently assigned to the "department" as between the commissioner and the board.

If I may assist further, please advise.

RAB:ljb

HB 654 (1)

Alaska State Legislature

House of Representatives

Rep. Bette Cato, Chairman

Committee on Transportation

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

M E M O R A N D U M

TO : Rep. Bette Cato

FROM : Steven Soenksen A.A.
House Transportation Committee

RE : Analysis of Legislation to be Prefiled

DATE : December 17, 1981

I have spoken with Joyce Munson this afternoon and we discussed the legislation for consideration and prefiling. There are some changes that will be needed in each of the legislation drafts. This analysis will not go into the detail that specifically suggests changes. We felt that as written, these bills are sufficient to raise the issues and that specific changes should be made in committee. This will encourage discussion and allow the committee to tailor the bills.

The analysis that follows gives general content and highlights in the bills for your information.

Probably the most important piece of legislation is the number 12-1981. This number is located under the words "WORK DRAFT PAPER" at the top of the first page. This is "an act relating to the Department of Transportation and Public Facilities and establishing a board at the Department of Transportation and Public Facilities and providing for an effective date."

This bill establishes a board of transportation mad up of 7 members.
two members with highway construction experience
two members with aeronautical experience
one member with a maritime background
one member with to be an economist
one member as graduate of an accredited law school

Members serve overlapping terms with nc member serving more than two terms.

The board shall: "Recommend policy for adoption to the legislature to assure the development and maintenance of a comprehensive and balanced statewide system that will meet the needs of the people of the state for safe and efficient transportation services." The bill outlines considerations for the board in their preparation of these policies from page 2, line 17 through page 5 line 4. It cannot be said that there is

no clear legislative intent as this section spells out the exact things that we have spent the interim working on as identified needs. Also on page 5, line 11 (d), ..." the board shall supervise the execution by the commissioner of other statutory powers and responsibilities granted to the commissioner by law.", which gives added accountability from the commissioner to the board.

The board may adopt regulations. The board shall adopt regions in the state. The functions of the department.. shall be performed, to the maximum extent possible through the regional office. Region directors are appointed by the commissioner. (Recall that the board has supervisory powers here too, see paragraph above)

This bill also elaborates on the "plan" for transportation from Sec. 4, page 5, line 26 through Sec. 6. This Sec. 6 speaks to "two year" funding and funding related to the plan but does not address two phase funding. Perhaps there should be another bill drafted to address this. (Joyce concurs)

Sec. 7 through Sec. 10 speaks to Public Facilities and outlines procedures for the public facilities and other plans.

Sec. 12 through Sec. 16 allows the board to enter into agreements with municipalities for "local assumption of responsibilities in planning, design and construction of public works" and outlines procedures for this.

This bill is silent on compensation for the board. We may want to include something on this.

This concludes the analysis for this legislation. You should read sections that have been referenced in this report. There are as I've said before, several changes that we may wish to make but it may be more appropriate to do this in committee. A copy of this bill is attached.

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. HB 654 Relating to DOTPF and establishing the
Title Board of Transportation & Public Facilities at the head of the Dept.
Requested by House Transportation Date 1/21

II. FISCAL DETAIL
Agency Affected Department of Transportation and Public Facilities
Program Category Affected Administration and Support
BRU, Program, Or Subprogram(s) Affected Board of Transportation and Facilities
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
100 PERSONAL SERVICES	-0-	89.8	98.8	108.6	119.4	131.3
200 TRAVEL	-0-	41.9	46.1	50.7	55.8	61.3
300 CONTRACTUAL	-0-	55.0	60.5	66.5	73.1	80.4
400 COMMODITIES	-0-	5.0	5.5	6.0	6.6	7.2
500 EQUIPMENT	-0-	10.0	1.0	1.0	1.0	1.0
600 LAND & STRUCTURES	-0-	-0-	-0-	-0-	-0-	-0-
700 GRANTS,CLAIMS,ETC.	-0-	-0-	-0-	-0-	-0-	-0-
TOTAL	-0-	201.7	211.9	232.8	255.9	281.2

FUNDING (Thousands of Dollars)

GENERAL FUND	-0-	201.7	211.9	232.8	255.9	281.2
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS

FULL TIME	-0-	2	2	2	2	2
PART TIME	-0-	-0-	-0-	-0-	-0-	-0-
TEMPORARY	-0-	-0-	-0-	-0-	-0-	-0-
	-0-	-0-	-0-	-0-	-0-	-0-

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)

See attached notes and HB 654 1982.

IV. DATE 2/4/82 PREPARED BY D.H Wong Don Lind
AGENCY Department of Transportation & Public Faciliti
PHONE 456-3700

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)
33-001 (Rev. 12/81)

ESTIMATED COST ON HB654
For Board of Transportation & Facilities

100	Personal Services				
	2 Full time Staff				
	Executive Director				
	24A 4320/mo		$51,840		
	Secretary I				
	10B 1726/mo		20,712	$72,552	
	Benefits at 23.8%			17,267	$89,819
200	Travel				
	Per Diem-Members				
	$80/day				
	(per as 39.20.180)				
	Meetings				
	5 days - Initial set up x 7 members		(35)		
	3 days - 6 Regular x 7 members		(126)		
	5 days - Special x 7 members		(35)		
	3 days x 3 Inspection x 7 members		(63)		
			259 x $80/day	$20,720	
	Per Diem-Staff				
	5 days	(5)			
	3 days 6 times	(18)			
	5 days 1 time	(5)		$ 2,240	
		28 x $80/day			
200	Air Fare - Members & Staff				
	$1,566 per meeting x 8 meetings		12,528		
	Avg/trip = $261				
	$261 x 7 members x 3 inspection trips		5,481		
	Total air fare		$18,009		
	Inflation/Rate increase 5%		900	$18,909	
	Total Travel				$41,869
300	Contractual				
310	Communication			$ 6,000	
320	Printing & Advert.			9,000	
330	Space rental			9,300	
364	Equipment Rental			6,000	
380	Professional Services			20,000	
390	Other Contractual Services			4,700	
	Total Contractual				$55,000

400	Commodities		
450	Office Supplies	$ 5,000	
	Total Commodities		$ 5,000
500	Equipment		
	Furniture & Office		
	Equipment including	10,000	
	2 desks, 2 chairs		10,000
	3 file cabinets, 1 book shelve		
	1 typewriter, 1 calculator		
	3 guest chairs, 1 table		
	Total cost Estimated		$201,688
	Total Estimated Cost FY 83		$201,700

cer as affected by use of his
transportation, 112 ALR

cessive mileage allowance
fense, 134 ALR 1258.

side the state. (a) The
fficial or employee for
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t reimburse an official
urist class fare for the
ccommodation is not
dation would occasion
ent of Administration
ion is not in the best
mmodation.

tion authorizes more
shall file a justification
When fares other than
ection, the Department
l or employee or pay for

o travel only the least
ness involved, to secure

otherwise authorized by
roval for travel outside
or from his immediate
inistration if he is not
upervision of an official
rially from the travel
tain approval for the
the travel before the
him for his travel. (§ 7

. (a) An agency may
o a person entitled to per
0 — 39.20.170 the sums
r and probable duration

uble travel expense are
herwise, from the person
n from any amount due
recovery which may be

Sec. 39.20.160. Regulations. The fixing and payment under AS 39.20.110 — 39.20.170 of travel and per diem allowances and of advances and recovery and reimbursement of travel expenses shall be in accordance with regulations adopted by the commissioner of administration. The regulations shall be uniform for all officials and employees, and all agencies and departments. The regulations shall also govern the use of public transportation facilities by officials and employees. The regulations relate to the internal management of state agencies and their adoption is not subject to the Administrative Procedure Act (AS 44.62). (§ 9 ch 60 SLA 1957; am § 2 ch 13 SLA 1963)

Sec. 39.20.170. Construction of AS 39.20.110 — 39.20.170. AS 39.20.110 — 39.20.170 may not be construed to modify or repeal a law providing for the travel expenses of the governor, or members of the legislature, or members of boards or commissions of the state government. (§ 10 ch 60 SLA 1957)

Sec. 39.20.180. Transportation and per diem expenses for members of boards, commissions, etc. Except as otherwise provided by law, from and after March 27, 1962, the provisions in this section relating to per diem and transportation govern exclusively and supersede all other provisions of law with respect to a member of a state board, commission, committee, judicial council, or other similar body of persons of the state organized or established under the authority of law, but excluding any other state employee other than a legislator, who is otherwise entitled by law to receive from the state payments for expenses of transportation, and for reimbursement or for per diem in lieu of reimbursement for other expenses incident to his duties as such member:

(1) For transportation, the member is entitled either to the use of state transportation requests, or to be reimbursed for expenses of transportation to the same extent, in the same manner, and under the same conditions as provided for state officials and employees by the provisions of AS 39.20.110 — 39.20.170.

(2) For reimbursement for other expenses, the member is entitled to a per diem allowance prescribed by the commissioner of administration under the regulatory authority set out in AS 39.20.160 for each day or portion of a day spent in actual meeting or on authorized official business incident to his duties as a member. (§ 1 ch 130 SLA 1953; am § 1 ch 34 SLA 1960; am § 1 ch 37 SLA 1962; am § 5 ch 136 SLA 1967; am § 12 ch 47 SLA 1974)

Cross reference. — As to coverage of state board and commission members under the Worker's Compensation Act, see AS 23.30.242.

Quoted in Employers Liab. Assurance Corp. v. Groothius, 8 Alas. L.J. No. 12, p. 134 (Nov., 1970).

Cited in Laborers & Hod Carriers Local 341 v. Groothuis, Sup. Ct. Op. No. 773 (File Nos. 1435, 1459), 494 P.2d 808 (1972).

Introduced: 1/11/82
Referred: Transportation and Finance

IN THE HOUSE BY THE TRANSPORTATION COMMITTEE

HOUSE BILL NO. 654

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWELFTH LEGISLATURE - SECOND SESSION

A BILL

For an Act entitled: "An Act relating to the Department of Transportation and Public Facilities and establishing the Board of Transportation and Public Facilities as the head of the department; and providing for an effective date."

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

* Section 1. AS 44.42 is amended by adding new sections to read:

Sec. 44.42.011. BOARD OF TRANSPORTATION AND PUBLIC FACILITIES. There is at the head of the Department of Transportation and Public Facilities the Board of Transportation and Public Facilities.

Sec. 44.42.013. COMMISSIONER OF TRANSPORTATION AND PUBLIC FACILITIES. The commissioner of transportation and public facilities is the principal executive officer of the department. The board shall appoint the commissioner of transportation and public facilities subject to the approval of the governor.

Sec. 44.42.015. COMPOSITION OF BOARD AND TERMS OF MEMBERS. (a) The board consists of seven members. The members of the board shall be appointed by the governor and are subject to confirmation by a majority of the members of the legislature in joint session.

(b) One member of the board shall be appointed from each allocation district described in AS 19.30.127. Two members of the board shall be appointed from the state at large.

(c) Members appointed shall have the following qualifications:

(1) two members shall be experienced in highway construction;

(2) two members shall have an aeronautical background;

(3) one member shall have a maritime background;

(4) one member shall be an economist; and

(5) one member shall be a graduate of an accredited law school.

(d) Members serve overlapping four-year terms. A member may not serve more than two full terms on the board.

Sec. 44.42.021. POWERS AND DUTIES OF BOARD. (a) The board shall recommend policies for adoption by the legislature that are designed to assure the development and maintenance of a comprehensive and balanced statewide transportation system that will meet the needs of the people of the state for safe and efficient transportation services. The policies shall provide, when appropriate, for the use of integrated intermodal transportation systems to implement the social, economic, and environmental policies, goals, and objectives of the people of the state, and especially to conserve nonrenewable natural resources including land and energy. In preparing these policies the board shall

(1) consider the transportation policies that are stated in existing state laws and recommend changes in these laws that the board considers desirable;

(2) inventory the policies, goals, and objectives of municipal governments of the state and define the role of the state and municipal governments in determining transportation policies, in transportation planning, and in implementing the state transportation plan;

(3) propose a six-year transportation plan for the state and, after notice and public hearings, submit the transportation plan and estimates of the appropriation necessary to implement the plan as well as annual revisions of the plan to the legislature by the 10th day of each regular legislative session;

(4) integrate the state transportation plan with the needs of

the elderly and the handicapped and coordinate federal and state programs directed at assisting municipalities to answer the needs of the elderly and the handicapped.

(b) In conformity with the policies, goals, and objectives stated in (a) of this section and the state transportation plan adopted by the legislature, the board shall

(1) plan, design, construct, and maintain all state modes of transportation and transportation facilities, communication facilities, and all docks, floats, breakwaters, buildings, and similar facilities;

(2) study existing transportation modes and facilities and communication facilities in the state to determine how they might be improved or whether they should continue to be maintained;

(3) study alternative means of improving transportation and communication in the state with regard to the economic costs of each alternative and its environmental and social effects;

(4) develop a comprehensive, long-range intermodal transportation plan for the state;

(5) study alternatives to existing modes of transportation in urban areas and develop plans to improve urban transportation;

(6) cooperate and coordinate with and enter into agreements with federal, state, and local government agencies and private organizations and persons in exercising its powers and duties;

(7) manage, operate, and maintain state transportation facilities, communication facilities, and all docks, floats, breakwaters, and buildings, including state highways, vessels, railroads, pipelines, airports, and aviation facilities;

(8) study alternative means of transportation in the state, considering the economic, social, and environmental impacts of each alternative;

(9) coordinate and develop state and regional transportation systems, considering deletions, additions, and the absence of alterations;

(10) develop facility program plans for transportation and communication facilities and state buildings, docks, and breakwaters required to implement the duties set out in this section, including but not limited to

(A) functional performance criteria; and

(B) schedules for completion;

(11) supervise and maintain all state automotive and mechanical equipment, aircraft, and vessels, except aircraft and vessels used by the Department of Fish and Game or the Department of Public Safety;

(12) supervise aeronautics and communications inside the state, under AS 02.10;

(13) complete and maintain a current inventory of public facilities, including a projection of the serviceability of the facilities and projections of replacements and additions to facilities needed to provide the level of services programmed by the various user agencies, for municipalities with populations of less than 12,000, and for unincorporated communities, and perform those duties on a cooperative basis with larger municipalities;

(14) adopt energy performance standards for public facilities of the state that are constructed after July 1, 1980; the standards shall be based on thermal and lighting energy standards established by the American Society of Heating, Refrigeration and Air Conditioning Engineers as adapted for application in high latitude, cold climate environs;

(15) provide planning assistance, including but not limited to energy audits and related technical services, to school districts and

regional educational attendance areas to develop and implement

(A) standards for the design, construction, and operation of rural educational facilities; and

(B) energy conservation measures for rural educational facilities.

(c) The board may

(1) engage in experimental projects relating to available or future modes of transportation and any means of improving existing transportation facilities and service and communication;

(2) exercise the power of eminent domain, including the declaration of taking as provided in AS 09.55.

(d) Under procedures adopted by it the board shall supervise the execution by the commissioner of other statutory powers and responsibilities granted to the commissioner by law.

* Sec. 2. AS 44.42.030 is amended to read:

Sec. 44.42.030. REGULATIONS. The board [DEPARTMENT] may adopt regulations under the Administrative Procedure Act (AS 44.62) to implement, interpret, or make more specific its powers and duties.

* Sec. 3. AS 44.42.040 is amended to read:

Sec. 44.42.040. DEPARTMENTAL ORGANIZATION. The board [COMMISSIONER] shall establish regions within the state. The functions of the department within each region shall be performed, to the maximum extent feasible, through a regional office. Each regional office shall be directed by a regional transportation and public facilities director appointed by the commissioner.

* Sec. 4. AS 44.42.050(a) is amended to read:

(a) The board [COMMISSIONER] shall develop annually a comprehensive, intermodal, long-range transportation plan for the state. In developing and revising the state plan, the board [COMMISSIONER] shall

consider means and costs of improving existing modes and facilities, state and federal subsidies, and the costs and benefits of new transportation modes and facilities. The board [COMMISSIONER] shall also consider the recommendation of the Alaska Transportation Planning Council. The plan shall be submitted to the governor for his review and approval and submitted by the governor to the legislature.

* Sec. 5. AS 44.42.050(b) is amended to read:

(b) In developing and revising the plan, the board [COMMISSIONER] shall seek public review and evaluation by any reasonable means and may

(1) consult and cooperate with officials and representatives of the federal government, other governments, interstate commissions and authorities, local agencies and authorities, interested corporations and other organizations concerning problems affecting transportation in the state; and

(2) request from an agency or other unit of the state government or of a political subdivision of it, or from a public authority, the assistance and data that may be necessary to enable the board [COMMISSIONER] to carry out its [HIS] responsibilities under this section; every such entity shall provide the assistance and data requested.

* Sec. 6. AS 44.42.050(d) is amended to read:

(d) The plan shall include a description of projects planned for design and construction for the following two years. The description is in addition to the long-range plan required by (a) of this section and by AS 19.10.140. The description shall include an itemization of the estimated cost for each project and the total cost of all projects. The board [COMMISSIONER] shall propose and forward to the governor for his review and approval and inclusion, as approved, in the capital budget a construction program which includes the projects to be undertaken during the following two years, including recommended project priorities. Funds

for transportation construction projects and necessary contingencies shall be itemized as allocations within the bill for the General Appropriations Act.

* Sec. 7. AS 44.42.055(a) is amended to read:

(a) The board [COMMISSIONER] shall develop and annually revise a statewide comprehensive facility procurement plan for public facilities of the state and its municipalities.

* Sec. 8. AS 44.42.055(b) is amended to read:

(b) In developing and annually revising the facility procurement plan, the board [COMMISSIONER] shall

(1) request and receive on an annual basis from all state agencies a projection of the anticipated facility needs of the agency for the next annual capital improvement program;

(2) consult with officials and representatives of municipalities, the federal government, interested corporations and other organizations concerning public facility needs in the state;

(3) develop specific facility procurement plans for projects in each of the following categories:

(A) sewage transmission and treatment systems;

(B) water transmission and treatment systems;

(C) electrical generation and distribution systems;

(D) health care and social services facilities;

(E) educational facilities;

(F) transportation facilities;

(G) public safety and justice facilities;

(H) recreational facilities;

(I) sanitation facilities; and

(J) cultural facilities;

(4) prepare recommendations to accommodate the various levels

of service identified by state agencies and other parties with respect to the services described in (3) of this subsection, to include

(A) current and future facility needs;

(B) space standards and design guidelines for the appropriate facility types;

(C) maintenance and operations standards for the appropriate facility types;

(D) construction techniques and contracting methods;

(E) facility project budget requirements; and

(F) relative costs of identified alternatives (life cycle cost analysis) including but not limited to the installation and operation of energy systems which are not dependent on oil or gas for water heating, space heating and cooling requirements, and for the generation of electrical or mechanical power;

(5) identify common public facility needs among the various user agencies; and

(6) submit its findings, plans and recommendations to the governor and to the appropriate state agency to facilitate the development of agency capital improvement budget requests.

* Sec. 9. AS 44.42.055(c) is amended to read:

(c) In the preparation and revision of the facility procurement plan, the <u>board</u> [COMMISSIONER] may

(1) develop and adopt regulations for use in carrying out the purpose of (b) of this section; regulations may not be adopted under this section unless approval is received from appropriate program agencies;

(2) make recommendations on the total capital improvement program to affected state agencies, local governments, and other interested parties and organizations, and to the divisions of budget and

management and policy development and planning.

* Sec. 10. AS 44.42.060 is amended to read:

Sec. 44.42.060. GRANTS TO THE DEPARTMENT. The board [COMMISSIONER] may apply for and accept, on behalf of the state, grants from the federal government or an agency of it, or from another state, a foundation, or any person, for any of the functions or purposes of the department.

* Sec. 11. AS 44.42.900 is amended by adding a new paragraph to read:

(4) "board" means the Board of Transportation and Public Facilities.

* Sec. 12. AS 35.15.080(a)(2) is amended to read:

(2) may provide by agreement for transfer to and assumption by the municipality of the department's responsibilities relating to the planning, design, and construction of a public works project, unless the board [COMMISSIONER] determines that assumption of responsibilities by the municipality is not practicable or not in the best interests of the state.

* Sec. 13. AS 35.15.080(b) is amended to read:

(b) If the board [COMMISSIONER OF TRANSPORTATION AND PUBLIC FACILITIES] determines that assumption of responsibilities by a municipality under (a)(2) of this section is not practicable or not in the best interests of the state, it [HE] shall notify the governing body of the municipality of its [HIS] finding and specify reasons for it. If the governing body requests reconsideration of the decision, the board shall direct the commissioner to [HE SHALL] hold a hearing in the municipality within 30 days following mailing of the request. Following the hearing, the board [HE] may affirm, modify or reverse its [HIS] initial decision and shall specify in writing the reasons.

* Sec. 14. AS 35.15.080(c) is amended to read:

(c) A municipality may request joint assumption of responsibilities with the department relating to the planning, design and construction of a public works project. A regional educational attendance area may request joint assumption of responsibilities with the department relating to the planning, design and construction of an educational facility. Two or more municipalities or regional educational attendance areas may by mutual agreement provide for cooperative assumption of responsibilities relating to the planning and construction of a public works project. If two or more municipalities or regional educational attendance areas request assumption of responsibilities for a project and meet the standard of practicability set out in (a)(2) of this section, the board [COMMISSIONER] shall determine which municipality or regional educational attendance area is best able to direct planning, design, and construction of the project and enter into an agreement with that municipality or regional educational attendance area, or provide for joint or cooperative administration, as the parties may agree or the board [COMMISSIONER] may determine. Decisions of the board [COMMISSIONER] under this subsection are final.

* Sec. 15. AS 35.15.080(f) is amended to read:

(f) To carry out the purpose of this section, the board [COMMISSIONER OF TRANSPORTATION AND PUBLIC FACILITIES] shall adopt regulations relating to the application for and the making and the conditions of agreements and the local assumption of responsibilities for the planning, design an construction of public works under this section. It [HE] shall include in grant contracts terms and conditions requiring a regional school board and its contractors to adhere to the provisions of AS 36.05.010 with respect to the payment of wage rates on construction projects, and AS 36.10.010 with respect to employment preference, and may require different terms in agreements for different projects to meet

local conditions and unique requirements and to assure compliance with the public facilities procurement policies developed by the department under AS 35.10.160 - 35.10.200. If necessary, the board [COMMISSIONER] may require as a condition of an agreement approval of the agreement by the federal government. Regulations adopted, amended or repealed by the department under this section which relate to educational facilities shall be developed in conjunction with the Alaska Association of School Boards and the Alaska Association of School Administrators and reviewed by those associations before final action on the regulations is taken by the department.

* Sec. 16. AS 35.20.050 is amended to read:

Sec. 35.20.050. AUTHORITY TO PURCHASE PROPERTY FOR THE PURPOSE OF EXCHANGE. When the board [COMMISSIONER] formally declares that it is in the best public interest of the state to do so, the department may acquire by purchase or otherwise privately or publicly owned land or an interest in it for the purpose of exchanging it for privately or publicly owned land which the department is authorized by law to acquire.

* Sec. 17. AS 35.25.020 is amended by adding a new paragraph to read:

(7) "board" means the Board of Transportation and Public Facilities established in AS 44.42.011.

* Sec. 18. AS 44.42.010 and 44.42.020 are repealed.

* Sec. 19. Members of the Board of Transportation and Public Facilities shall be appointed for the following initial terms: two for four years, two for three years, two for two years, and one for one year.

* Sec. 20. This Act takes effect July 1, 1982.

HB

661

C

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. HB 661 - Establishing the Alaska Marine Highway Authority
Title
Requested by House Transportation Committee Date 1/21

II. FISCAL DETAIL
Agency Affected Department of Transportation and Public Facilities
Program Category Affected Transportation
ERU, Program, Or Subprogram(s) Affected All
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
100 PERSONAL SERVICES		925.4				
200 TRAVEL		83.4				
300 CONTRACTUAL		708.8				
400 COMMODITIES		107.3				
500 EQUIPMENT		621.5				
600 LAND & STRUCTURES						
700 GRANTS,CLAIMS,ETC.						
TOTAL		2446.4	1332.6	1425.9	1525.8	1632.5

FUNDING (Thousands of Dollars)

GENERAL FUND		2221.4	1580.9	1157.2	1241.6	1328.3
FEDERAL FUNDS						
OTHER (Specify Source) CIP		<225.0>	<248.3>	<268.7>	<284.2>	<304.2>

POSITIONS

FULL TIME		22	22	22	22	22
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)

This fiscal note shows the net expected cost to the State under the attached assumptions. Costs for FY 84 reflect the deletion of one time items and addition of inflation at 7%.

The assumptions used in this fiscal note do not have the authority utilizing its full powers for separation and therefore have reduced the costs. If additional authority is desired, the costs would increase.

Before accurate costs can be determined for this bill, a substantial amount of time should be devoted to determining the requirements for separation of duties from the State system as well as estimating the amount of autonomy the authority would desire.

IV. DATE 2/9/8~ PREPARED BY R Lind J. Eide
AGENCY DOT/PF
PHONE 465-3900 465-3950

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)
33-001 (Rev. 12/81)

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. HB 661 - Establishing the Alaska Marine
Title Highway Authority
Requested by House Transportation Committee Date 1/21

II. FISCAL DETAIL
Agency Affected Department of Transportation and Public Facilities
Program Category Affected Marine Transportation
RRU, Program, Or Subprogram(s) Affected Administration
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
100 PERSONAL SERVICES		2086.5	2232.6			
200 TRAVEL		83.4	89.3			
300 CONTRACTUAL		787.2	260.7			
400 COMMODITIES		110.0	64.2			
500 EQUIPMENT		621.5	15.0			
600 LAND & STRUCTURES						
700 GRANTS,CLAIMS,ETC.						
TOTAL		3688.6	2661.8	2848.1	3047.5	3260.8

X 1.07 ⟶

FUNDING (Thousands of Dollars)

GENERAL FUND		3688.6	2661.8	2848.1	3047.5	3260.8
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS

FULL TIME		56.0	56.0	56.0	56.0	56.0
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)

Additions required to the Marine Transportation budget.

See attachments.

IV. DATE _____ PREPARED BY Jim Eide / C.B. Howitz
AGENCY DOT/PF
PHONE 465-3900

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)
33-001 (Rev. 12/81)

III. ANALYSIS

There are administrative and organizational topics not specifically addressed in either House Bill No. 651, "An Act relating to ferry and ferry terminals and establishing the Alaska Marine Highway Authority", or House Bill No. 661, "An Act establishing the Alaska Marine Highway Authority". Since the proposed legislation is similar in each of these bills, we are making the following assumptions in preparation of fiscal notes for each bill.

1. There is no offsetting credit taken for the expenditure of earned revenue to support the cost of operation of "Alaska Marine Highway Authority". In actuality, the initial cost would be the same if funding came from a direct appropriation for the full cost of operations from the legislature with earned revenue returned to the General Fund, or if earned revenue was expended with an appropriation to support the shortfall.
2. It is assumed the "Alaska Marine Highway Authority's" Payroll, Personnel, and Accounting systems would feed into the existing State systems to insure checks and balances, and would eliminate the necessity of creating a duplicate system.
3. We have assumed that initial start-up costs will be fully funded by the Legislature.
4. It is assumed the "Authority's" funding would be at the Division level and allocated to operating components as set out in its budget.
5. We have assumed a General Fund Subsidy for the difference between the total operating cost and the expected revenue for each fiscal year. We have further assumed that the total amount authorized would be available at the beginning of each fiscal year to allow the "Authority" to plan operations for each year.

5. The same inflation factor would apply to the "Authority's" budget request as followed by State agencies. We have assumed it to be seven percent (7%) for the fiscal note.

7. Initially the "Authority" would continue direct involvement with the State in the following:

   A. Occupancy of a State owned office building.

   B. Continued support from the State mail system.

   C. Access to the State equipment fleet.

   D. Access to the Statewide purchasing contract (i.e., fuel).

   E. Continued use of "shared" communications lines through Department of Administration, Division of Communications.

   F. Continued insurance, bonding, etc., as now supplied through Department of Administration, Division of Risk Management.

   G. Legal service from the Attorney Generals' office.

8. We have assumed that Department of Transportation and Public Facilities transferred employees would bring their own equipment and that equipment for the proposed thirty (30) new hire employees would be $76.5.

9. We have assumed the "Authority" would require its own computer services for reservations, cost accounting, dispatching vessels crews, and payroll input; and that one time costs would be $545.0 for hardware and $250.0 for software.

10. Assuming expansion, the first year shows one time start-up funds for Contractual $543.6; (Software $250.0; Legal Services $200.0; Additional Space Rental $93.6); and $50.0 Commodities (primarily office supplies).

    Summary - 200 - 500 Accounts: Of $1623.0 shown for the first year, $1145.6 is a first time start-up cost. Yearly maintenance of all 200 through 500 Accounts would be around $475.0 per year.

11. Of the $2086.5 increase in Personal Services, $1172.4 is assumed to be positions already within the Department of Transportation and Public Facilities performing similar services in Finance, Supply, Payroll, Design and Construction, and Personnel for the Division of Marine Highway Systems. The actual increase then would be $914.1 for Personal Services to fund eight (8) upgraded positions and twenty-four (24) new positions.

MHS EXISTING	DOT TRANSFERS	NEW POSITIONS	TOTAL POSITIONS
PFT 36	PFT 32	PFT 24	PFT 92
PPT 4			PPT 4

This is a total of ninety-two (92) Permanent Full Time and four (4) Permanent Part Time Administrative positions, with a total of thirty-one (31) Supervisors (Range 18 and above) and sixty-five (65) support positions to operate and supervise nine vessels (725 employees) and twenty-six Shore Facilities (twenty-eight (28) Permanent and twenty-three (23) Permanent Part Time employees). No increase has been made in Vessel or Shore Facility Personnel.

Approximately $225,000 of CIP funded positions are proposed to be general funded because they would be considered more operational.

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. HB 661/~~557~~ - Establishing the Alaska Marine Highway Authority
Title
Requested by House Transportation Committee Date 1/21

II. FISCAL DETAIL
Agency Affected Department of Transportation and Public Facilities
Program Category Affected Transportation
ERU, Program, Or Subprogram(s) Affected various-See Analysis
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
100 PERSONAL SERVICES		(1161.1)				
200 TRAVEL		0				
300 CONTRACTUAL		(78.4)				
400 COMMODITIES		(2.7)				
500 EQUIPMENT		-				
600 LAND & STRUCTURES						
700 GRANTS,CLAIMS,ETC.						
TOTAL		(1242.2)	(1329.2)	(1422.2)	(1521.7)	(1628.3)

FUNDING (Thousands of Dollars)

GENERAL FUND		(1017.2)	(1080.9)	(1156.5)	(237.5)	(1324.1)
FEDERAL FUNDS						
OTHER (Specify Source)		(225.0)	(248.3)	(268.7)	(284.2)	(304.2)

POSITIONS

FULL TIME		(34)	(34)	(34)	(34)	(34)
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)

Identifies costs and positions dedicated to Marine Transportation under current systems. (See attached).

IV. DATE 2/9/82 PREPARED BY R. Lind
AGENCY DOT/PF
PHONE 465-3900

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)
33-001 (Rev. 12/81)

	Personal Services	Travel	Contractual	Commodities	Equipment	Total	General Fund	Other	PFT	Man Mos
S.E. Design and Construction	275.0	-	-	-	-	275.0	50.0	225.0	5	60
Info. Systems	40.0	-	67.4	-	-	107.4	107.4	-	1	12
Support Services	796.1	-	10.0	2.5	-	808.6	808.6	-	26.5	318
S.E. Region	50.0	-	1.0	.2	-	51.2	51.2	-	1.5	18
	1161.1	Ø	78.4	2.7	Ø	1242.2	1017.2	225.0	34.0	408

THE FOLLOWING DOCUMENT(S) MAY NOT FILM LEGIBLY BECAUSE OF POOR QUALITY OF THE ORIGINAL.

Memo to Ray

MEMORANDUM April 6, 1978

SUBJECT: Federal highway funds and proposed Marine Highway Authority (SSSB 371)

TO: Senator Bill Ray

FROM: Kenneth M. Rosenstein, Legislative Counsel

I am enclosing the material that expresses the foundation for the conclusion by the federal highway people that under current federal law an independent marine highway authority would make the state ineligible for federal highway funds for ferries.

The Federal-Aid Highway Act requires that in order for a state to receive federal funds for the construction of ferries the operating authority and amount of fares charged on them be under the control of the state. The intent of SSSB 371 is to create an agency for the operation of Alaska's ferry system that has an independent legal existence from the state. Despite the fact that the governor would appoint and would remove directors of the authority and that the legislature would control the authority's purse, the view of the Federal Highway Administration (FHWA) is that the state would not retain the control necessary to comply with the Federal-Aid Highway Act (see attached correspondence).

Additionally, in the opinion of the FHWA's chief counsel, the intent of the federal act is that federal funds would be provided only to one agency that is responsible for all phases of a state's highway program which in Alaska includes the ferry system (see attached correspondence).

I have researched the position expressed by the FHWA's lawyers and find [illegible] unless the federal law is changed [illegible] would be eligible for federal funds [illegible] ferry system [illegible]

THE PRECEDING DOCUMENT(S) MAY NOT FILM LEGIBLY BECAUSE OF POOR QUALITY OF THE ORIGINAL.

HB

676

COMMITTEE REPORT

HOUSE

FURTHER: FINANCE

(7)

1/20/82

Date: Jan 3 1982

Mr. Speaker:

The Committee on TRANSPORTATION has had HB 676

"An Act making a special appropriation to the Department of Transportation and Public Facilities for the Willow Creek Road and related user facilities; and providing for an effective date."

under consideration and reports it back as follows:

[X] do pass [ ] do not pass

[ ] do pass with attached amendments(s)

[X] replace with CS for _____ [ ] same title [ ] new title

and recommends _____

[ ] AND attaches a "Letter of Intent" [ ] New Fiscal Note

[ ] reports it back without recommendation

[ ] referred to the _____ Committee

MEMBERS SIGNING
DO PASS

MEMBERS HAVING
OTHER RECOMMENDATIONS:

CHAIRMAN

H 60 (Rev. 3/81)

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE: 2/3/82
LOCATION: Rm 112 Capitol
SUBJECT: HB676

NAME	REPRESENTING	ADDRESS	PHONE	HERE TO TESTIFY	HERE TO OBSERVE
Hilton Wolfe	DNR - Parks	Pouch M Juneau 99811	465-2421	HB676	

STATE OF ALASKA

DEPARTMENT OF NATURAL RESOURCES

JAY S. HAMMOND, GOVERNOR

619 WAREHOUSE DR., SUITE 210
ANCHORAGE, ALASKA 99501

PHONE: 274-4676

DIVISION OF PARKS
Chip Dennerlein, Director

January 15, 1982

Re:

The Honorable Sam Cotten
Pouch V
Juneau, Alaska 99811

Dear Representative Cotten:

At your request we are forwarding material on Willow Creek to you. Enclosed you will find:

1) A draft bill for establishment of the Willow Creek State Recreation Area
2) Cost estimates for Phase I and Phase II of the area's development. We would anticipate construction to begin in 1983 and 1984 for Phase I and II respectively.
3) A map depicting the proposed area and current land ownership.

Also be aware that we are working in cooperation with the Matanuska-Susitna Borough on this proposal. Mr. Gary Thurlow, Manager, has been personally involved. Several phases of our necessary planning and engineering studies are still underway. Please bear in mind therefore that some adjustment of cost estimates are to be expected. Please continue to call on us for any further information you may require.

Sincerely,

for Daniel A. Robinson
Chip Dennerlein, Director
Division of Parks

SPR:ds

House Bill No _____

IN THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE - SECOND SESSION

A BILL

Establishing the Willow Creek State Recreation Area and providing for an effective date.

Sec. 41.20.600. Declaration of purpose. The purpose of 600-625 of this chapter is to empower the governor to restrict state-owned lands and waters described in 605 of this chapter to use as a public recreation area. The primary purposes of establishing the Willow Creek State Recreation Area are to protect and enhance the area's recreational, natural, cultural, scenic and wildlife resources and to protect and enhance the stream's fishery. Under the provisions of AS 38.05.300 state land, water, or land and water containing more than 640 acres may be closed to multiple purpose use only by Act of the legislature. Because the area described in 605 of this chapter exceeds 640 acres, 600-625 of this chapter are intended to provide for the closing of the described lands and waters to multiple purpose use in conformity with AS 38.05.300 and their subsequent designation as a special purpose site in accordance with art. VIII, 7, of the Constitution of the State of Alaska (1 ch 66 SLA 1971).

Sec. 41.20.605. Designated state land and water restricted to use as public recreation area. The govenor may designate by proclamation the state-owned lands and waters and all those acquired in the future by the state, lying within the parcels described in this section, as the Willow Creek State Recreation Area. The proclamation may include the entire area or portions of the area at different times, shall reserve the areas included from all uses incompatible with their primary function as public recreation land and water, and shall assign them to the Department of Natural Resources for control, development and maintenance. Land covered by 600-625 of this chapter has a total acreage of 3440 acres, including approximately 2360 acres of borough land and is described as follows:

T19N R4N S.M. Sec. 6 NW1/4
T19N R5W S.M. Sec. 1, 2, 3N1/2
T20N R4N S.M. Sec. 31 S1/2 S1/2 West of Parks Highway
T20N R5W S.M. Sec. 36 S1/2
35
34

comprising approximately 3440 acres.

Sec. 41.20.615 Designation of Management Responsibility .
a) The State and Borough land and water described in AS 41.20.10 is assigned to the Department of Natural Resources for control, maintenance and development consistent with the purposes of this chapter.

b) The Department of Natural Resources shall develope a Master Plan for the area's use and development in cooperation with the Matanuska-Susitna Borough and the Department of Fish & Game

c) The Department of Fish & Game is responsible for the management of Fish and Game resources in the Willow Creek State Recreation Area consistent with the purposes of this chapter. They shall consult with the Department of Natural Resources before adoption of regulations govering Fish and Game management.

Sec. 41.20.620 Incompatible Use Prohibited. The Commissioner of Natural Resources shall designate by regulation incompatable uses within the boundaries of the Willow Creek State Recreation Area in accordance with 605 of this chapter, and these incompatable uses designated are prohibited or restricted, as provided by regulation ch. 66 SLA 1971.

Sec. 41.20.625 Purchase authorized. The Commissioner of Natural Resources may acquire, by purchase in the name of the state, title to or interest in real property lying within the boundaries of the Willow Creek State Recreation Area.

POTENTIAL CAPITAL IMPROVEMENT PROJECT COST ESTIMATE

AREA NAME: Willow Creek State Recreation Area

PROJECT TITLE: Willow Creek, Phase I

CIP Catalog Year 1982 Page 1 of 2

CIP Budget Year FY 83 District Priority

Statewide Priority

Overall Area (In Acres) 3440

Terrain (Flat, Wet, etc.) stream corridor

PROJECT TYPE

- Refurbishment
- Complete Prior Project
- X New Facility
- Land Acquisition
- Professional Services
- Visitor Info
- Planning
- X Engineering
- Trails
- Other (Explain)

ITEM	# OF UNITS	UNIT COST	ITEM COST	ESTIMATE RELIABILITY H	M	L
road, 24 foot width, gravel	3.5 miles	937,500	3,281,250	X		
parking, day-use	120	1,803	216,450	X		
latrines vaulted double	4	14,738	58,955	X		
boat ramp, double width	1	100,000	100,000		X	
parking, boat ramp area	100	1,803	180,300	X		
sign, entrance	1	745	745	X		
well, drinking water	1	20,000	20,000		X	
gates, double entrance	4	1,725	6,900	X		
signs, traffic and informational	20	520	10,400		X	

CONSTRUCTION COST → $ 3,875,000

OVERHEAD COST AS A % OF CONSTRUCTION COST

TYP. %	ESTIM. %	OVERHEAD ITEM
(5%)	--	Planning
(15-20%)	10	Engineering
(10%)	10	Contingency
(2%)	--	Realty Admin.
(1%)	4	Engineering Admin.

TOTAL % 124

1. 24 x Construction Cost = → 4,805,000

(Estimated 1981 Project Cost)

PREPARED BY: David Stephens, Darryl Haggstrom

NOTES: Sanford Rabinowitch

Figures are in 1983 construction dollars, adjusted for inflation

DATE: 1/15/82

REVISED:

12% ANNUAL INFLATION

1982:

1983: 4,805,000

1984: 5,381,600

1985: 6,027,392

POTENTIAL CAPITAL IMPROVEMENT PROJECT COST ESTIMATE

AREA NAME: Willow Creek, State Recreation Area

PROJECT TITLE: Willow Creek, Phase II

CIP Catalog Year

CIP Budget Year

Page 2 of 1

District Priority

Statewide Priority

Overall Area (In Acres) stream corridor

Terrain (Flat, Wet, etc.) 3440

PROJECT TYPE

- Refurbishment
- Complete Prior Project
- X New Facility
- Land Acquisition
- Professional Services
- Visitor Info
- Planning
- X Engineering
- Trails
- Other (Explain)

ITEM	# OF UNITS	UNIT COST	ITEM COST	ESTIMATE RELIABILITY H	M	L
campers, vehicle-type	80	10,098	807,856	X		
trails, foot	4.5 miles	120,680	543,060	X		
camping, walk-in tent-type	30	2,500	75,000	X		
latrines, pit	5	2,415	12,075	X		
bridge, foot	100 feet	614	61,400	X		
signs, traffic and informational	15	73	1,095	X		

CONSTRUCTION COST → $ 1,500,486

OVERHEAD COST AS A % OF CONSTRUCTION COST

TYP. %	ESTIM. %	OVERHEAD ITEM
(5%)	0	Planning
(15-20%)	10	Engineering
(10%)	10	Contingency
(2%)	0	Realty Admin.
(1%)	4	Engineering Admin.

TOTAL % 124

1.24 x Construction Cost = → 1,860,603

(Estimated 1981 Project Cost)

PREPARED BY: David Stephens, Darryl Haggstrom

NOTES: Sanford Rabinwitch

Figures are in 1984 construction dollars, adjusted for inflation

DATE: 1/15/82

REVISED:

12% ANNUAL INFLATION

1982:

1983:

1984: 1,860,603

1985: 2,083,875

Name: Willow Creek State Recreation Site
Total acreage: 240
Highway (milepost): Parks Highway (71.2)
Community orientation: 28 miles north of Wasilla
Land & Water Conservation Funds used: ☐ YES ☒ NO

ESTABLISHMENT

Method	Citation	date	acres	legal description
Administrative	507 Site	8/17/60	90	Portions of Section 5 including lots 3 and 4, T19N, R4W, S.M.
Administrative	ILMT 50062	5/18/72	---	Same as above.
Administrative	ILMT 65719	1/13/75	150	See ILMT 65719.

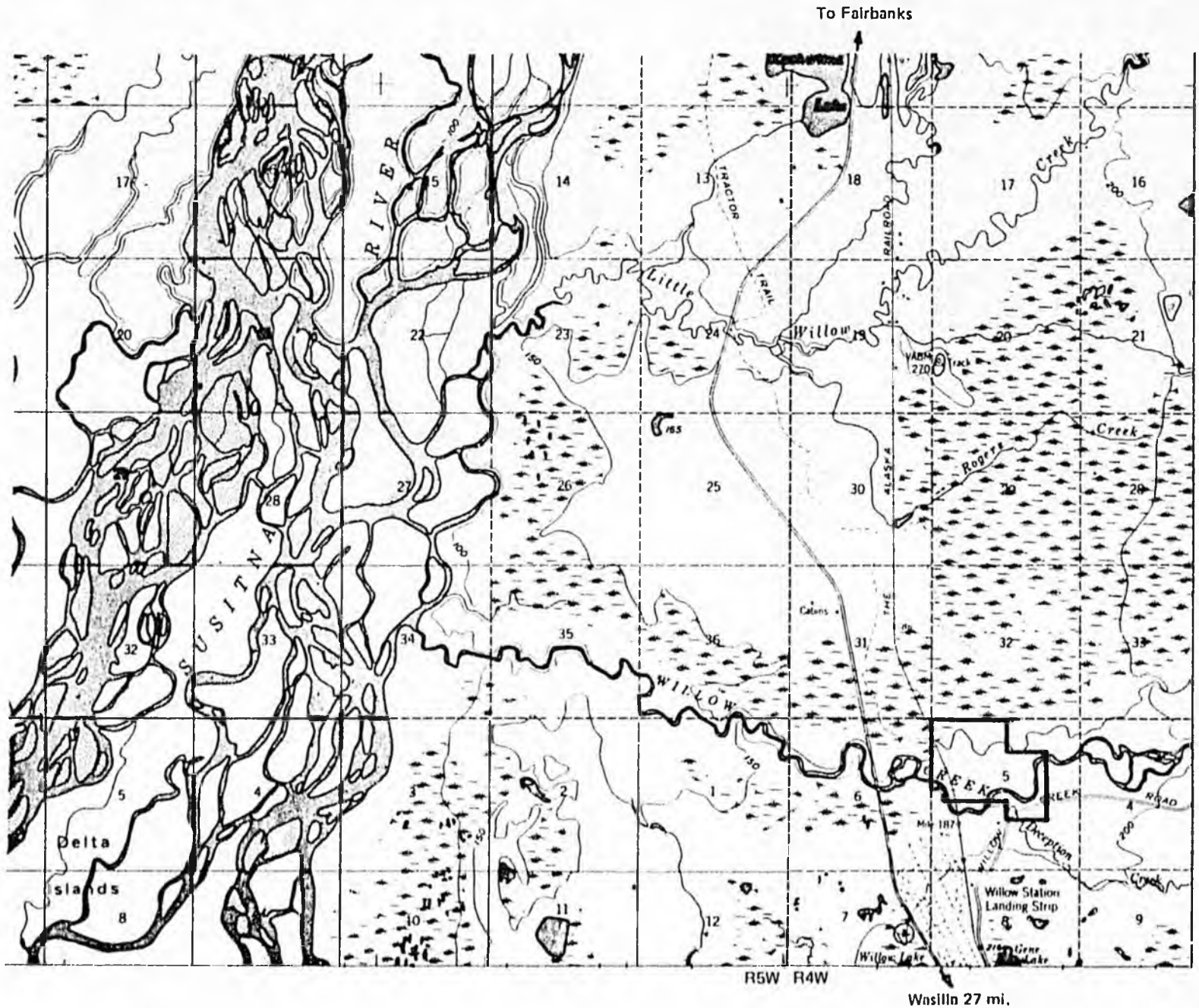
GENERAL DESCRIPTION

This recreation site is located one mile up the Hatcher Pass Road at mile 71 on the Parks Highway. It is a convenient overnight stop for travelers, but is more popular as an excellent fishing site. Starting in the spring with grayling and rainbow trout, the good fishing continues through June with King salmon, July with chum and into late summer with silver and pink salmon runs. Camping and sanitary facilities and firewood are provided for public use.

SPECIAL NOTES

(USGS Map: Tyonek D-1)

WILLOW CREEK STATE RECREATION SITE



Funding Information
General Fund $3,935,000
Other Funds -0-
$3,935,000

Introduced: 1/20/82
Referred: Transportation and Finance

BY COTTEN, HAYES, CARNEY, HALFORD AND BUCHHOLDT

IN THE HOUSE

HOUSE BILL NO. 676

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWELFTH LEGISLATURE - SECOND SESSION

. A BILL

For an Act entitled: "An Act making a special appropriation to the Department of [Transportation N.R. and Public Facilities] for the Willow Creek Road and related user facilities; and providing for an effective date."

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

* Section 1. The sum of $3,935,000 is appropriated from the general fund to the Department {of [Transportation N.R. Div. of Parks and Public Facilities]} for a road from the Parks Highway to the mouth of Willow Creek and for related user facilities including a campground.

* Sec. 2. The appropriation made by this Act is for capital projects and is subject to AS 37.25.020.

* Sec. 3. This Act takes effect July 1, 1982.

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. HB 676 Appropriation to DOT/PF for Willow Creek
Title Road and related user facilities
Requested by Dept. Natural Resources, Div. of Parks Date 2/3/82

II. FISCAL DETAIL
Agency Affected Dept. of Natural Resources, Division of Parks
Program Category Affected General Fund
BRU, Program, Or Subprogram(s) Affected
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS,CLAIMS,ETC.						
TOTAL		$3,935				

FUNDING (Thousands of Dollars)

GENERAL FUND		3,935				
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)

This would provide for road and minimum facilities at the end of the road. If there are additional funds, they could be used for more facilities at the end of the road. This should be appropriated to to the Department of Natural Resources.

IV. DATE 2/3/82 PREPARED BY John Bates
AGENCY DOT/PF
PHONE 465-3900

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)
33-001 (Rev. 12/81)

Have 2 bills using water appropriation title for authorization Bill.

Alaska Sportfishing Association

5306 Arctic Blvd., Suite #2 • Anchorage, Alaska 99502 • Phone (907) 277-5203

December 28, 1981

Dear Rep. Cotten
Re Bill from
Ed Buist

Representative Sam Cotten
Alaska State Legislature
Pouch V (MS 3100)
Juneau, AK 99811

Dear Representative Cotten:

We, the Alaska Sportfishing Association, an organization in excess of 1,300 members, thank those members of the Legislature who, in the past two sessions, have supported the acquisition of property to increase sportfishing access. We also wish to inform you that the problems of inadequate sportfishing access and facilities in the Cook Inlet area still exist. Therefore, we urge your continued support in alleviating that problem.

Sportfishing, particularly for salmon, is probably the single largest recreational activity of the citizens of Anchorage. Currently, well over 100,000 adults, plus many children, sportfish in Cook Inlet lakes, streams, and marine waters. While sportfishing is recreation, it also contributes substantially to many families in providing food for the table. Finally, sportfishing is a major industry in this area. Many small roadside businesses are successful to a large extent due to monies spent by sport fisherman.

The Department of Fish and Game tells us that approximately 60 percent of all angling in the state occurs in Cook Inlet, and this fishery amounts to over 750,000 angler days each year. Many of our streams are overcrowded while other streams host very few anglers due to lack of access. We all know the human population of Cook Inlet will continue to increase and the access problem will become increasingly acute. Therefore, we believe that we must continue to develop new angler access areas and provide sanitary and boat launching facilities on them if we are to avoid both reduced opportunities to sportfish and smaller catches.

Sportfishing access is particularly restricted to salmon streams in northern Cook Inlet, that area encompassed by the Matanuska and Susitna Valleys. Major populations of trout and salmon are present in many of the streams, yet there is practically no access. In most cases, the Parks Highway intersects tributary streams east of the Susitna River and access to those streams is limited to the width of the highway right-of-way. When the Parks Highway was constructed, most streambank lands outside the right-of-way were sold. The streams having the largest populations of salmon are west of the Susitna River, available only to anglers having aircraft or riverboats equipped with jet units.

The state has not developed a single boat launch on the Susitna River. Many boaters now use Willow Creek as an access route to the Susitna River and streams west of the Susitna. A major conflict has developed between boat traffic on Willow Creek and anglers trying to fish from the banks. We believe a boat launch on the Susitna River near the mouth of Willow Creek is the only practical answer. This type of facility would ease the access problem to streams west of the Susitna River and help resolve the conflict arising along Willow Creek. Also, it would substantially increase access to lower Willow Creek for those anglers not having riverboats.

Currently, the only boat launching facility on the Susitna River is a private site near the mouth of the Kashwitna River. Owners of this site charge for launching and parking of vehicles. More importantly, the site is far upstream of the west-side tributary streams which support important sport fisheries. That portion of the Susitna River between the mouth of Willow Creek and the existing private launch at Kashwitna consists of shallow, braided glacial water which limits use to persons having jet outboards. Conversely, a launch near the mouth of Willow Creek would allow propeller equipped outboards and a wide range of boats to be used for access to sportfishing streams west of the Susitna River.

We have been advised that the Division of Parks has proposed a boat launch at the Willow Creek/Susitna River confluence as a capital improvement project. We have also been told by Department of Fish and Game personnel that they consider this project to be of paramount importance in meeting sportfish angling needs. We wish to go on record as being strongly in support of this project.

Since statehood, we sportfishermen have paid our own way by supporting the entire sportfishing program through our license dollars. However, we also pay a full share of commercial management through general fund expenditures. So, along with independently supporting our own program, we have also paid to support the commercial fisheries management program and watched hatcheries built at a host of locations where sportsmen will receive absolutely no benefit, such as Cold Bay, Afognak Island, Bristol Bay and Kotzebue. We have never complained about paying for our own program; however, it is obvious that Alaska now can well afford to put a reasonable amount of general fund dollars each year back into projects which will directly benefit sportfishermen. We think purchasing and developing sportfishing access sites is an excellent way to support and encourage sportfishing and the large number of small businesses it supports.

Therefore, we urge you to support funding for the acquisition and development of sites which will allow sportfishermen to harvest a fair share of Alaska's fishery resources. Specifically, we request your support during the upcoming session for funding to develop a road down the north bank of Willow Creek and a launching area near the Willow Creek/Susitna River confluence as defined in the Division of Parks Capital Improvement budget.

Sincerely,

Dan Zivanich
President

(home phone) 345-5570

HB

689

ALASKA ARMY NATIONAL GUARD
COMPANY B 5th ARCTIC RECON BN
202 WEIN STREET
FAIRBANKS, AK 99701
452-2364

Honorable Representative;

I am writing you in regards to Distinctive Auto license plates for National Guardsmen. At present there are 15 (fifteen) States that offer this to their Guardsmen, either FREE or at a reduced rate. They are as follows:Alabama, Arkansas, Florida, Idaho, Kentucky, Mississippi, New Jersey, New Mexico, North Carolina, South Carolina, Montana Tennessee, Utah, and Virginia.

A State such as our's surely could come up with something similiar. This would be a asset to our Recruiting and Retention efforts as well as making the general public aware of the National Guard.

John D. Riddle
SSG AK-ARNG
Recruiter

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE: Feb. 18, 1992
LOCATION: Juneau
SUBJECT: HB689

NAME	REPRESENTING	ADDRESS	PHONE	HERE TO TESTIFY	HERE TO OBSERVE
Bill Brown	Div. of Motor Vehicles	Pouch N	465-4335	X	
Margaret King	Rep Butkiewicz	Cap 501	465-4967	X	

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE: 2/4/82
LOCATION: 112 Capitol
SUBJECT: HB 689

NAME	REPRESENTING	ADDRESS	PHONE	HERE TO TESTIFY	HERE TO OBSERVE
John Ringstad for Rep. Bettisworth					

TWELFTH LEGISLATURE

FISCAL NOTE
EXPENDITURES

I. REQUEST
Bill/Resolution No. SSHB 689
Title Act Relating to Registration of Motor Vehicles by the National Guard
Requested by Representative Bettisworth Date 2-16-82

II. FISCAL DETAIL
Agency Affected Department of Public Safety
Program Category Affected Life and Property Protection
BRU, Program, Or Subprogram(s) Affected Driver/Vehicle Services
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
100 PERSONAL SERVICES		2.0	.5	.6	.7	.8
200 TRAVEL						
300 CONTRACTUAL		11.4	.7	.7	.8	.9
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS,CLAIMS,ETC.						
TOTAL		13.4	1.2	1.3	1.5	1.7

FUNDING (Thousands of Dollars)

GENERAL FUND		13.4	1.2	1.3	1.5	1.7
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)

The FY83 costs are startup costs for the program, and are based on the estimate of 1,500 Air and Army National Guard members obtaining the new plate. The costs are as follows:

100	Personal Services (1 man/month for initial issue and verification)		2.0
300	Contractual	- Plates (1,500 @ $5.00)	7.5
		Dies and Setup Charges	.5
		Mail Costs (1,500 @ $1.75)	2.6
		Forms	.3
		Computer Costs	.5
			13.4

The succeeding years costs are for re-registration and replacement plates, plus new Guardsmen.

IV. DATE February 16, 1982 PREPARED BY Robert J. Rowan
AGENCY Public Safety - Motor Vehicles
PHONE 269-5551

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)

TWELFTH LEGISLATURE

FISCAL NOTE
REVENUE

I. REQUEST
Bill/Resolution No. SS HB 689
Title Act Relating to Registration of Motor Vehicles by the National GUARD
Requested by Representative Bettisworth Date 2-16-82

II. FISCAL DETAIL
Agency Affected Department of Public Safety
Program Category Affected Life and Property Protection
BRU, Program, Or Subprogram(s) Affected Driver/Vehicle Services
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS,CLAIMS,ETC.						
TOTAL						

FUNDING (Thousands of Dollars)

GENERAL FUND		30.0	2.0	2.0	2.0	2.0
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)

HB 689 sets same requirement to obtain specialized license plates for members of the National Guard as is now required for individuals who want to obtain personalized license plates, which is to pay an additional $20 fee for initial issuance of a set of plates. Using an estimate that 1,500 National Guard plates would be issued the first year, the increase in revenues would be $30,000 (1,500 x 20).

IV. DATE February 16, 1982 PREPARED BY Robert J. Rowan for Ty Hall
AGENCY Public Safety - Motor Vehicles
PHONE 269-5551

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)

33-001 (Rev. 12/81)

Introduced: 1/25/82
Referred: Transportation

IN THE HOUSE BY BETTISWORTH

HOUSE BILL NO. 689

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWELFTH LEGISLATURE - SECOND SESSION

A BILL

For an Act entitled: "An Act relating to registration of motor vehicles by members of the Alaska National Guard."

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

* Section 1. AS 28.10.181 is amended by adding a new subsection to read:

(l) Vehicles owned by members of the Alaska National Guard. The department shall issue specially designed registration plates to members of the Alaska National Guard. The plates shall be of a color and design agreed upon by the adjutant general of the Alaska National Guard and the commissioner. Application for the plates shall be on a form prescribed by the department.

* Sec. 2. AS 28.10.411 is amended by adding a new subsection to read:

(f) A member of the Alaska National Guard is entitled to an exemption from the registration fee under this section for one motor vehicle subject to registration. An exemption may not be granted except upon written application for the exemption on a form prescribed by the department.

* Sec. 3. AS 28.10.421(d)(3) is amended to read:

(3) a vehicle owned by a disabled veteran or other handicapped person [,] and registered under AS 28.10.181, or a resident 65 years of age or older who complies with AS 28.10.411(c), or a member of the Alaska National Guard exempt from the registration fee under AS 28.10.411(f) . . . . . none;

You Need Sec. 2 to get the Special Plate Fee Exemption

Perhaps Bettisworth wants to draft a sponsor Substitute and bring this up in Next weeks Work session.

16,000.00

Introduced: 1/25/82
Referred: Transportation

IN THE HOUSE BY BETTISWORTH

HOUSE BILL NO. 689

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWELFTH LEGISLATURE - SECOND SESSION

A BILL

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HB

690


MONASHKA BAY
CEMETERY ROAD
068550 SPRUCE
068550 SPRUCE
068550 EVERGREEN
068550 SPRUCE
068550 SPRUCE
068550 SPRUCE

HB

101

The following is a description of harbor development prioities for the City of Kodiak.

1. Completion of the Near Island Bridge:

Funding: 50/80 $ 500,000.00
118/80 $5,000,000.00

Project Description: Existing funds will provide for the design of the sub-structure, superstructure and access routes; right-of-way acquisition and relocation costs; and sub-structure construction. An additional $17,300,000.00 supplemental request is part of the FY '83 Governor's Budget. These funds would be used to construct the superstructure and access roads from Rezanof Avenue and the Dog Bay Harbor Staging Area.

2. Completion of Kodiak/Dog Bay Small Boat Harbor:

Funding:	Phase I	75/78	$2,450,000.00
	Phase II	201/72	$ 724,650.00
		118/80	2,000.000.00
		50/80	150,000.00
	Total State		$2,874,650.00
	City of Kodiak's Share		$1,700,000.00
			$4,574,650.00

Project Description: Phase I construction included the placement of a floating breakwater. The breakwater components are in place. The project should be completed by March 1, 1982.

Phase II involves the construction of in-harbor floats and pilings capable of berthing over 300 vessels up to 100' in length. This phase should go to bid by mid-February.

An additive alternative program has been included in the bid package although funds are not currently available. This program would provide electricity to the slips, lighting of the float facilities and an access pier from Near Island. A ferry service will be initiated until road access via the proposed Near Island Bridge to transport people and goods between Dog Bay and the City.

The City of Kodiak is pursuing a quarantee of funding for the Alternative Program of $1,825,000.00 with the hope that they would be able to be reimbursed by the State. The State has requested $2,000,000.00 as part of the FY '83 voter's package to fund the Alternatives, project engineering and contingencies. The State

would only be able to reimburse the City if this request was approved by the Legislature this session and the voters in November of 1982.

(NOTE: The remaining projects are the preliminary recommendations for harbor development activities at Kodiak taken from the on going Kodiak Harbor Development Plan by Peratrovich and Nottingham, Inc. for the City of Kodiak. This study will also look at land use requirements as they relate to harbor development.)

3. Pillar Mountain stabilization and breakwater #6:

Funding: Non-available. Engineer's estimate for design and construction $36,000,000.00 for slope stabilization. Immediate funding request for design and engineering $2,500,000.00 of the stabilization project. Project Engineering and cost of the breaker facility is unknown at this time.

Project Description: This project would stabilize the slope of Pillar Mountain in the immediate vicinity of the existing city docks. The project would remove serious hazard as well as provide space for 2000 linear feet of ocean dock between the existing piers number 2 and 3 (initially a 400' x 80' dock would be constructed in this area). It would provide 13 acres of upland staging and industrial areas which is extremely limited in Kodiak. The material from the excavation could be used in the construction of the ocean dock and breakwater #6. (Please see attached brochure on the Pillar Mountain Project.)

Breakwater #6 would provide protection to the City Dock area. Core material could be available from the Pillar Mountain Project. Armor stone would have to be secured from another material source.

4. Pier Number 3 Repair/Dock Construction:

Funding: Non-available. Engineer's estimate is $2,500,000.00.

Project Description: The existing abutement serving as backwall of Pier Number 3 is failing due to corrosion of its supporting the back system. The proposed project would construct a dock 20' to 25' in depth for the length of 380' behind this backwall, install a cathodic protection system and install a fender system.

5. Improvement of Entrance Channel between Puffin Island and Kodiak Island:

Funding: Cost estimate unavailable at this time.

Project Description: The entrance channel to Kodiak/St. Paul Harbor is narrow with several marked ad unmarked shoals. This

project would clear the channel of obstacles to provide easier and safer maneuverability of ocean going vessels of 700' in length and 30' draft. This project is necessary to provide safer passage for the projected increase in large ocean class vessel traffic at Kodiak.

6. New Dock Development between Pier 2 and 3 and Boat Haulout Facility at Gibson Cove.

Funding: Cost estimate for a 400' x 80' dock is unavailable at this time.

Cost estimate for Boat Haulout Facility is $750,000.00.

Project Description: Initial dock development would consist of a structure 400' x 80' between Pier 2 and 3. This facility would meet the short-term needs of additional docking facilities for ocean going vessels at Kodiak. The area between Pier 2 and 3 could potentially provide 2000' of additional docking facilities if Pillar Mountain is stabilized.

A boat haulout facility capable of handling a 150 ton vessel is recommended at Gibson Cove. This facility would allow vessels up to class to be repaired and maintained at Kodiak.

7. Near Island Industrial Area Development:

Funding: Cost estimate not available at this time.

Project Description: It is recommended that the southwest tip of Near Island be filled to provide suitable area for industrial development. This filled area would also serve as a breakwater. A 400' x 80' dock is recommended at this location to serve the Kodiak Fishing Fleet. It is projected that as the bottom fish industry develops fishing boats of up to 300' could begin to be based out of Kodiak. These vessels could use the Near Island Dock. The filled area and dock would protect the rest of Dog Bay Harbor. Dog Bay harbor could be expanded to serve these larger vessels.

Access roads to the industrial area and Dog Bay Harbor should be completed as well as the necessary utilities for infrastructure development.

8. Gibson Cove Breakwaters and Small Boat Moorage Area:

Funding: Cost estimates unknown at this time.

Project Description: This would complete the Gibson Cove Small Boat Moorage (less than 100') and Repair Facilities. The breakwater

would afford the necessary protection for the moorage and repair facilities.

Projects 1 and 2 are projects that are under design with cost figures that are based on sound engineering estimates. Projects 3 and 4 are conceptual projects that have been given some study. There cost estimates should be fairly accurate. Projects 5 through 8 are the preliminary recommendations of the Port of Kodiak Development Plan. This plan will be completed by June 1982. More complete project scopes and refined cost estimates will be available some time before then. Estimates for projects 5 through 8 are best guesses based on available information.

Attachment

pillar mountain slide stabilization and port development

city of kodiak, alaska

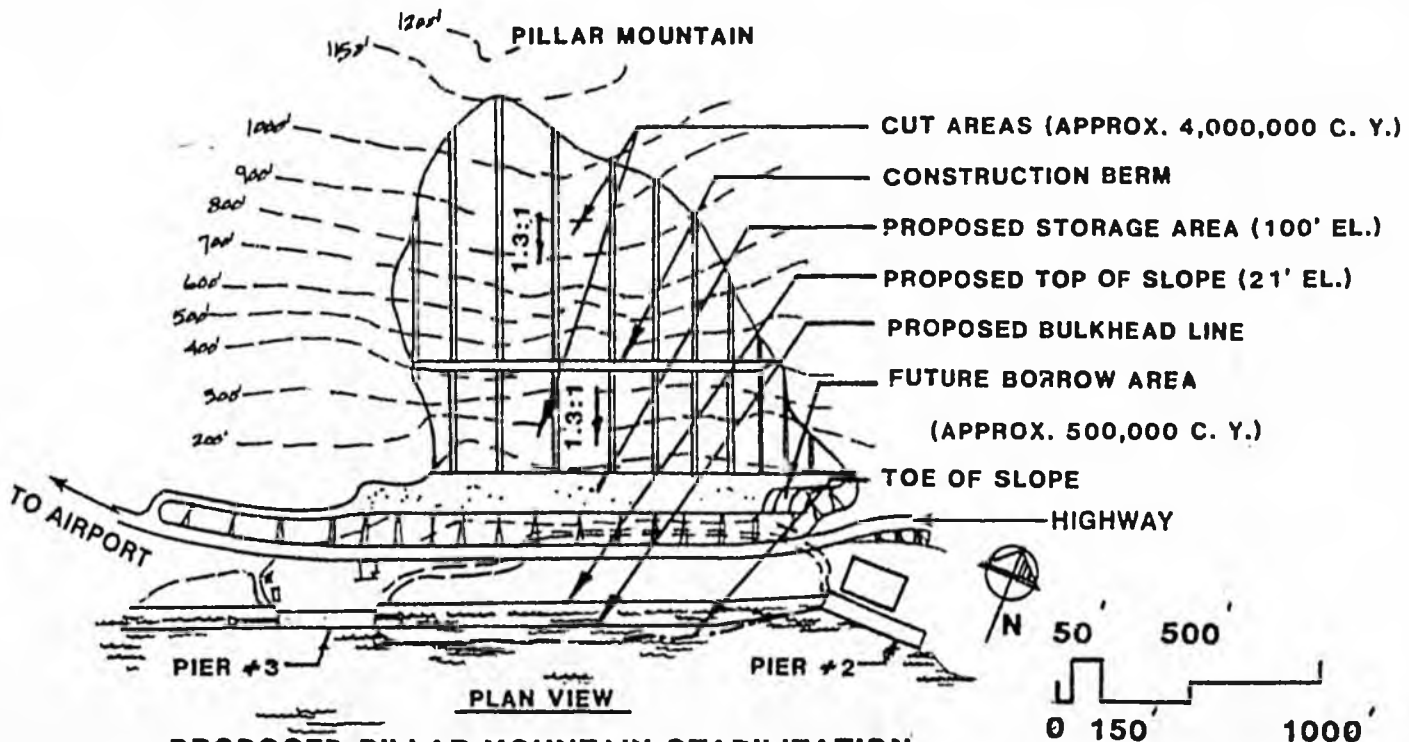
funding request

introduction

Kodiak depends upon the sea both for its existence and its primary means of transportation. The efficient use of the limited available uplands immediately adjoining Kodiak's harbor becomes of paramount importance to continuing economic growth.

St. Paul Harbor, which fronts the community of Kodiak, is the principal deepwater harbor in the area and provides primary access to the sea for direct movement of general cargo and fisherics products, and other commercial activities.

The existing deepwater port in St. Paul Harbor is located at the toe of Pillar Mountain and includes City Piers No. 2 and No.3. These two piers handle most of the heavy cargo movement, though they have minimal upland area for cargo storage due to the proximity of the state highway and the mountain. Limited space forces various users to transport and store containers at several locations remote from the port, resulting in a situation that is both undesirable and uneconomical.



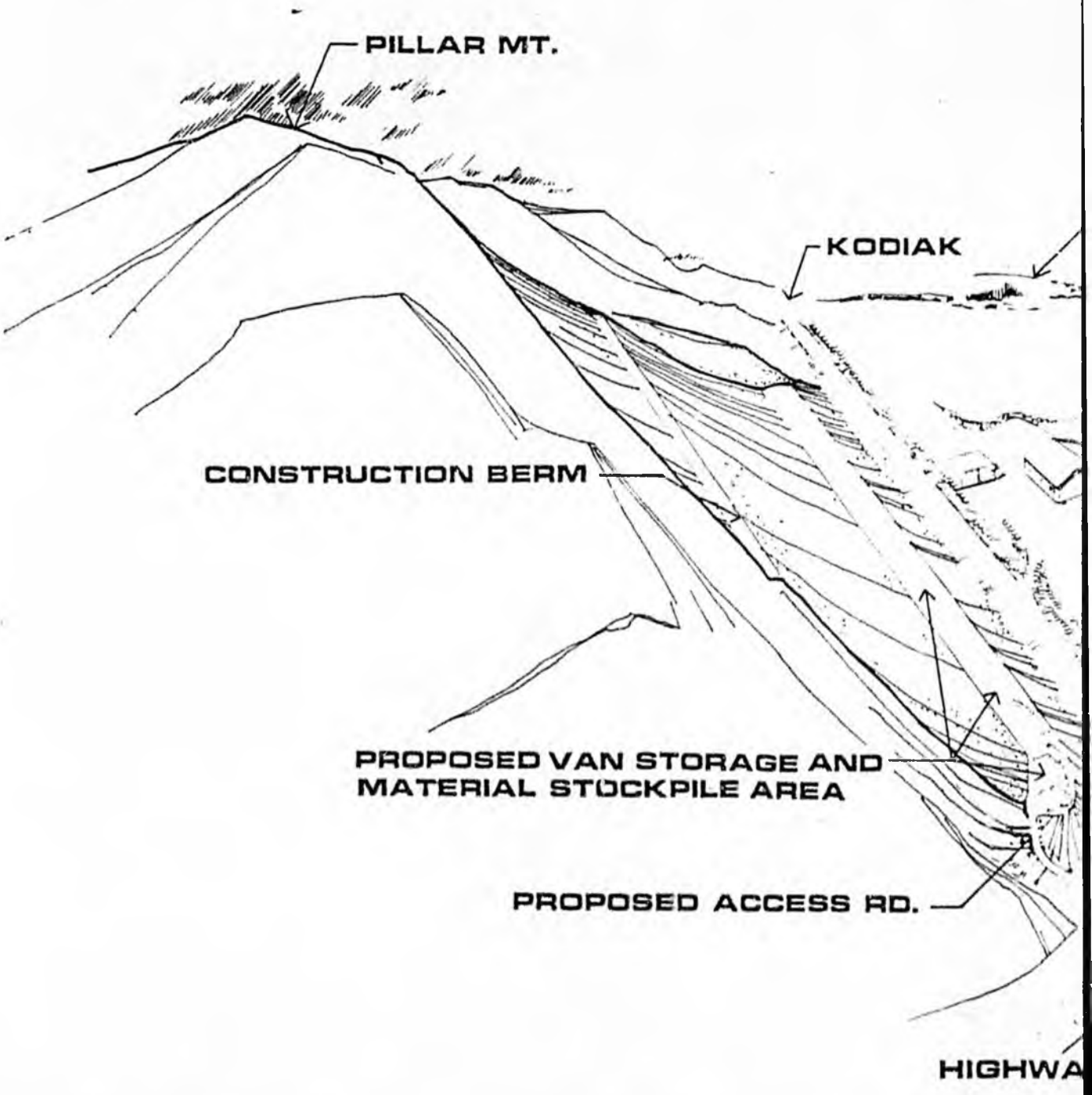
PLAN VIEW

PROPOSED PILLAR MOUNTAIN STABILIZATION

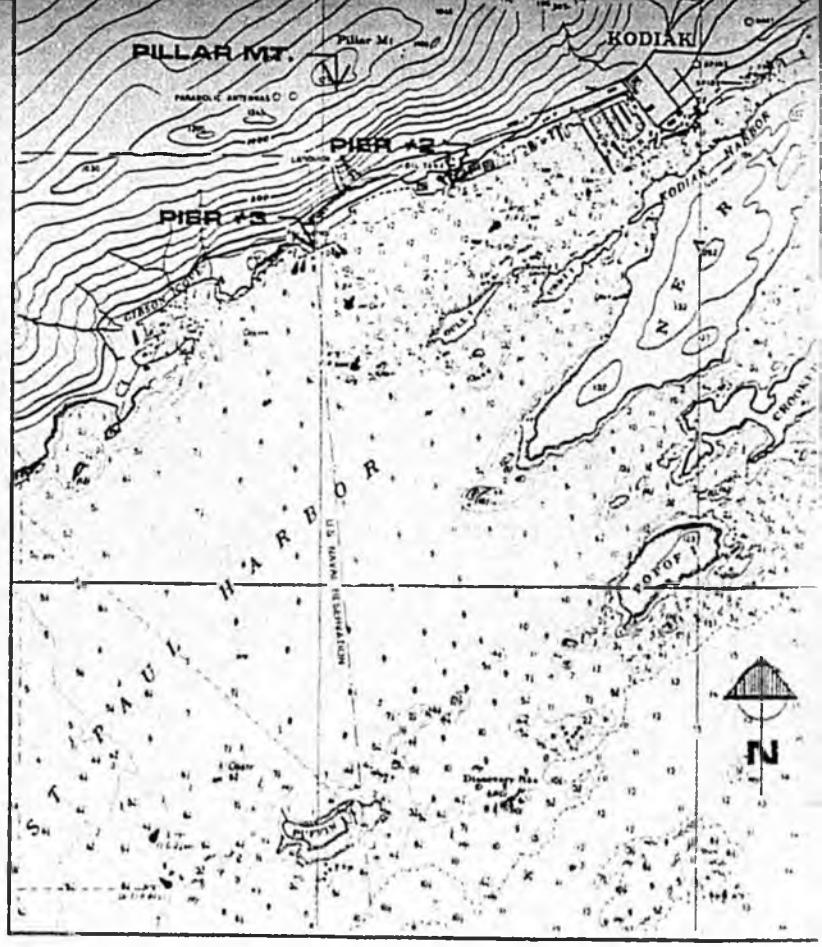
Immediately above the highway in the port area is an unstable slope of Pillar Mountain, which at times creates small rockslides that impact highway use between the airport area and Kodiak. While slides have been small to date, a significant and potentially dangerous condition has currently been identified. This problem has been the source of much controversy, study, and costly inconvenience. Studies now indicate that stabilization is possible, with considerable benefits.

project approach

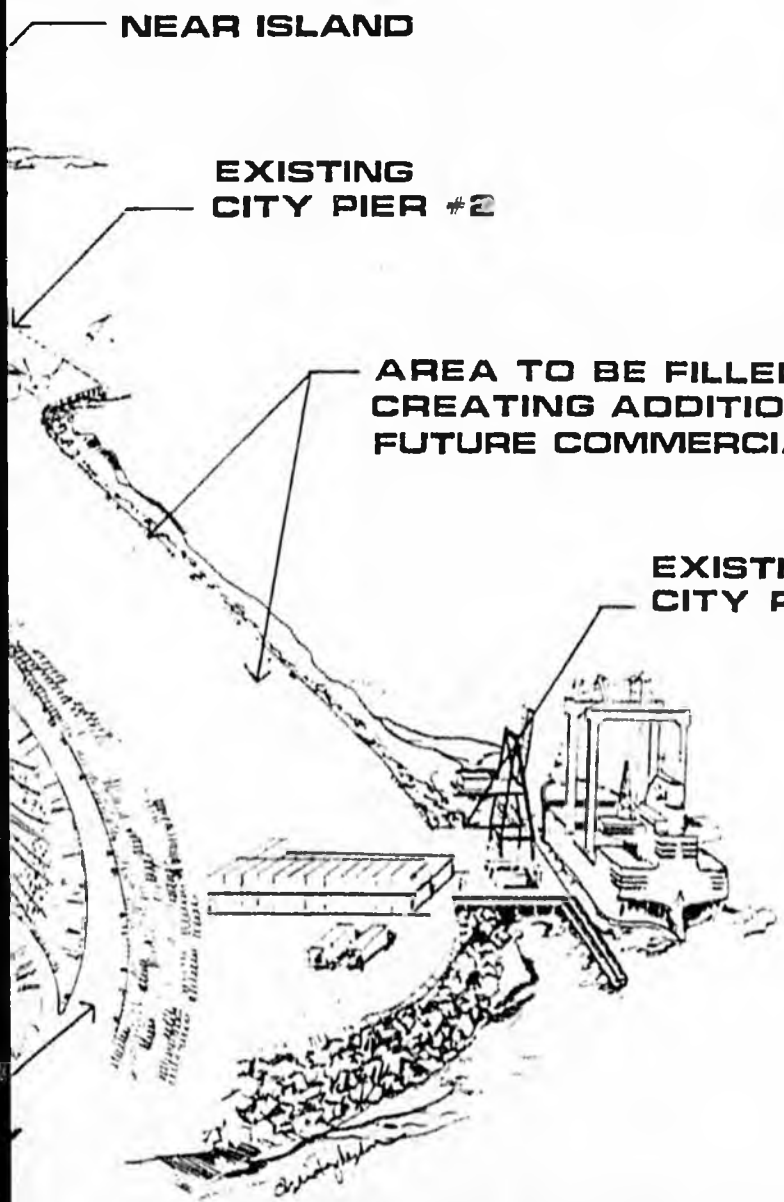
Pillar Mountain's stability is the key issue in the safe development of Near Island and additional port facilities. A coordinated effort, commencing with the stabilization of Pillar Mountain through rearranging approximately four million cubic yards of rock, could result in the following:



- Removal of a hazard which seriously impacts the construction of all future development in the immediate area.
- Provide a reserve stockpile of fill material, estimated in excess of 500,000 cubic yards, for immediate and future use.
- Provide space for over 2,000 linear feet of additional deepwater dock frontage between Piers No. 2 and No. 3.
- Create an additional 13 acres of critical port upland area for commercial and industrial expansion.



LOCATION MAP



The project should begin with a staged plan that includes sound engineering and design consistent with suitable construction methods. This can be accomplished over the next three years, with project construction completion in 1985.

project budget and timing

PHASE	PHASE DESCRIPTION	ESTIMATED BUDGET	TIME PERIOD
I	Land Use Plan Development	$ 100,000	1981 to 1982
II	Design and Construction Engineering (including additional field exploration, surveys, and geotechnical studies)	2,500,000	1982 to 1985
III	Construction (primary excavation and slope stabilization)	24,000,000*	1983 to 1984
IV	Construction (final finish work, including highway, utilities, surfacing, etc.)	3,000,000*	1985
	Base Project Cost	$ 29,600,000	
	Inflation for 1985 Completion	6,400,000	
	TOTAL FUNDING REQUEST	$ 36,000,000	

*Tentative - subject to Phase II findings.

For additional information, contact:

William C. Bivin, City Manager
Laurence Monroe, P.E., City Engineer

P.O. Box 1397, Kodiak, Alaska, 99615 (486-3224)

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE: 2/9/82
LOCATION: R112
SUBJECT: HB 707

NAME	REPRESENTING	ADDRESS	PHONE	HERE TO TESTIFY	HERE TO OBSERVE
Rep Zharoff Richard					

HB

749

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. HB 749
Title Appropriation for Girdwood/Alyeska Pathway
Requested by Bylsma Date 3/2/82

II. FISCAL DETAIL
Agency Affected Transportation and Public Facilities
Program Category Affected Transportation
BRU, Program, Or Subprogram(s) Affected
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS,CLAIMS,ETC.						
TOTAL	1,675,000.					

FUNDING (Thousands of Dollars)

GENERAL FUND	1,675,000					
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)

Construction of an 8 foot paved pathway along north side of Girdwood-Alyeska Highway from the Old School to the lodge parking lot and south side between the Crow Creek Highway to Hightower Road and Timberline Drive to the parking lot, and also a spur up Hightower Road to the new school. Includes new bridge across Glacier Creek. Length 3.7 miles.

Estimated Costs: $1,675,000

Operational Aspects: Responsibilities for maintenance have yet to be determined.

Estimated Costs - Municipality of Anchorage

Parks and Recreation Dept. utilized a $1,500 per mile figure for estimating maintenance costs (year round).
$1,500 x 3.7 mile length = $5,550.00 (Annual) (con't.)

IV. DATE 3/2/82 PREPARED BY John C. Bates
AGENCY DOT/PF
PHONE

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)
33-C01 (Rev. 12/81)

Another mechanism would be for the Municipality of Anchorage to pass maintenance funds through to the Girdwood Board of Supervisors to handle maintenance efforts perhaps through local contract.

Estimated Costs - DOT/PF Maintenance Section

DOT/PF M & O currently does not own the proper equipment to maintain a pathway of this type. If DOT/PF maintenance forces were to be responsible, the necessary equipment would have to be purchased.

Initial Purchase of Equipment - 730J Rotary Snow Blow Bombardier MTD 500 TPH - cost $60,188.

Annual maintenance and operating costs $15,500 (30 hours monthly - amortize equipment - Dec., Jan., Feb., & March - manpower @ $25.00 hr.)

Another option would be for DOT/PF to pass through money made available to a local service supplier.

Note on Maintenance Costs

Paul Meyerhoff of the Girdwood Board of Supervisors said that the Board would take care of routine maintenance of the pathway. He thought that the funds provided by the municipality could be budgeted for this purpose.
He made these comments at a meeting held December 8, 1981 at the Governor's Office in Anchorage.

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

4111 AVIATION AVENUE
POUCH 6900
ANCHORAGE, ALASKA 99502
(TELEX 25-1851)

Date: February 8, 1982
Prepared By: Design

PRELIMINARY CONSTRUCTION COST ESTIMATE FOR:

Project: Girdwood-Alyeska Pathway
From: Old School (MP ---) TO: End of SMS (MP ---)
Total Length: 3.7 Miles
Location and Description: 8 foot paved patnway along north side of Girdwood - Alyeska Highway from the Old School to the lodge parking lot and south side between the Crow Creek Highway to Hightower Road and Timberline Drive to the parking lot. and also a spur up Hightower Road to the new school. This includes a new bridge across Glacier Creek.
Current ADT: 3500 Design ADT: NA
Required Width: 8'-0" Actual Width: NA
Assumed Structural Section H.A.P.: 1 1/2 in.
C.A.B.: 4 1/2 in.
Borrow: ----- in.

Estimated Costs (1981 Dollars) Based Upon Above Assumptions:

1.	Construction Estimate:	$ 950,000
2.	Construction Administration (12 % of 1):	$ 115,000
3.	Subtotal:	$ 1,065,000
4.	Preliminary Engineering (-- % of 1):	$ -0-
5.	Right of Way ($ 50,000.00 /Acre):	$ 450,000
6.	Utilities: ($1,000/pole)	$ 10,000
7.	Subtotal:	$ 1,525,000
8.	Contingencies (10% of 7):	$ 150,000
	TOTAL:	$ 1,675,000

GIRDWOOD
BOARD OF SUPERVISORS

P.O. BOX 249
GIRDWOOD, ALASKA 99587

George McCoy, Chairman
Tim Bennett
Roger Davis
Sewell Faulkner
Paul Meyerhoff

MUNICIPALITY OF ANCHORAGE
GEORGE M. SULLIVAN, MAYOR

December 13, 1981

Representative Bernie Bylsma
SRA Box 4106
Anchorage, Alaska 99502

Dear Bernie:

On behalf of the Girdwood Community, I would like to express our appreciation for the assistance of William Mailer in our current road situation. It is certainly most tragic that is has taken four horrible deaths along this road to make us realize that the situation must be corrected.

We would be most appreciative if you would direct a member of your staff to assist us in securing the necessary funding under a special or supplemental appropriation during the first month of the upcoming legislative session. Possibly this will be Mr. Mailer. With your help, that of our other legislative delegations, the municipality of Anchorage, and the Governor's Office, we will see a pedestrian walkway in place by next fall.

It is our sincere hope that the walkway funding will not be any sort of political football, and thus be stalled to the end of the session. No more time should be lost over this matter. All of us need to work together to see the design, construction, and funding through to a successful conclusion. We all hope no more lives are taken.

Please let me know who from your staff we can call while you are in Juneau. As soon as we have a good funding figure from DOTPF we should move on the funding request. Thank you for working on this. Your personal support is very much appreciated by our Board of Supervisors and our citizens.

Posted 1-8-82

Sincerely,

Paul Meyerhoff II
Acting Chairman

cc: Girdwood Board of Supervisors
Mayor George Sullivan
Mayor Elect Tony Knowles
Governor Jay Hammond
Senator Mike Colletta
Rep. Ray Metcalfe

December 17, 1981

To whom it may concern:

This letter is in regards to the tragic accident that took the lives of two young boys in Girdwood, December 5, 1981.

I haved lived in Girdwood for seven years. I am chief of the emergency medical services for this area. This is not the first time I have seen innocent young people killed on that road. Partidularly in the winter where there is even less of a place to walk than in the summer.

It is long overdue that pedestrian walkway be constructed along the Alyeska Highway. This should not be donfused with a adjacent bikeway. The walkway needs to be seperate from the road. It will need to be maintained in the winter so people can use it. A seperate walkway needs to be constructed over Glacier Creek.

Appropriate funding should be allocated for this and construction started early summer 1982.

Sincerly,

Judy Kuleta

cc:
Gov. Jay Hammond
Senator Mike Colletta
Rep. Bernie Bylsma

Logged 1-8-82

JAY S HAMMOND
GOVERNOR

STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

September 5, 1978

Ms. Patricia L. Absher
Girdwood Board of Supervisors
P. O. Box 591
Girdwood, Alaska 99587

Dear Ms. Absher:

The Girdwood Bike Path project is still in the location and feasibility study stage. One proposed location along the utility corridor was rejected by the Borough Engineers and it received very little community support. The other possible location along the highway was found to be impractical because of the many driveways on the west side. This same location was found to be even less practical on the east side because of the topography.

During a meeting with residents last winter, the State agreed to the installation of a series of lights to illuminate the most dangerous areas. This has been done.

Parking and pedestrian problems are pointing to a common solution that involves minor widening of the west side and the construction of a curb, gutter and sidewalk system. The Department of Transportation and Public Facilities' staff engineers are presently developing this proposal. I am advised that the Department will be prepared to discuss this improvement with local residents by approximately September 15.

We still have high hopes that we will be able to reach a solution that is acceptable to the community and have a major segment completed in 1979.

Thank you for your support.

Sincerely,

Jay S. Hammond
Governor

Accident Kills Girdwood Girl

Nov. 14, 1977

Times

By The Associated Press

A 12-year-old girl has died of injuries received when she was struck by a car near Alyeska Ski Resort, Alaska State Troopers report.

A spokesman said Catherine Maule was walking with a male companion Saturday night when she was struck by a vehicle driven by a male juvenile. She died early yesterday.

Miss Maule was the daughter of Catherine Maule of Girdwood and Julian Maule of Seattle.

The driver of the vehicle said he could not see the two pedestrians because of darkness and falling snow, troopers reported. And witnesses say the victim and her friend were partially on the highway.

An investigation of the accident is under way, troopers said.

ANCHORAGE TIMES DECEMBER 7, 1981

Girdwood walkway plans resurface following deaths

by Ralph Nichols
Times Writer

Girdwood residents, angry at the deaths of two more children along the Girdwood Highway, have scheduled a meeting at 7:30 tonight in the Girdwood Community Hall to discuss ways to obtain a walkway along the road.

Wesley Gerrish, 10, and his brother Scott, 13, both of Girdwood, were struck by a rented car driven by Patrick Clemans, 32, of Sitka, at about 4:30 p.m. Saturday as they walked along the parking lane at Mile 2.5 of the highway, according to Alaska State Troopers. The two boys died Saturday night at Providence Hospital.

Clemans has been charged with two counts of criminally negligent homicide and jailed in lieu of $10,000 bond, troopers said.

The deaths of the Gerrish boys brought to four the number of car-pedestrian fatalities along the highway in Girdwood in the past five years, and a fifth young victim was

(See SAFETY, page A-3)

Safety

(Continued from page A-1)

permanently crippled in a similar accident.

Speed and careless driving are the causes of these accidents, Ellie Brown, a Girdwood merchant, said today. Needed to prevent such tragedies in the future is enforcement of the 30 mph speed limit that extends from Girdwood's residential and business area to Alyeska Ski Resort, and a pedestrian walkway and bike path along the highway, Brown said.

"We hope to get the funding we were allotted for bikeways and pedestrian paths" from the municipality of Anchorage, Brown said. She charged that Anchorage budgeted money for a walkway several years ago, but "every year the budget is cut, and every year (construction) is postponed."

Brown said: "It is commonplace that Anchorage takes Girdwood for granted except for higher taxes and zoning . . . but over half the people here have families with small children who walk that highway every day." Saturday's accident claimed the only children in a family that was planning to move to Hawaii soon, she added. The family also lost a child recently to Sudden Infant Death Syndrome.

"It's not the people who live in Girdwood who are the problem, it's the people who live in Anchorage who are the problem . . . We want an immediate solution," Brown said.

Paul Meyerhoff, a member of the Girdwood Board of Supervisors, said the resort community has been trying unsuccessfully to get a pedestrian walkway and bike path constructed along the highway since 1964.

"We seem to get a political runaround from people in Juneau, and from people in Anchorage," Meyerhoff said. "The question that goes through people's minds in Girdwood is how many more children have to die before we get what we need to take care of this situation."

He said Girdwood residents have also asked for lower speed limits and stop signs on the highway, but without success. "Citizens here are very frustrated. They don't know what to do to get the problem solved," he added.

Anchorage Mayor George Sullivan said today the roadway in question is a state highway. But, he added, "we did take the matter to the voters this fall." Approved in the election was a $1.5 million project to meet the Girdwood demand, of which $200,000 was funded. Sullivan said he hopes the balance will be appropriated by the Legislature next year.

However, Meyerhoff said, no one in Girdwood seems to know who in the municipality is responsible for planning this project.

Troopers said Clemans had passed another vehicle, pulled back into the northbound lane on the Girdwood Highway, and veered onto the safety shoulder at the time of the accident. They said the investigation is continuing, and that they are awaiting the results of blood alcohol tests performed on Clemans.

PLEASE NOTE

THE ORGINAL FILE CONTAINS AN OVERSIZED DOCUMENTS THAT ARE UNSUITABLE FOR FILMING. PLEASE REFER TO THE ALASKA STATE ARCHIVES TO VIEW THE ORIGINAL.

HB

7688

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE: 3/19/82
LOCATION: 112
SUBJECT: HB766

NAME	REPRESENTING	ADDRESS	PHONE	HERE TO TESTIFY	HERE TO OBSERVE
Charlie Boddy	Usibelli Coal Mine	POUCH 7-0 USIBELLI, AK 99787	683-2226		✓
Anne Deveres	House Research	-			✓
John Quinto	Dept Revenue				—
K. B. Stiles	Diamond Shamrock	430 TUDOR Rd ANCHORAGE AK	272-3583		—
Jill Lowenfels	C.A.L.	Birch Horton Bittner 1127 W 7th Anch 99501	276-1550		—
Ede McFarland	Parker Amek	SF CO.	415 986-0740	✓	

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE: 3/5/82
LOCATION: 112 Capitol
SUBJECT: HB 768

HB 337 NB

NAME	REPRESENTING	ADDRESS	PHONE	HERE TO TESTIFY	HERE TO OBSERVE
Steve Bainbridge	City of Nenana	Box 177 Nenana	832-5501	✓	✓
Phil R Holdsworth	C.O.A.L. Association	326-4th St #1009 Juneau	586-1383	✓	
James R Deagan	Office of Municipal Atty. State Dept of Commerce Juneau AK		465-2022		✓

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE: 3/18/82
LOCATION: 112
SUBJECT: HB 768

NAME	REPRESENTING	ADDRESS	PHONE	HERE TO TESTIFY	HERE TO OBSERVE
Dan Reashaw	Usibelli Coal Mine	Usibelli Alaska	683-2226		✓
CHARLIE BODDY	Usibelli Coal Mine	Usibelli Alaska	683-2226		✓
JEFF Lowenfels	Coal operators Assn Alaska Lessebetters Birch Horton, Kittleson et.	1127 W 7th - Anch 99501	276 1550		✓
West Boettger	Mobil Corp. Denver Colo.	999 18th st Denver Co 80122	(303) 628-6176	✓	✓
Wood Shelley	Mobil	2700 Douglas Juneau	586-2339		✓
R.B. Stiles	Diamond Shamrock	430 Tudor Rd Anchorage	277-3583		✓
CEMcFARLAND	PLACER AMEX INC	1 CALIF ST. # 2500	415 986 0740		✓
J R Deagan	Asst. C. Econ. Dev. Munic Affairs	Pouch	465-2022		✓
Phil Holdsworth	COHL Association	326 - 4th St - Juneau	586-1383	✓	
Jay Nelson	Alaska Environmental Lobby	419 6th St Suite 328 Juneau	586-2345		✓

HD768

Alaska State Legislature

House of Representatives

Rep. Bette Cato, Chairman

Committee on Transportation

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

MEMORANDUM

TO: Rep. Eric Sutcliffe

FROM: House Transportation Committee Staff

RE: Portion of committee meeting transcript - March 18, 1982

DATE: March 18, 1982

Per your request, the following is a transcript of Mr. Bob Stiles'testimony before the House Transportation Committee this morning.

Bob Stiles, Manager of Diamond Shamrock, Tuwitna Joint Venture, Beluga Fields.:

I'd like to make an opening comment...As West mentioned, I have spent considerable time in what we believe to be our market area over the last three or four months and have personally talked to what we'd like to think is every potential customer in the utility business in that area and if we had a port facility in there today we wouldn't have sold a pound of coal.

The biggest deterrent in the development of those particular resources at this point in time is something we've got to deal with in Mother Nature and that's 4500 kilocalorie coal and the market is buying 6,000. So we're 25% below in heating value in what the market's looking for.

The..a port facility now or next year, at least as far as the Beluga reserve are concerned, wouldn't make an iota of difference in terms of whether or not that those projects would go forward. The biggest problem that has to be solved in order to develop those resources is to get those particular customers convinced that they can utilize their coal in the same way that we are currently utilizing it in the United States.

The Pacific Rim Basin, and that's the danger in trying to compare tons out of Canada, Africa, Australia and China with tons out of Alaska, is you're talking about different kinds of coal. So that's the kind of problem that has to be overcome in the market place; and I think that, as far as my company is concerned, and I speak specifically to our development in Beluga field, that if it's not economic for us to develop a port facility so that the coal itself carries that cost, then there's no reason to suspect that it's going to be economic for the state to do that.

Rep. Metcalfe: Do you have an estimate of the cost....

3 parties - Diamond Shamrock B.H.W.
right to mine Sub-lease of 20,000 acres
placer mines -
Matilda - - 35,000 ?

next year & 1990's
87 & 92 time frame -

drop in ~~total~~ load growth demand -
~~.9% drop in~~
.9% drop in N.R.P.

window - 4yrs before power plant comes on line
11 tcm - BTU -

evaluation not restrained by alliance of infrastructure -

~~Exist -~~
~~Match -~~
~~P -~~
~~Power~~
~~Exist~~
~~match -~~

% of mkt only effective source of sub-bituminous coal - and its in Alaska -
cheaper on per - ~~ton~~ ton basis
it is competitive - on BTU's
Marine transportation distance -
tapes

~~mining licence~~
do not currently expect a need for state infrastructure it can carry on its own
interested in low interest loans -
situations where it would make sense for state to get involved

Coal industry not looking for a subsidy -

- Phil Haldenwanger -

- concern with coal field -

↔

West Boettger

Cost of facilities cannot be tied to one mine & still be competitive.

market - demand driven to export.

other countries have infrastructure

must be done on a planned basis

planning phase then come out with L.D. Lands.

Cannot give time frame (but is a bright future)

geographical location of state.

Beluga 81 to 88 pBTU. How

Pay their share of the use -

↔

length of study 12 + 18 mo. $200 thou - $500.

↓ who are the users + other uses than coal

↔

tap — Tennessee — look at Montana —

total U.S. export must exist 7 mil —

↔

private enterprize should

need to get into (window should not be lost)

Staff Comment

We need a task force on Coal (more than a Special Use Designation) made up of industry and pro-people to study the and make recommendations on study measures in detail.

"What is needed for public service is strong nerves, backbone, the instinct for combat, the hide of a rhinocerous and the willingness to work like a dog for an occasional rain-washed bone."

Governor Robert Bradford of Massachusetts set down these attributes for a successful politician:

"To live long in politics, you must possess the hide of a rhinoceros, the memory of an elephant, the persistence of a beaver, the native friendliness of a mongrel pup. You need the heart of a lion and the stomach of an ostrich. And it helps to have the humor and ubiquity of the crow. But all of these combined are not enough unless, when it comes to matters of principle, you also have the stubborness of an army mule."

He who exercises government by means of his virtue may be compared to the North polar star, which keeps its place and all the stars turn towards it.

Simondes
556-468 B.C.

Alaska State Legislature

House of Representatives

Rep. Bette Cato, Chairman

Committee on Transportation

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

COMMITTEE SCHEDULE
March 8 - March 12, 1982
8:30 a.m. - Capitol 112

Monday — March 8
Committee Work Session.

Tuesday — March 9
No scheduled committee meeting.

Wednesday — March 10
Meeting with Yukon Territorial Officials concerning issues related to railroads, highways, and other transportation systems.

** SJR 67 - (Transportation Committee) Relating to the exemption of the Alaska Railroad from federal employment ceilings and work force reductions.

Thursday — March 11

** HB 635 (Fanning) "An Act relating to the operation of implements of husbandry upon the highway."

** HB 804 (Cato) "An Act making a special appropriation for payment as a grant to the City of Cordova for a feasibility study of the Bering River coal field port and transportation system; and providing for an effective date."

Friday — March 12
No scheduled committee meeting.

ENERGY

The Coal-Export

Competitors are investing in shipping facilities as if the demand were unlimited.

y DAVID FAIRBANK WHITE

The forecast is stunning: by the year 000, most experts agree, U.S. shipments f coal abroad will exceed today's colossal xports of grain. Demand has already rown so strong that a frustrated armada f colliers was kept at anchor off Hampton oads, Virginia, this year, waiting months o load coal for Europe and Asia. Hoping to rosper from the coming trade, U.S. ports re launching their fastest and most dra- natic expansion of export capacity ever. otal investment in new coal terminals ould reach $4 billion as the ports make hanges unparalleled since the container evolution lifted the face of waterfronts.

Coal fever has hit the coasts with such a allop, in fact, that what was once a criti- al shortage of loading complexes now hows all the signs of becoming a glut. cross the country, 45 new terminals are eing built or planned at 29 harbors on hree coasts; if they are all completed, U.S. oal-loading capacity will top 625 million ons per year. This vastly exceeds even the Department of Energy's bullish projec- ons that 250 million tons will be shipped verseas annually by the turn of the centu- —a 342% increase over today's level. These export projections and figures on erminal capacity exclude the Canadian ade; Canada will buy some 15 million ons of U.S. coal this year and isn't expect- d to increase imports much.)

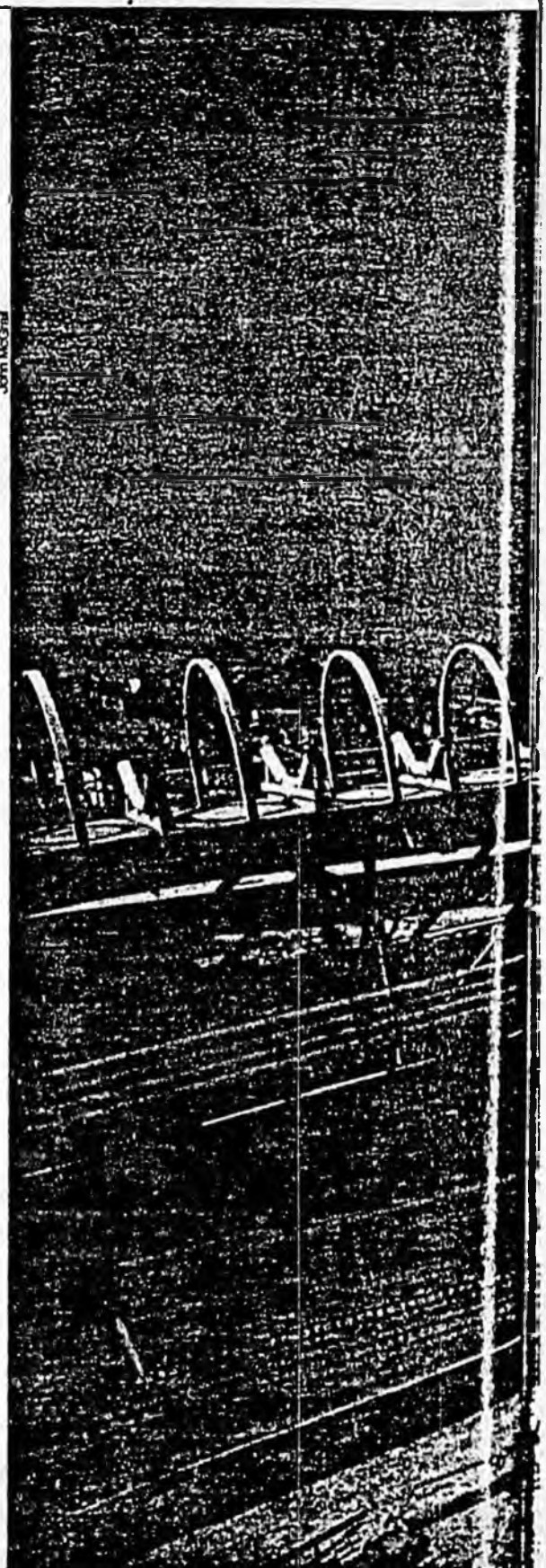
"I'm assuming somebody in these busi- esses has been doing some market stud- ies and knows what he's doing," says Baltimore's port administrator, W. Gregory Halpin. As aggressive a port developer as any in the nation, Halpin is himself hardly immune to coal fever. Baltimore has 14 million tons of export-terminal capacity and is building 22 million more. "I have only one comment," says Halpin in his modern office high above the harbor crescent. "Ship it through Baltimore."

Grow or die

Many proposed terminals will probably never be built, and some on the Mississippi may earn their basic income on domestic traffic. (About 740 million tons of coal will be consumed in the U.S. this year.) But the temptation to overbuild seems irresistible. Coal companies, railroads, barge lines, terminal builders, and local governments all want to profit from the export business.

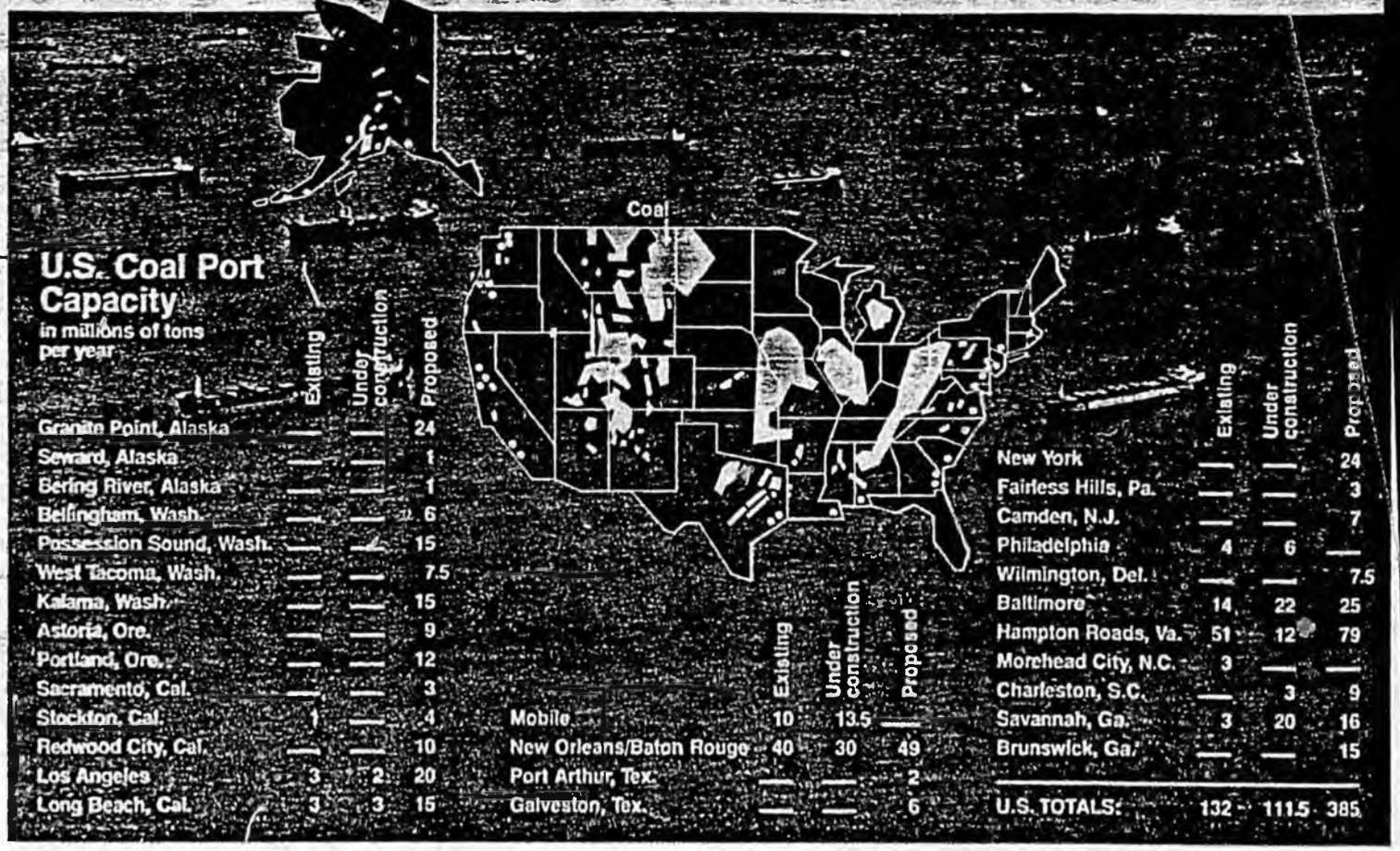
Each entity has its own special stake in the outcome. For the authorities that run the harbors, coal shipments mean jobs, income for local businesses, tax revenues. For big coal companies, terminals ensure that their product can move. For railroads and barge lines, the race is to protect their traditional livelihoods and to expand their markets. Each competitor is driven by the desire to grow and the fear of dying.

Entering the business for the first time, the Virginia Port Authority, a government body, will put up 25 million tons of capaci-



John McGrail

Occidental Petroleum expects to export 12 million tons of coal a year from this terminal going up in Baltimore. The elevated conveyor will feed coal from hopper cars into the stacking tubes. As coal rises in the tubes, it will spill out the windows into mounds. Conveyors under the holes in the ground will carry it to the loading pier.



Coal Fever on the Coasts

This FORTUNE survey of ports (orange dots) marks the battlefields in the coming war for coal-export traffic. The East Coast, with 75 million tons per year of loading capacity, has long dominated coal export and is fighting to retain its lead. The principal challenge will come from terminal builders on the Gulf of Mexico, where ports are fed mainly by inland waterways. The West Coast remains a small factor, with only seven million tons of capacity and five million under construction. If all proposed terminals are built, the U.S. will have coal-loading capacity of 628.5 million tons per year—vastly in excess of what will be needed. This survey excludes small terminals under one million tons.

ty at Hampton Roads, one of the biggest projects in the country. In Baltimore, Consolidation Coal, a Conoco subsidiary, has begun building a $100-million terminal that may ultimately handle 12.5 million tons annually from mines in Pennsylvania that the company owns with West German investors. Dravo Corp. is adding 240 barges to its Dravo Mechling fleet plying the inland waterways and, in its capacity as designer and builder, is planning terminals for operators situated from Chesapeake Bay to Puget Sound. On all three coasts, wherever grumbling machinery speeds the black mineral into the holds of waiting colliers, boom times are here and gloom is hard to find.

Crucial in the contest to handle coal traffic is access to the right kind of coal. Hardly a homogeneous product, coal is not even predictably black; most lignites are dark brown. Coal generally falls into two categories. Metallurgical coal is used in steelmaking, and until 1979 almost all U.S. coal exports were of "met" coal. But the projected growth in European and Asian demand is for steam coal, burned mainly by utilities to generate power.

Two important properties are required of steam coal—low sulfur and high energy content. As an antipollution measure, many governments limit sulfur content, often to 1% or less. And the more energy coal produces when burned, the more valuable it is. A buyer must purchase, transport, and handle 300 tons of coal rated at 8,000 BTUs per pound to get the same energy he would derive from 200 tons of 12,000-BTU coal.

A recent national survey of spot prices for steam coal FOB mine gives an idea of the extraordinary range in values. Wyoming and Idaho coal rated at 8,000 BTUs per pound and 1% sulfur recently sold for $7.50 per ton. Illinois coal rated at 10,500 BTUs per pound and 3% sulfur went for $19 per ton. Southern West Virginia and eastern Kentucky coal rated at 12,000 BTUs with a sulfur content of 1% cost $35 per ton. The latter is a hot commodity on any pier in the country.

Where advantage lies

Almost as important as coal grade is transportation cost from mine to port. CSX Corp.'s Chessie line and the Norfolk & Western Railway, which haul Appalachian coal to Hampton Roads, charge $14.72 to $15.37 per ton, depending on the distance from mine to terminal. In addition, both railroads charge for loading the coal aboard ship: 46 cents per ton at the N&W terminal and 74 cents at Chessie's. All together, it costs $15.18 to $16.11 to get a ton of Appalachian coal aboard ship at Hampton Roads. At Baltimore, served by the

continued

Research associate: Brian Dumaine

Three Ways to I



Ground Storage

Chessie, export rail rates run as low as $14, loading included, while Mobile, Alabama, another low-cost port, has transportation and loading costs as low as $10.25.

These factors give the principal ports exporting Appalachian coal—Hampton Roads, Baltimore, and Mobile—a commanding advantage over competitors. While western coal is available in vast quantities, it has serious drawbacks as an export commodity. The Northern Great Plains deposits are low in energy content, and high-grade Rocky Mountain coal has to travel 1,000 miles, often across mountain peaks, to the nearest port. By contrast, the greatest reserves of low-sulfur, high-BTU coal in the U.S., some 18.7 billion tons, lie in the majestic Appalachian deposits, beginning far up in Pennsylvania and extending down to Alabama. The eastern railroads can carry this premium-quality coal out of the mountains on an easy downhill run to the sea. Little wonder that the ports with access to this coal are fighting to maintain their edge, while every other port in the country is striving to compete with their economics.

These economics have made Chesapeake Bay the Persian Gulf of coal. Its waters carry over four-fifths of all coal shipped overseas from the U.S., more than the exports of any of America's chief rivals—Poland, Australia, and South Africa. Of the two coal ports on the Chesapeake, Hampton Roads is king. The *Monitor* and *Merrimack* fought the battle of the ironclads there, and coal runs as thick as history. Hampton Roads is expected to send 50 million tons abroad this year, almost two-thirds of all U.S. overseas shipments. Rolf Williams, chairman of Anders Williams & Co. and a prominent shipping agent whose livelihood comes from the vessels that call at Hampton Roads, is keenly watching the scramble for coal traffic. "We are very concerned," says Williams. "We will suffer if other ports get the business."

The battle for traffic

The two most important defensive players at Hampton Roads are the Norfolk & Western Railway and the Chessie line, which carry virtually every pound of coal into the harbor. Both are assured of new terminal capacity, which will prepare Hampton Roads, with its tremendous natural advantages, to handle a monumen increase in traffic. The Chessie has sc parcels of land served by its tracks to t A.T. Massey Coal Co. and to Dominic Terminal Corp., a consortium of Wes moreland Coal, Armco, Ashland Coal, ar Utah International; both groups will co struct terminals of their own. The tracl of the Chessie and Norfolk & Weste will feed into the 25-million-ton-per-ye superterminal to be developed by the Vi ginia Port Authority. "If we can get this fa cility built," says Port Authority Executiv Director J. Robert Bray, "we can put Vi ginia miners to work."

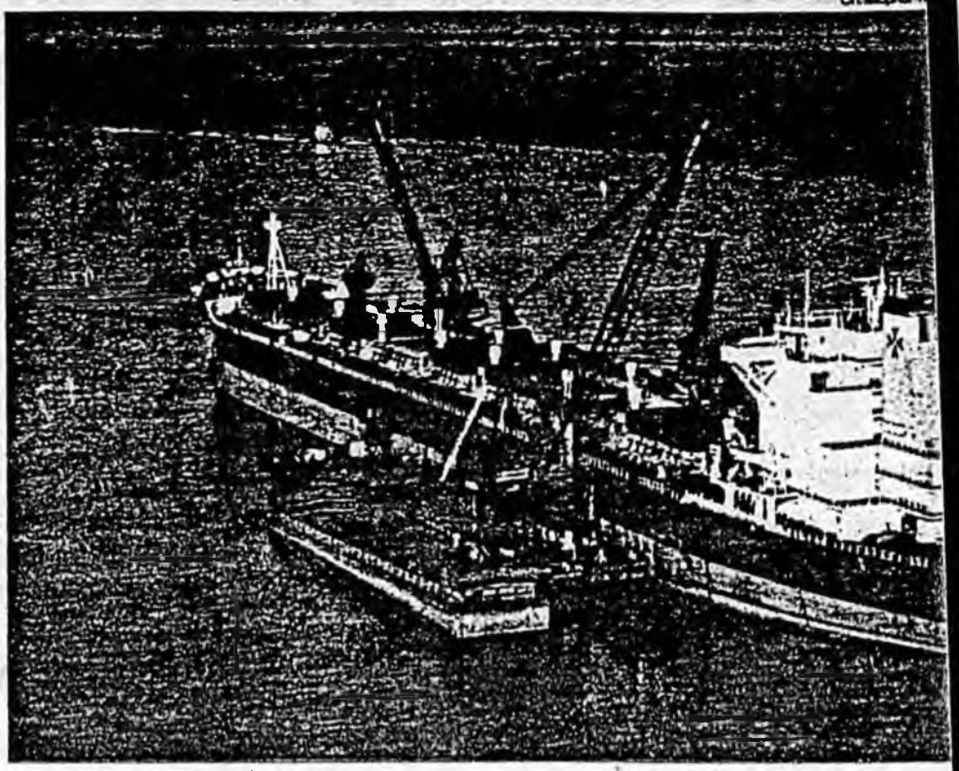
The proposed Port Authority termina recently won a fierce battle for traffic wit a competing proposal put forward by Par sons Brinckerhoff, an engineering anc project-development firm. Pittston, Con solidation, Island Creek, and others have agreed to send their coal through the Port Authority terminal, but Parsons Brincker hoff insists it will still try to develop a facility of its own. Thus Hampton Roads, which now has an export-loading capacity of just over 50 million tons a year, will be adding at least 55 million tons and perhaps

Big Cargo

The classic method is to dump from hopper cars into a conveyor system, as at the Norfolk & Western Railway's Hampton Roads terminal (below). Storing coal by the carload helps the yard select and mix grades to order, but it ties up rolling stock. Modern ground-storage facilities like the one at International Marine Terminals near New Orleans (left) can be more efficient. Railcars or barges unload coal into piles and immediately return for their next shipment. T. Smith Stevedores uses floating derricks in midstream (right) to transfer coal directly from barges to colliers on the Mississippi.



Classification Yard



Midstream Transfer

90 million. Shipping agent Williams says the new construction leaves the port confident but wary: "We're afraid of Mobile and New Orleans."

Not to mention the harbor just 150 miles up the bay at Baltimore, which is expanding even faster than Hampton Roads and could lure away traffic. With a 157% increase in coal-export capacity already abuilding, Baltimore will soon be able to ship 36 million tons a year. Beyond that, two groups are talking about adding 25 million tons more. Finally, Baltimore has an ace up its sleeve. It is the only major coal port in the nation that has obtained federal authorization for dredging to deepen its channel. If it can get the money to pay for the job (some $322 million is necessary), Baltimore could be in a commanding position to grab traffic.

Ocean-shipping costs are being radically altered by the proliferation of supercolliers, coal's counterpart of the supertankers that revolutionized oil transport in the Sixties and Seventies. The huge coal ships, which at 1,000 feet are almost as long as the Empire State Building is tall, provide significant economies of scale. While many supercolliers are active in world trade, they cannot take on a full load at U.S. coal ports, because at 100,000 deadweight tons they require a channel depth of about 50 feet. No major U.S. coal port is deeper than 45 feet.

Many ports have applied for the right to deepen their channels, but the approval process is still back in the age of the clipper ship. Approvals routinely take 20 years, though Congress is considering legislation to speed up the action. If Baltimore can deepen its channel to 50 feet, a 110,000-ton supercollier loading there could knock $4 off the current $15-a-ton cost of carrying coal to Amsterdam in a 60,000-ton vessel.

Mobile is after Appalachian coal, too. While the port can't economically handle traffic from the northern mines, southern producers in Tuscaloosa and Birmingham are less than 300 miles away by rail or barge. Gerry Robinson, general traffic manager of the Alabama State Docks D partment, surveys the machinery that sprawled over 100 acres of the impressi McDuffie Island export-coal terminal a pronounces it "a classic example of unde stated southern elegance." But there' nothing understated about McDuffie c what's happening to it. Backed by a $5 million bond issue, the coal station wi more than double capacity, to 23.5 millio tons, within two years.

A long way to Kenova

One hundred forty miles west, on th lower Mississippi, New Orleans and othe cities are enjoying an unprecedented coal export boom. The activity may seem sur prising since the New Orleans area is no the most economical place from which t ship Appalachian coal. The distances make handling it expensive, even when it is carried to portside by low-cost barge. For example, Dravo estimates that coal from the Kenova area in West Virginia, which can be hauled and loaded at Hampton Roads for around $15 a ton, would cost $20 a ton delivered and loaded at New Orleans. In many cases, the port is better situated to handle lower-quality midwestern coal, which can't be economically shipped to the East Coast and so follows the winding track of the inland waterway system that drains from lower Illinois into the Mississippi and the Gulf.

continued

But despite its handicaps, New Orleans shows promise of becoming a muscular, and perhaps disruptive, competitor. European and Asian customers have been flocking there because they have been getting poor service in the East. During the most serious logjams on Chesapeake Bay, foreign coal buyers descended on the ports, aghast at the disruptions. If a vessel is forced to wait in port, its charterer must pay demurrage, a waiting charge, just as a passenger pays the meter on a taxi stuck in traffic. Demurrage on a 60,000-ton collier can come to $15,000 a day. That's 25 cents a ton of coal for each day's waiting, $1.75 a week, $7.50 a month. Before long, demurrage charges can wipe out the East Coast ports' cost advantages.

Mary Ann Heider, manager of the bulk department at Anders Williams & Co. in the port of Hampton Roads, recalls the reaction of a group of visiting foreign customers during the worst delays. "They did some heavy threatening," she remembers. "They screamed and screamed and screamed." Their message: "We've either got to come to some arrangement or we'll go elsewhere."

Elsewhere, in many cases, has been New Orleans. When export demand picked up on the Mississippi, stevedoring companies began loading coal from barges directly onto colliers in the middle of the Mississippi. Midstreaming, as it's called, is a river technique long used for loading metal ore, grain, and meal. Floating derricks with clamshell buckets sling the coal from feeder barges into the ships' holds. Half a dozen stevedoring companies can load coal in midstream, at $2.75 per ton.

In search of security

Land-terminal operators saw the opportunity to get in on the business and are now looking to expand existing facilities or add new ones. No fewer than eight terminals—totaling nearly 50 million tons of capacity—are being planned along the lower Mississippi. "There's almost a Klondike fever in this whole coal thing," says Executive Port Director Edward S. Reed. The largest coal mover will be Louis H. Meece, president of International Marine Terminals, a husky, silver-haired entrepreneur who gained broad experience in coal-terminal facilities as a barge-company executive. Meece is undertaking an expansion that will nearly quadruple capacity at his terminal south of New Orleans to 15 million tons a year.

The question is whether the demand will continue once Baltimore, Hampton Roads, Mobile, and other ports increase their capacities. Marsden W. Miller Jr., president of Miller Coal Systems of Baton Rouge, Louisiana, returned from a recent European tour thinking that foreign customers would be willing to pay a premium for coal shipped through New Orleans to be certain that an alternative to the eastern ports is available. "As long as you're within a dollar or two," he says, "what the buyer wants is security."

But if terminal operators don't get long-term commitments from foreign customers, they may find their facilities operating way below capacity. Magnolia Coal Co. has broken ground on new facilities with ut long-term contracts, and U.S. Steel's River & Gulf Transportation Co. is think ing about doing the same. Whether that makes sense will depend on how many terminal operators have similar ideas —and whether overcapacity gives for-

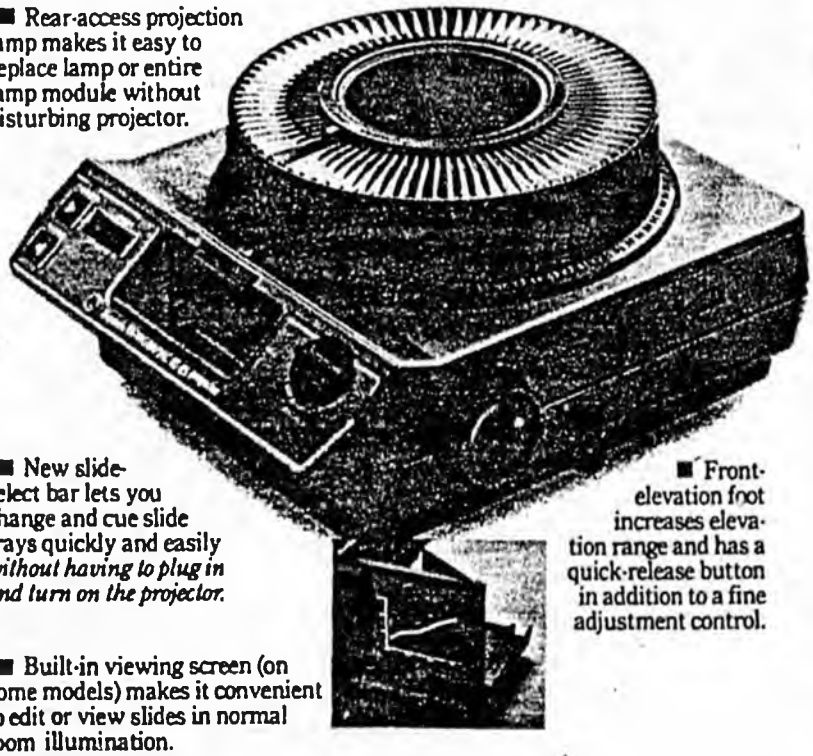
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eign customers a chance to whipsaw their suppliers.

As if anticipating a future of overcapacity and rate wars, the terminal operators are looking hard at their economics. Meece believes that new eastern coal terminals will be more expensive than present facilities because they will have heavier capital costs to recover. While the loading fee at the N&W terminal is now only 46 cents, he thinks new East Coast terminals will have to charge $3 to $4. That could be enough to destroy their transportation-cost advantage.

Here come the Indians

In answer, eastern terminal developers are negotiating with the N&W and the Chessie to cut the costs of moving coal from mine to port. For example, the Chessie says it is considering a reduction of about $2 a ton in the cost of shipping coal by unit train into Consolidation Coal's new terminal in Baltimore. In answer to *that*, New Orleans operators are continually pressing for lower unit-tow rates on the Mississippi and other rivers. With many rates still being considered, it is too early to tell whose economics may turn out most favorable.

Other competitors could come out of nowhere. D. K. Ludwig, 84, plans to anchor a warehouse ship in Delaware Bay that could receive coal from barges and transfer it to 140,000-ton supercolliers. The Tulalip Indian tribe has retained Dravo to study the feasibility of building a 15-million-ton terminal on tribal land at Possession Sound, Washington. And the Sun Hill Shipping Co. of South Korea has obtained a contract to export coal at Seward, Alaska.

New York's harbor handles hardly any coal today, but that doesn't mean it wouldn't love to. The Port of New York and New Jersey has a marvelous advantage. The 12-mile channel from Ambrose Light to the piers of Staten Island and Port Jersey is much deeper than the entrances to other U.S. coal ports. New York could be dredged to 60 feet for less money than it would take to dredge any other port to 50 feet. A port 60 feet deep could accommodate supercolliers of 200,000 deadweight tons, nearly twice the size of any that has so far entered a U.S. harbor.

Local authorities are now thinking about putting up the $140 million ne to deepen the channel themselves. would avoid the lengthy federal autho tion process. New York officials are so ing out foreign coal buyers to see if would be interested in contracting for that Conrail could haul from Appalach the harbor. If they do show interest, York could build 24 million tons of te nal capacity.

Where chips are piled

With coal terminals being buil planned at 29 harbors, the winners hard to pick, but it's clear where the ting is heaviest. The chips are piled hig on the old and classic formula: coal f the Appalachian fields moving thro Chesapeake Bay. As the market explo Hampton Roads will surely find its do nance eroded, but it will still reign as k Elsewhere, terminals that have not broken ground face the risk of be instantaneously superfluous. Those build without having their traffic ensu by long-term contract face cutthroat c petition. Indeed, the coal trade looks lil marvelous opportunity. For the brave.

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$400.\frac{13}{100} = \frac{X}{2000} \cdot 100$

$20.13 = \frac{X}{20} \cdot 20$

$260 = X$

Type of coal cleaning etc -

dredging permits - 20 yrs -
3 sites in Alaska not needing perm.ts - where?

8g - 82c Btu/lb
13g Btu/otton

wes ketchum

X private co. can planning - to do the very thing

w/o improved [illegible] but doubt [illegible] Road

stage in plans? (how long - down the Rd)

Railroad & Dock part for

what other product could utilize the Mt. (copper/zinc/uranium) etc

Reasonable Return

How long would it take to construct the type of intra structure (3)



phase in planning of

Pay back - several Times D.R.

IS a Alaska involvement will be that of participation rather than a major contributor is it absolutely necessary to make this great move now?

INTRODUCTION OF IAN ROSS

Our keynote speaker comes to us armed with a background rich in experience of the kind we believe to be needed in Alaska. A mechanical engineer himself, he is a member of various engineering associations in North America and Europe and is Chairman of the Swan Wooster Group of Companies headquartered in Vancouver, British Columbia.

The Swan Wooster Group has a staff of 600 professionals and technicians active in major port and harbor bulk-handling projects in North America as well as 12 or 13 in other countries of the world. These include the Roberts Bank, Vancouver and Richards Bay, South Africa ports which I'm sure we'll hear about today.

Mr. Ross has been with his company for 30 years, serving as president beginning in 1966 and Chairman and president in 1971. He is also a member of the board of directors of Sandwell and Company and Williams Brothers Canada Limited, gas and oil pipeline consultants.

Mr. Ross' topic is ANATOMY OF A SUPERPORT: A LOOK AT ALASKA'S NEEDS. The topic alone could be the subject of an entire symposium. Such a title suggests a presumption of need of such facilities in Alaska to support coal marketing outside the state. And should such facilities be shared by other industries for transloading oil and oil and gas products, minerals and agricultural products, for example.

It is with extreme pleasure that I introduce a gentleman who is eminently qualified to discuss, in the time we have allotted, Alaska's bulk port needs.

Ladies and gentlemen, let's give an Alaskan welcome to Mr. Ian Ross.

THE ALASKA COAL MARKETING CONFERENCE

JANUARY 23, 1981

ANCHORAGE, ALASKA

Notes from the Luncheon Address

By Ian S. Ross

Chairman: Swan Wooster Engineering Inc.

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THE RESOURCE DEVELOPMENT COUNCIL FOR ALASKA, INC.

As background, I would like to briefly comment on a few historical facts concerning coal and then look at what has happened during the past decade or so and what we forecast could occur over the next two decades.

Following this I have prepared some slides to show where Alaska might fit into the world coal trading pattern, followed by details of some of the larger coal terminals and then a brief description of the major machinery components which would form the nucleus of a world scale coal terminal for Alaska, what it might cost, and the impact of a bulk terminal on the community.

One can say that the main reason for the evolution of coal production is that mankind developed a great apoetite for energy. This appetite was fostered as man utilised tools to amplify human effort, harnessed gravity through water flow, captured fire and utilised heat and so on. This fire business started many years ago, and eventually moved to coal, particularly in the years leading directly to the feasibility in energy terms of the industrial revolution. This revolution created an appetite for more and more energy which in due course became satisfied by oil, relatively easy to move around the world, but remarkably concentrated as to its sources. That was of course the ultimate strength of the Organisation of Petroleum Exporting Countries (OPEC) - its concentration within that a dangerously unifying thread of Islam.

But coal's role was historically important - without its discovery, production and utilisation, the world would have stood still rather than advanced technically and economically but by the end of the 1960's the common view was that coal was an industry in decline even to the point that many countries, historically important as coal producers, were looking for ways to quietly and peacefully end their coal industries.

Indeed some still are, as an example France, where only 15 years ago France produced 50 million tons of coal a year but as a matter of policy this dropped by the progressive closing of pits to less than 20 million tons today and by 1990 this will be halved, and the end of the century is likely to see this coal production finished. This is more remarkable when at the same time the annual consumption of coal in France is now close to 50 million tons so that imports have had to compensate totally for the domestic production down turn.

Note: Slides Not Included in These Proceedings

Similar events are, and have taken place, in the U.K. Fifty years ago Britain produced 250 million tons of coal a year and this has steadily gone down so that today the level is about 50% or 125 million tons.

Pendulums swing, but who could have foreseen today the quite extreme statements from those in high places who say that coal is now the saviour of mankind, coal is the West's ace in the hole and so on.

Let us look for a minute at world energy consumption that is primary energy which is the consumption of energy for the first time. Today oil and gas account for about 60% of the world's primary energy needs, coal about 30% and the remaining 10% a combination of hydro and nuclear. Now a truly interesting and extraordinary fact underlying that division into energy sectors is transportation. Oil and gas have always moved to markets but coal has tended to bring consumption to the locality of its production.

After the decline of coal, principally steam or thermal coal towards the end of the 1960's the principal coal carried at that time on the oceans of the world was coking or metallurgical coal to be used in the production of steel. There were, of course, and still are major inland movements of coal - Eastern U.S.A. to Canada, Poland to its neighbours, etc., but very little steam coal was moved by ocean transport during this time. On the matter of coking coal the forecast world growth by 1990 is not expected to be dramatic it is only expected to be about 10% due to increased blast furnace efficiency requiring less coal per ton of iron produced, as well as further movement toward direct reduction of iron ore eliminating, in this case, the need for coal. One other interesting point is with regard to ship size concerning coking coal and this lies in the fact that coking coal has to be blended with other coals which is generally done at the blast furnace or importers site, thus limiting the tonnage of any one type of coal that can be accepted by the buyer. This in turn coupled in some cases by Panama Canal limits, means that some of our older coal exporting ports, which currently have 40' or so draft, that unless rebuilt will be less efficient as to the larger vessel size which will be required by the future steam coal trade.

In 1980 some 230 million tons of coal moved by sea, including coking coal, but only representing about 5% of the total annual world coal production of 2.5 billion tons, however in that same period the quantity of oil and gas moved by tanker from production areas to countries of utilisation was about 60% of total world production of oil and gas.

Now let us see how the expert forecasters of this world would have us shape our energy appetite, say over the next 20 years.

By any criteria this is the critical period. Why?

Because we have fear, not simply the matter of Islam or Iran but there is also the fear that no longer can we afford to have a bland reliance on the ongoing availability of oil.

Crude oil reserves are now at a level which must quite soon curtail the increase of oil production so that by the year 2000 we expect a plateau in oil production with a probable tailing off through the first half of next century.

So what of nucelar? It is clear to me that unquestionably we need to forge ahead on nuclear fission and fusion technology by applying it massively to the

base load production of electricity but even at a maximum rate of investment in such plants and full contract or commitment, we cannot expect to see any dramatic acceleration in nuclear energy production in percentage terms this side of the year 2000.

Much is talked today about solar energy and biomass, geothermal heat, tidal harness and wind. I cannot talk today adquately in the time allowed about these other alternatives except to give my view that these too must all be pursued and brought on to our energy menu.

And so I want to come back to coal.

We have seen the probability of a plateau for oil and gas on a global basis. The overall growth of our energy appetite, even allowing realistically for a successful effort at energy conservation will still grow at around 2.5% per year which means doubling about every 35 years, so that word 'massive' for coal's growth is not carelessly used.

Over the past 20 years the total global growth in annual coal production of coal was only 600 million tons including export and domestic coal. Currently about 230 tons move on the oceans in the form of export coal and now we are looking at an increase in this export coal over the next 20 years of 3 to 4 times that figure to conservatively 600 to 800 million tons but some groups are estimating that this figure can be as high as 1 billion tons a year by the end of the century.

Whichever we take, it is still a massive rate of growth but should not be confused with total world production, - this is the increase in volume to be moved by deep sea vessels to foreign markets.

Of this growth a significant tonnage will need the new infrastructure of rail, port and shipping to be moved across oceans to satisfy demands in distant countries. Coal will move from the U.S.A., Australia, Canada and South Africa to Japan and the Far East, to Europe, and of course coal from quite new coal producers such as Botswana, Mozambique, Nigeria, Colombia, Indonesia and from here in Alaska. I should mention that in the case of Colombia, in South America, they are getting ready to design a bulk coal terminal to export 15 m.t.p.y. rising to 30 m.t.p.y., this is an Exxon development.

Whether we take the low forecast for coal growth or the high figure the results of the required world-wide effort from the coal industry will have to be decisive if we are to satisfy our global energy appetite and I should mention that there are some very decisive steps being taken now in the way of new facilities by the importing countries.

The following slides show some of the world trends in coal exports, some of the major coal exporting and importing ports and where Alaska fits into this global scene from a transportation viewpoint.

It might be worth mentioning in the matter of transportation of coal to world markets that the total transportation cost (land, terminals and ocean) often exceeds the production cost of the coal. Therefore, one can readily see the need for all segments of the transportation system, including the port, to be highly efficient in operation.

SLIDE 1

The first slide indicates the relationship of Alaska to the world seaborne coal trade with the thickness of the lines in proportion to the annual volume of seaborne coal moved from the producing countries to receiving countries.

These are 1980 volumes and this picture is expected to change dramatically over the next 10 years. It is also interesting to note coal trade between the West coast of this continent to Europe - a coal trade that only a few years ago one would have said was impossible, and I gather that you have recently had enquiries from Europe.

SLIDE 2

There are a number of countries, some new to coal, planning substantial increases in coal imports, and we have overlaid these countries on the previous slide. Of particular interest to Alaska will be Japan, Taiwan and Korea, and of course your first trial shipment has already gone to Korea. Also in the Far East one cannot overlook the Philippines, Hong Kong and Singapore who are each requiring coal for power plant use. There are other possibilities such as Hawaii, who are now buying some coal from Australia whereas from a transportation advantage this coal should come from Alaska, as well as in the National interests, but in the case of Japan, Taiwan and Korea each one of these countries have already announced new coal import plans.

There is no doubt with the present situation in Poland, a country which was a major coal supplier for many years to neighbouring European countries, that these countries are now most concerned since it is vitally important to have security of supply of coal whether for power plant or blast furnace feed. One cannot over emphasize the matter of security and reliability and in a number of cases, in order to ensure security of supply, some countries will traditionally look for supply from several sources, a point which should benefit Alaska.

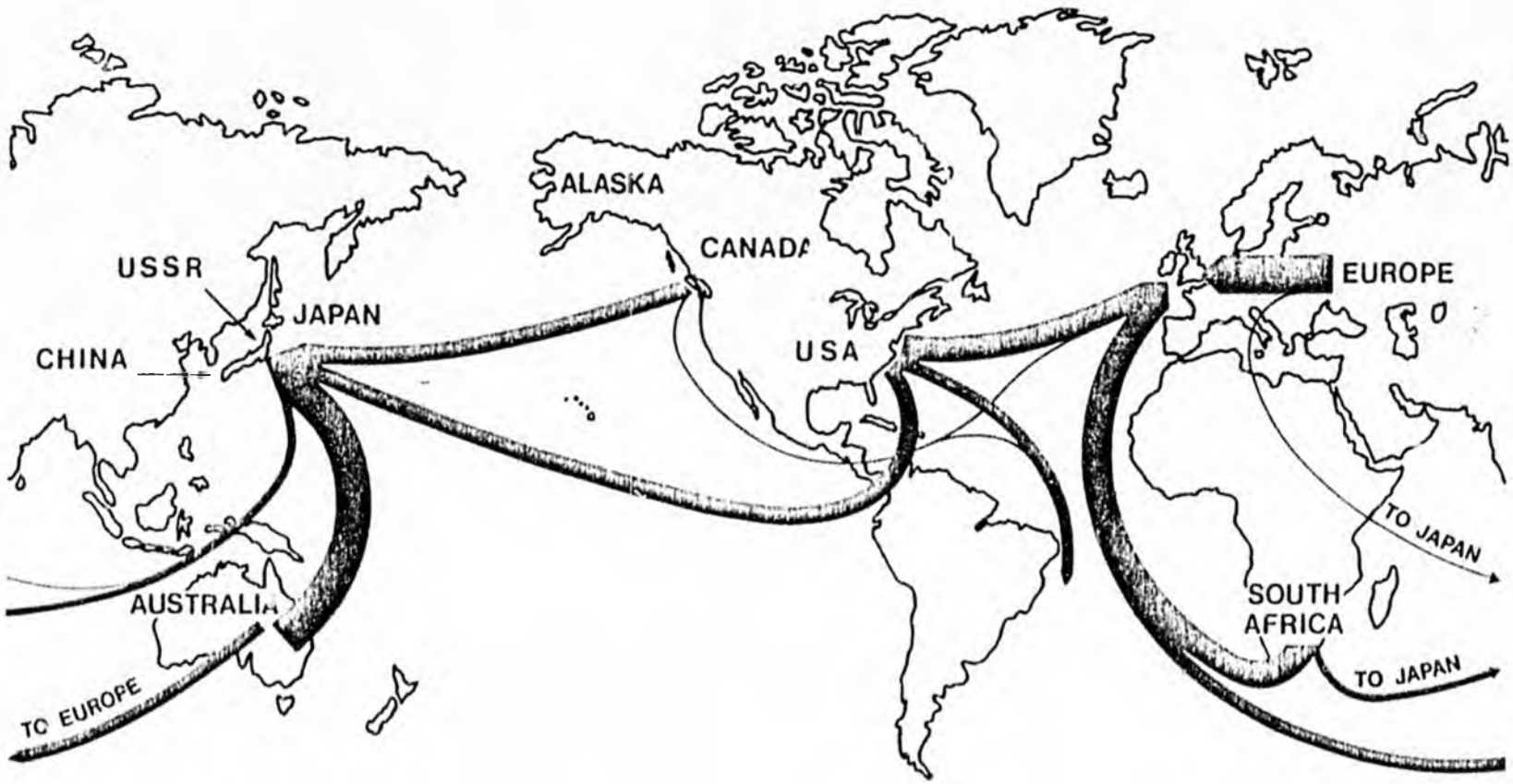
SLIDE 3

The next slide shows some of the major coal exporting ports in the world and provides an indication of the size in terms of annual tonnage thruputs of some of these terminals as well as some of the projected thruputs. These are order-of-magnitude figures only and could vary slightly, but will serve to indicate some developments which are taking place in coal terminals.

SLIDE 4

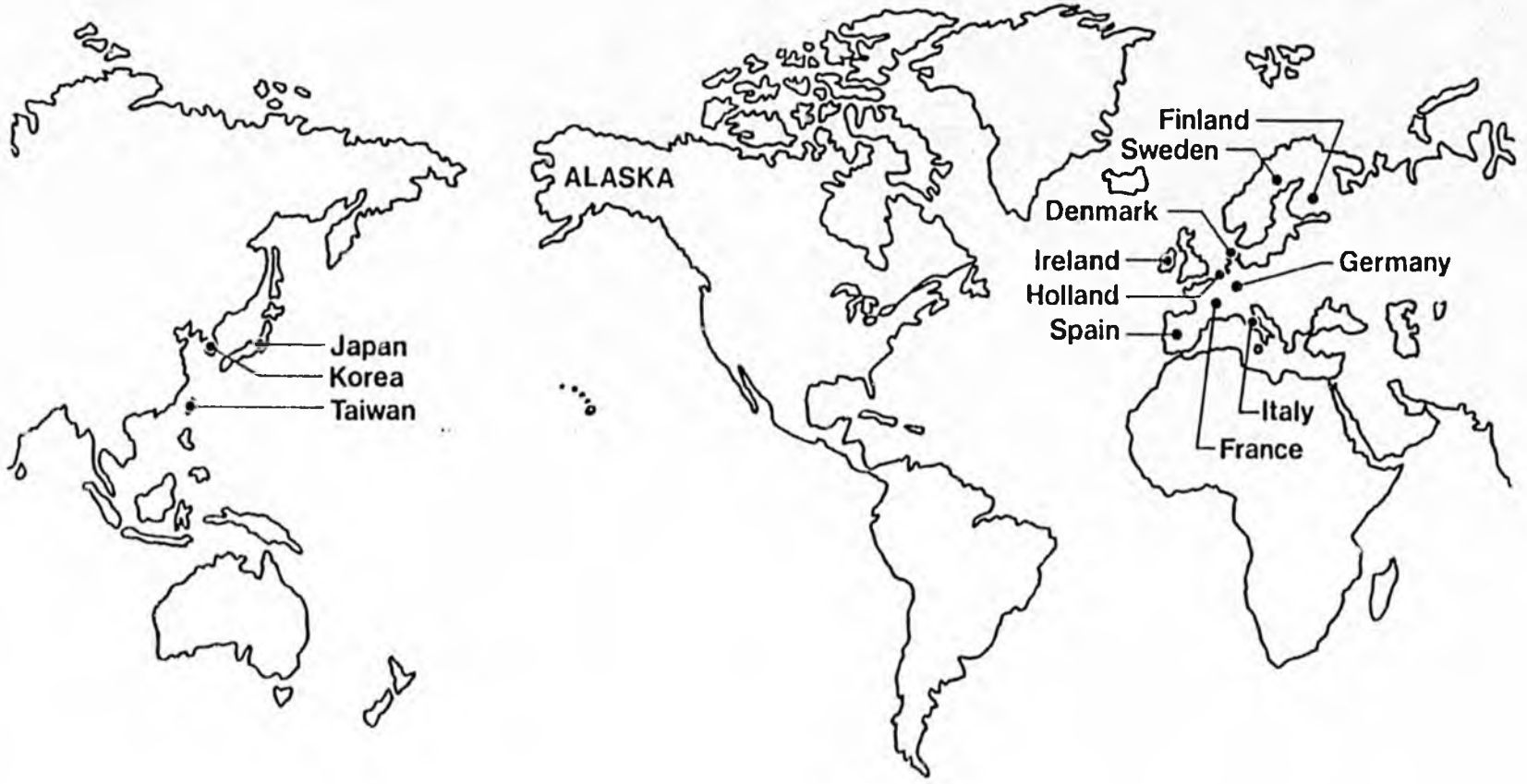
Complimentary to the previous slides this slide indicates a conservative growth in coal to be moved on the oceans of the world over the next two decades. Now these growth figures should not be confused with total world production which as pointed out before is some 2½ billion tons a year with most of this coal being consumed by the countries which mine it, nevertheless the forecast increase of 3 to 4 times today's ocean export volume to be carried on the oceans of the world by the year 2000 is dramatic.

MAJOR ROUTES OF SEABORNE COAL TRADE



SLIDE 1 Thickness of lines indicate annual volumes movement of coal.

COUNTRIES PLANNING SUBSTANTIAL INCREASES IN COAL IMPORTS



SLIDE 2

Note: There are other smaller increases of coal imports planned such as Singapore, Hong Kong, Philippines, etc. but these are relatively minor.

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ANNUAL THROUGHPUT OF MAJOR COAL EXPORT TERMINALS (MTPY)

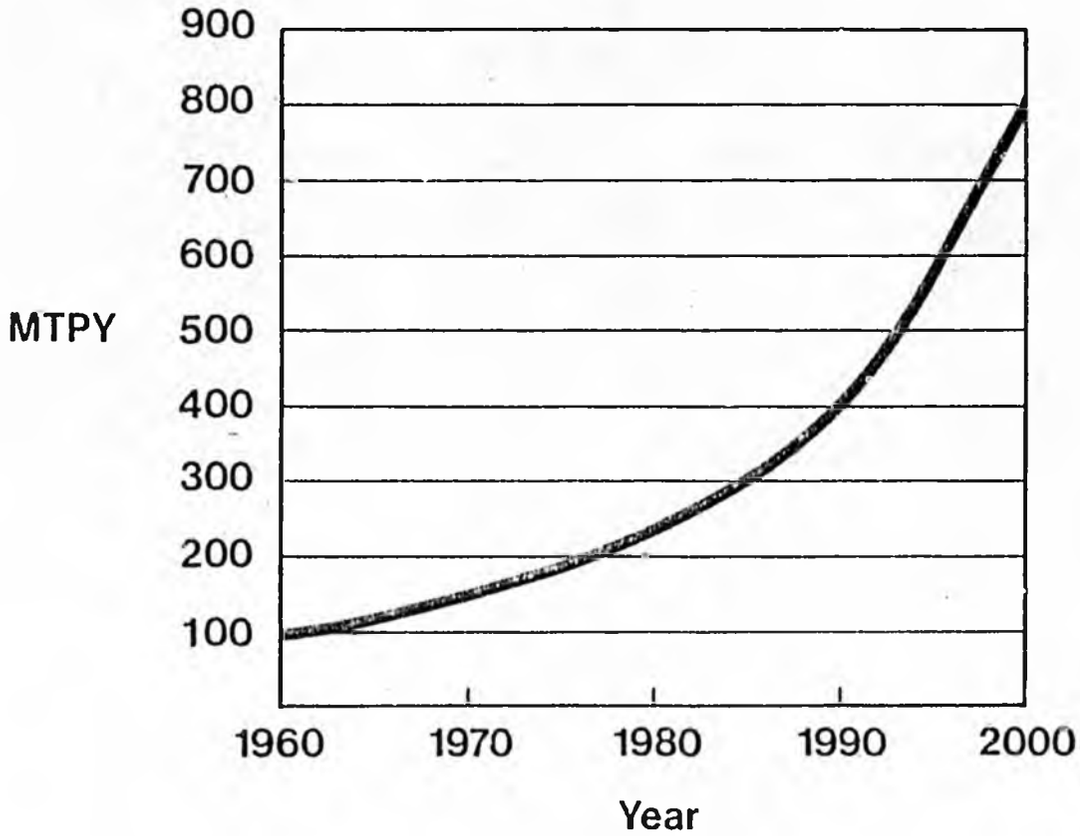
	Current	Expanded
AUSTRALIA		
Hay Point	17	23
Newcastle Basin	10	—
Port Gladstone	7	—
Port Kembla	5	20
Port Waratah	1	
CANADA		
Roberts Bank	11	32
Neptune Terminals	3.5	9
POLAND		
Swinoujscie	12	—
Gdansk	10	—
SOUTH AFRICA		
Richards Bay	24	44
U.S.A.		
Hampton Roads (2)	24	—
U.S.S.R.		
Vostochy	—	5

SLIDE 3

Note: These are order-or-magnitude figures only and will be constantly subject to change.

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COAL GROWTH AND FORECAST TO THE YEAR 2000



SLIDE 4

Note: This forecast relates only to coal to be moved on the oceans of the world, i.e. overseas export coal and not to growth for domestic consumption which is, incidently, far greater than the above in terms of total tonnage.

swan wooster

SLIDE 5

Here we have taken a specific market - Japan - who propose to triple their coal imports by the year 2000, and compared the end cost of coal, or f.o.b. Japan, on an order-of-magnitude basis against Western Canadian and Australian coals. These are comparison units costs only but serve to indicate the advantages Alaska has on the transportation side, both land and ocean, and how it reflects in the end price. These figures also indicate the relatively high transportation component in the price of the coal at the market place.

SLIDE 6

This is a comparison table showing the various nautical mile distances between Alaska and some of the major coal export ports to the receiving ports in Europe and in the Far East.

SLIDE 7

Where does some of this coal go?

This is the EKOM terminal in Holland which is a typical European receiving terminal with much of this coal being transshipped inland in Europe either by barge or rail.

Immediately adjacent to this terminal we are currently designing a new receiving terminal to import initially 6 m.t.p.y. rising to 25 m.t.p.y. The maximum size of vessel which will be accommodated here is in the 200 - 250,000 DWT size. I mention this because it does mean in order to optimize the total transportation system that the ship size to be accommodated at, say the Alaskan end of the system, should be in this order but it will be a few years before we see vessels of this size in the coal trade.

SLIDE 8

This is the Richards Bay Coal Terminal located on the Indian Ocean side of South Africa which was first started on the basis of 2½ m.t.p.y. The construction of the overall project began just 8 years ago and was designed not only to handle coal, which started it all, but other bulk and heavy lift cargoes. Just 4 years later, in 1976, after a massive dredging operation the original Bay being only 6 or 8 feet deep, not 60 feet plus like you have here in Cook Inlet, the first coal was loaded.

About 80,000 tons of coal arrives daily with the current annual rate of, in a space of just under 5 years, reaching 28 m.t.p.y. making it today the largest single coal terminal in the world and now being planned for 44 m.t.p.y.

SLIDE 9

The future Richards Bay Coal Terminal at 44 million tons per year. We have this additional work underway now with completion in 2 to 3 years time. At this point it might be interesting to mention the matter or ownership and operator since this issue has recently been raised several times. The land is owned by the National Railway, an arm of the Government, who carried out the dredging, site preparation work (that is the rough grading only) and laid power, water, road and rail service to the site, all of which we refer to as infrastructure. This area was then leased to 10 or 12 coal producers who in turn formed a terminal company to operate and manage the terminal. This company designed, built and financed all of the necessary

APPROXIMATE DELIVERED COST OF COAL

$/tonne (1979)

	Western Canada to Japan	Australia to Japan	Alaska to Japan
Mine	17.50	20.00	same
Land Transport	15.00	7.50	much less
Export Port	2.00	2.00	same
Marine Transport	8.00	7.00	less
Import Port	2.00	2.00	same
Delivered Cost	44.50	38.50	less

SLIDE 5

Note: These costs shown are for steam or thermal coal

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DISTANCE COMPARISON IN NAUTICAL MILES

	Japan	Rotterdam
Anchorage U.S.A.	3 700	9 350
Hay Point AUSTRALIA	3 950	14 550
Richards Bay SOUTH AFRICA	8 250	7 100
Roberts Bank CANADA	4 250	8 850

SLIDE 6

swan wooster

coal handling machinery, the electrical and mechanical work, the foundations, the terminal rail trackage, maintenance and office buildings, etc. Incidentally these coal producers include Shell, B-P, Total, Anglo-American and other major corporations. Most of the contracts for coal sales run for 10 - 15 years, as is the case with a number of similar coal developments, all of which allows for orderly investment and expansion.

On the matters of terminal charges the higher annual thruputs will reduce the cost of handling the coal across the terminal, certainly in the lower volume range.

SLIDE 10 & 11

Closer to home is Kaiser's Westshore Coal Terminal at Roberts Bank which is a large delta area off the mouth of the Fraser River near Vancouver. This terminal is now handling approximately 11 m.t.p.y. almost all this coking coal. The terminal began shipping some 10 or 12 years ago on the basis of 3 million tons per year. Plans are now underway to increase the thruput to 32 m.t.p.y. The new coal will be largely thermal coal. This has been a very efficient and successful terminal.

The site is unique -- it is a 50-acre artificial island constructed 3 miles offshore in order to reach deep water with minimal dredging and no maintenance dredging but at the same time, to produce a relatively economical site in terms of cost per acre which was achieved. The facility was in production 21 months from start of engineering and construction to completion and shipping coal including the creation of the "island".

SLIDES 12 & 13

This "island" at Roberts Bank is now being tripled in size at a cost of approximately $40 million to prepare for the 32 m.t.p.y. thruput. The cost of this additional infrastructure which includes as before, rough grading and services, is being borne by the Federal Government who recover the total amount at no cost to the taxpayer in the form of lease charges, plus a thruput charge which can have an incentive formula to encourage greater thruput. The terminal operator will then construct all the necessary on-site facilities, the berth, coal handling plant, buildings, etc. costing in this case about $200 million at the 32 m.t.p.y level.

SLIDES 14, 15 & 16

The following slides are to indicate that a coal terminal can live peacefully with the environment and with residential dwelling and commercial buildings close by.

In the case of the Neptune Terminal, SLIDE 14, it was coal which initially launched this terminal at 3 m.t.p.y. which now in addition to coal, the terminal handles bulk potash as an export and phosphate rock as an import.

Vancouver Wharves, SLIDE 15, is a multi-product bulk terminal handling products such as bulk fertilizer, sulphur, potash, copper, lead and zinc concentrates, packaged lumber and pulp again located close to commercial and residential areas.

The next slide takes us back to Richards Bay for a moment where immediately adjacent to the terminal is a nature reserve and here in the foreground, with the terminal right behind, is a flock of pelicans which have become the logo of the terminal.

What type of site do we need for a bulk port"

Ideally, level land and if the area is to be served by rail then a site initially in the order of 30 - 50 acres, but which could be expanded if necessary to several times this size.

Deep water is essential.

When we look at the forecast figures for export coal growth and the fact that today that we are already loading cargoes in the 160,000 DWT range then obviously for a new port we should, if possible, make provision for ships in the order of 200,000 to 250,000 DWT. It is interesting to note that 2 new coal receiving terminals now being planned, one in Europe as mentioned earlier and one in the Far East are both allowing for vessels of 200 - 250,000 DWT size.

The power demand by a terminal is not excessive nor are the other services but the land access by road and rail is important as well as availability to labor.

There are other opportunities once a facility is in place which can provide power, rail access, deepsea ship access, labor availability and land, and particularly where coal or other sources of energy are available which could lead to the establishment of an industrial park adjacent to such a terminal. This has occurred in other countries where the terminal has been the stimulant and there are obvious advantages in over-the-fence-trading.

SLIDE 17

The various key components at Roberts Bank are similar to most coal exporting terminals and would be typical examples of the equipment etc. required for a bulk c o a l terminal for Alaska. If we start at the receiving end and assume that the coal will arrive by train as compared to conveyor, pipeline or truck, then the unit trains which generally arrive, depending upon distance and other factors, in units from 60 or 70 cars up to 200 cars, are now handling upwards to 16 - 17,000 tons of coal per train.

SLIDE 18

These unit trains are permanently coupled with rotary couplings allowing the cars to be rotated and dumped without uncoupling and then moved ahead with an indexing mechanism, the whole process taking about 90 seconds per car of 100 tons of coal for a single dumper.

A fast train turn-around time is essential both at the mine and at the terminal, not only does it keep the number of trains needed to a minimum, but equally important it reduces the possibility of the coal freezing.

A good example of a high speed unit train operation is the Kaiser Coal/CPR unit train operation in Western Canada where the round trip distance is 1500 miles, much of it in sub-zero weather with heavy grades and including locomotive servicing, crew changes, loading and unloading - the complete round trip operation is accomplished in 85 hours.

The economics are obvious if you double this time you also double the number of cars and locomotives required to move the same annual tonnage plus the additional operating costs. All this reduces down to the need to have a good rail layout at each end of the system which in the case of the terminal can often dictate the shape and extent of land required. A complete loop track at the terminal is commonly used which allows the train to be unloaded and headed back to the mine without any shunting or reversing.

From the train the next major function is stockpiling, however, the terminal should always have the ability to move coal directly from train to ship. The calculation of the optimum volume to be allowed for in storage depends upon a series of factors, such as the train and ship arrival patterns, annual thruputs, number of grades to be handled and length of time due to internal combustion that certain coals can be allowed to remain in storage. The stockpiling and reclaiming operations can be carried out by separate machines or by the same machine or by various combinations depending upon annual thruputs.

SLIDES 19 & 20

The combined machine, known as the bucket wheel stacker reclaimer, is in common use today. This machine can stockpile and reclaim coal for shiploading at rates up to 6 - 7,000 T.P.H.

A coal sampling tower is often located just prior to the coal going into the ship. Sampling is important as it generally forms part of the contract and determines the final value of each shipment of coal.

SLIDE 21

There are a number of different types of shiploaders, and usually items such as cost, foundation conditions, type of berth, ship size, tidal ranges, etc. must be considered in selecting the best suited shiploading equipment.

SLIDE 22

The import and export of other commodities can be accommodated - a typical example would be bulk alumina or bauxite for the manufacture of aluminum which has a high power demand. I understand that proposals along those lines have been considered for Alaska.

SLIDE 23

What does all this equipment cost in order to get into the coal port business?

If we assume that the land is available and adjacent to deep water, and if we exclude the cost of the land then the capital cost in today's dollars for a typicl terminal to handle say 6 - 10 m.t.p.y. of coal would be in the order of $65 million and would break down into the major items as shown, most of which were shown on the previous slides. The only major variable in the above cost summary would be the cost of the marine structures which in any event vary from site to site as compared to the other items of equipment. (We are, at this moment, just starting 2 coal terminals which are being designed for thruputs of 9 - 10 m.t.p.y. and excluding the land cost the capital costs, similar to the terminal described here, are $58 and $65 million - these are todays prices which serve to indicate that the figures shown on the slide are in the right order).

6 - 10 MTPY TERMINAL APPROX. CAPITAL COSTS (1981) $

Site Services and Rail	$ 2,000,000
Unit Train Unloading	7,000,000
Conveyors	8,000,000
Stacker / Reclaimers	18,000,000
Shiploaders	12,000,000
Marine Structures	10,000,000
Sampling Plant	1,500,000
Electrical Equipment	5,000,000
Ancillary Buildings	1,500,000
TOTAL (excluding land costs)	$ 65,000,000

SLIDE 23

NOTE: The marine structures shown here at $10 million will vary from site to site. Due to conditions of depth, distance to shore, ice, tidal range and ship size.

A port can make a major contribution to the economy of the region in which it is located. The Port of Vancouver recently commissioned a study of its impact on the Greater Vancouver area and the study found that Vancouver, a major loading port for bulk commodities:

- directly and indirectly provided one job in ten in Greater Vancouver;
- created 12½ percent of the region's payrolls; and
- was responsible for, directly or indirectly, 16½ percent of sales and revenues in Greater Vancouver.

Although labour-intensive general cargoes have a greater economic impact than bulk cargoes such as coal, bulk cargoes are still very important and some comparative numbers for the Port of Vancouver adjusted to late 1980 price levels are:

- coal, with a total port-related payroll of $32 million per year and a volume of 14 million tons, or $2.90 per ton;
- other bulks such as copper concentrate and sulphur, with a payroll of $150 million and a volume of 11 million tons, or $13.00 per ton; and
- general cargo, with a payroll of $600 million, and a volume of 5,600,000 tons or $107.00 per ton.

A new bulk port in Alaska will add to the economic health of the surrounding community and it will provide productive, high-income jobs in the port and terminal. Expenditures by these employees will create service jobs for others, with the port generally creating an economic activity that would not otherwise take place.

Ports such as we are considering can be funded and managed privately by one user or by a consortium of users or by a local public authority. If there is to be more than one user and I assume that this could be the case in an Alaskan bulk coal port, as well as possibly more than one product to be handled, then there is merit in considering an independent terminal operator either public or private, in order to avoid conflicts of interest by different users - which arise in the accommodation of different cargoes, and different arrival patterns. I mention this because in some cases where a government organization has initially funded the infrastructure development they have stipulated in the lease agreement with the terminal operator that the terminal must be made available to others for handling their products, providing that these other products are of a similar nature and have reasonable annual thruput volumes for practical reasons.

Finally as to coal's future why not look at the oil industry?

In a phrase the oil majors are betting on coal.

These oil companies have invested over the past few years several billion dollars in the acquisition of or in securing of important participation in companies and coal reserves around the world. The catalogue of all these activities would take a long time to read out, to name a few - Shell, Exxon, Continental, Mobil, Sohio, B-P, Standard Oil California, Gulf, Petrofina, Occidental, Atlantic Richfield, Total of France, etc., are all deep into coal mining and marketing on several continents which perhaps best of all demonstrates that they, as the energy leaders of the post war period each

know that coal is to be the base energy for industry over the next similar period (30 - 40 years) by which time the new generation of nuclear energy should be well and truly starting to share the full strain.

As a last point I thought we could share some thoughts on the pricing of coal and how it differs from oil. Now you do recall the difference which I emphazied between oil, which moves in a major way internationally and coal which does so traditionally in a relatively minor way. Right from the 1920's there has been a recognized pricing mechanism for oil recorded daily in the journal Platt's Oilgram. It still carries on today. Thus a concentrated yardstick for pricing crude oil did simplify OPEC's job when they elected to force up the global level of crude oil prices in 1973 and continued the action progressively ever since!

The important point is that the impact of increased crude oil prices is direct and international, we all know that - wherever we reside or in whatever country our business is mainly involved. Now coal in this regard is completely different. I said earlier that the size of the international coal trade is but marginal relative to production - say 5% today of global coal production. This means that almost all coal is produced and consumed within its own region. Russian coal in Russia, U.K. in U.K., USA mainly in USA, India in India, China in China, South Africa in South Africa and so on. Each of these is an example of what I am saying. What these countries pay internally for their coal - their own coal, whether this is high or low by another's standard has no bearing whatsoever on the price which a consumer will pay for coal from another economic region.

Take Egypt as a typical example, Egypt is buying coal from USA, USSR, Poland and Australia. How much coal from each supplier is Egypt's affair as well as the various costs of coal laid down at Egypt's ports from the supplying countries. This is free trading in coal with no fixed pricing structure. But this free trading which is typical is forcing coal producers to establish real mining efficiencies and first class transportation to ports, as well as efficient port operations. It is also causing ship owners to set themselves up with properly designed coal carrying vessels. At the other end consumers must match all this by their own capabilities in receiving coal efficiently and economically as a part of the total transportation system. When the final decision is made on the port selection, the land and marine access, and this may sound elementary, but we must remember that the coal buyer in effect has the last word for not only is he looking for security and reliability of supply but also for the safest possible marine access and secure facilities for his ships. To put this another way, ideally one should decide from a national standpoint where the best port location is, the railroad route, etc. because our real competition is not here in the "backyard" - it is from other countries.

This has been a broad-brush review of coal on a global basis and of some of the world bulk coal ports together with the components which would go into a bulk port such as could be developed here in Alaska.

Today we are seeing certain new coal mines being developed at about half the cost of developing some of our oil reserves in terms of equivalent energy units. Also, as a typical example, the Hong Kong Power and Light Authority who are today installing new large coal fired thermal power plants, estimate that the cost of coal as a fuel, which they must import to fire these plants, will be half that of oil.

And in conclusion, while we know that we must control our future energy diet and that some items on the menu will be expensive, I can assure you that for some years ahead one of the main dishes on this energy menu will be coal.

HB

804

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FEB 27 1982

FISCAL NOTE

I. REQUEST
Bill/Resolution No. HB 804
Title Bering River Coal Field Port & Transportation Feasibility Study
Requested by Representative Cato Date February 24, 1982

II. FISCAL DETAIL
Agency Affected Department of Commerce and Economic Development
Program Category Affected Development
BRU, Program, Or Subprogram(s) Affected Office of Mineral Development or O.S.I.P.
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
100 PERSONAL SERVICES	0	0	0			
200 TRAVEL	0	0	0			
300 CONTRACTUAL	0	465.5	0			
400 COMMODITIES	0	0	0			
500 EQUIPMENT	0	0	0			
600 LAND & STRUCTURES	0	0	0			
700 GRANTS,CLAIMS,ETC.	0	0	0			
TOTAL	0	465.5	0			

Typo ?

FUNDING (Thousands of Dollars)

GENERAL FUND	0	465.5	0			
FEDERAL FUNDS	0	0	0			
OTHER (Specify Source)	0	0	0			

POSITIONS

FULL TIME	0	0	0			
PART TIME	0	0	0			
TEMPORARY	0	0	0			

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)

The study(ies) will determine the feasibility of a potential coal development at Bering River (near Cordova) and the transportation system required.

The funding, up to $465,500 will be entirely contractual and be administered in joint agreement with the City of Cordova and the Nonprofit Native Association for the Region involved, the North Pacific Rim Regional Native Association.

IV. DATE February 24, 1982 PREPARED BY J. R. Deagen
AGENCY Office of Mineral Development
PHONE 465-2022

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)
33-001 (Rev. 12/81)

Box 1210 602 Railroad Avenue
Cordova, Alaska 99574
Phone: (907) 424-3237
or 424-3238

"The Friendly City"

FEB 12 1982

February 9, 1982

James A. Poor
Mayor

Perry D. Lovett,
Manager

Donna M. Sherby,
Clerk / Treasurer

Council Members
Don Narrance
Jay Bynum
Richard Groff
R.J. Kopchak
Garry Purvis
Joe Gunderson

Mr. Lionel L. Drage, President
Chguach Natives, Inc.
903 W. Northern Lights Blvd., Suite 201
Anchorage, AK 99503

Dear Mr. Drage:

The City of Cordova has been informed of your corporation's proposal to the Legislature to fund a Preliminary Feasibility Study of the necessary coal port and related transportation system for the Bering River Coal Field.

Cordova will be the community most directly affected by the development of the Bering River field. We have much to gain by the sound and prudent development of the fields including the diversification of our economic base, increased employment, and the possibility of an alternate source of electric power.

I believe that the proposal which you have submitted to the Legislature for the Prefeasibility Study is appropriate at this time and a legitimate means of State involvement in this project. We look forward to working with your corporation in the development of the project.

Very truly yours,

Perry D. Lovett

Perry D. Lovett
City Manager

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
Chugach National Forest
2221 E. Northern Lights Blvd. Suite 238
Anchorage, Alaska 99508

FEB 12 1982

1920
February 8, 1982

Carl A. Propes, Jr., Director
Lands and Natural Resources
Chugach Natives, Inc.
903 W. Northern Lights Blvd., Suite 201
Anchorage, Alaska 99503

Dear Carl:

In response to your February 8 letter to Walt Sheridan the Forest Service would be pleased to participate with the State, the City of Cordova, Chugach Natives, Inc., and others in the proposed study of Bering River coal fields transportation options should such a study be undertaken. We would not be able to provide any funds for the study, but would make available appropriate personnel. As you know, the Copper River Delta contains extremely high wildlife and fisheries values. The Alaska Lands Act at Section 501(b) recognized the importance of these resources and provided that the Copper River/Bering River/Rude River area be managed for the primary purpose of conserving fish and wildlife and their habitats.

A study such as you propose is an excellent way to begin examining options for development of the Bering River coal deposits in an environmentally sound manner--with specific emphasis on the fish and wildlife resources. We would welcome the opportunity to be a part of this effort.

Sincerely,

CLAY G. BEAL
Forest Supervisor

6200-11 (1/69)

Title Bering River Coal Field Port & Transportation Feasibility Study
Requested by Representative Cato Date February 24, 1982

II. FISCAL DETAIL

Agency Affected Department of Commerce and Economic Development
Program Category Affected Development
BRU, Program, Or Subprogram(s) Affected Office of Mineral Development or O.S.I.P.
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
100 PERSONAL SERVICES	0	0	0			
200 TRAVEL	0	0	0			
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700 GRANTS,CLAIMS,ETC.	0	0	0			
TOTAL	0	465.5	0			

FUNDING (Thousands of Dollars)

GENERAL FUND	0	465.5	0			
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PART TIME	0	0	0			
TEMPORARY	0	0	0			

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IV. DATE February 24, 1982 PREPARED BY J. R. Deagon

AGENCY Office of Mineral Development

PHONE 465-2022

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)

33-001 (Rev. 12/81)

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE: March 11, 1982
LOCATION: 112 Capitol
SUBJECT: HB 635 -
HB 804 -

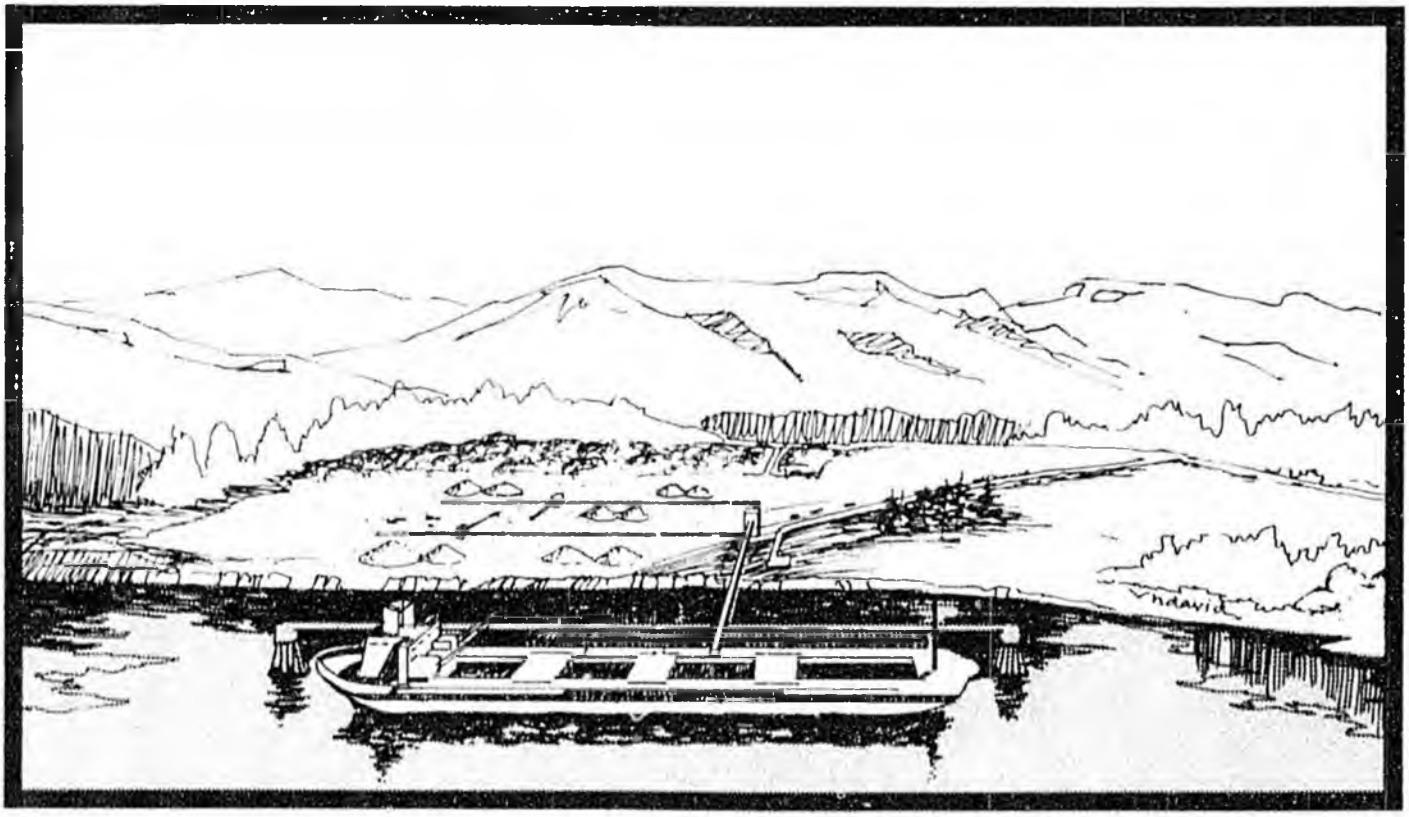
NAME	REPRESENTING	ADDRESS	PHONE	HERE TO TESTIFY	HERE TO OBSERVE
				* please note type of number	
Carl Propes	Chugach Natives Inc	903 W No. Lts Blvd. Anchorage, Ak 99503	276-1080		✓
Lionel L. Drage	Chugach Natives Inc.	" " " "	"	✓	
Fred Boness	Chugach Natives Inc	Suite 404, 420 L St Anchorage	276-1969		✓

FEB 1 2 1982

Proposal

To the Twelfth Alaska Legislature

BERING RIVER COAL FIELD PORT AND TRANSPORTATION STUDY



Prepared by

Chugach Natives, Inc./KADCO

February 1982

CHUGACH NATIVES, INC.
903 WEST NORTHERN LIGHTS, SUITE 201 • ANCHORAGE, ALASKA 99503
(907) 276-1080 TELEX 26-497

February 10, 1982

Jalmar M. Kerttula, President
Alaska Senate
Pouch V
Juneau, Alaska 99811

Joe L. Hayes, Speaker
Alaska House of Representatives
Pouch V
Juneau, Alaska 99811

Dear Gentlemen:

The attached proposal requests an appropriation of $456,500 from the Alaska Legislature for a Prefeasibility Study of the Bering River Coal Field Port and Transportation System.

Chugach Natives, Inc., expended over $1 million in exploration and drilling work in the Bering River Field in 1981, and a similar investment is scheduled for this year. The attached proposal details how the requested State funds fit into the overall development plan for this Coal Field.

Chugach believes that it is appropriate for the State to fund this portion of the project because it will serve to promote the development of Alaskan natural resources other than oil and natural gas. Moreover, benefits from the production of Bering River coal will accrue not only to Chugach's 2,100 shareholders, but also to Cordova through the diversification of that community's economic base and through the possibility of an alternative source of electric power. The revenue sharing requirements of the Alaska Native Claims Settlement Act will further guarantee that the profits from this mine will be distributed all over the State of Alaska.

This appropriation request was not included in the Governor's proposed capital budget because at the time that that was compiled we had not yet received the positive results of last summer's drilling program.

We should make clear that Chugach is not asking for this appropriation for itself to perform the requisite work. We do not even intend to bid on any of the work authorized by this appropriation, if it is authorized. We would prefer to see the funds channeled to the City of Cordova as the contract adminstrator, assuming that municipalities are awarded extraterritorial jurisdiction for port projects in pending legislation.

Our second preference for a funding entity would be the Department of Commerce and Economic Development, which has agreed to administer the project if the Legislature so decides.

Your favorable consideration of this proposal would be most appreciated. Please call us if you have any questions concerning it.

Sincerely,

CHUGACH NATIVES, INC.

Edgar Blatchford
Chairman of the Board

Lionel L. Drage
President

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EXECUTIVE SUMMARY

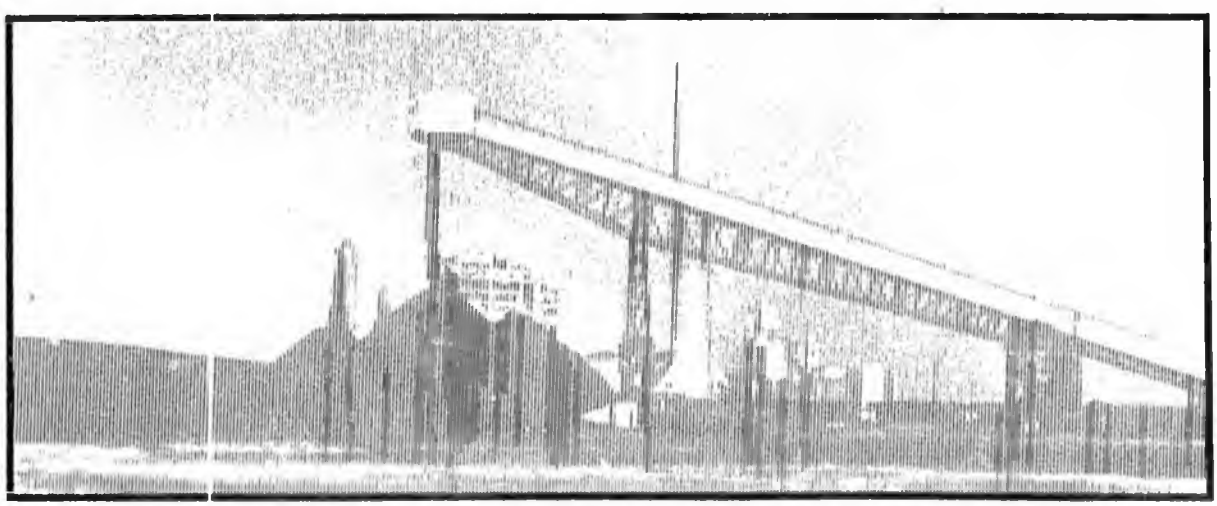
The high quality of Bering River coal has been known for 75 years. Drilling tests in 1981 reconfirmed this remarkably high quality and refuted the stereotype of Alaska coal as having high moisture content and low heating value. Probable recoverable reserves in the Bering River Coal Field have been identified in excess of 62 million tons; "possible" reserves are millions more. The precise extent of **economically** recoverable reserves, however, is currently undetermined. This uncertainty about the costs of Bering River Coal Field development is the reason for this proposal.

If the coal can be marketed profitably to Pacific Rim countries, the benefits to all Alaskans will be immense. Chugach Natives, Inc., has worked very hard for over a year to find compatible partners and to carry out preliminary studies and test drillings. All results have been positive, but a number of questions remain.

Our proposed Coal Port and Transportation Study will answer many, but not all, of these questions. It will provide information on whether more detailed engineering and environmental analyses are potentially worthwhile, or whether mining and transporting the coal will simply be too costly.

This proposal requests funding for $456,500 for this essential study. Chugach Natives, Inc., and KADCO, its joint venture partner, have already spend $1 million and are committed to spending another million dollars in the coming year. This request represents a relatively small, although vital, part (15 percent) of the initial planning and conceptual phase budget of roughly $3 million for 1981 through 1984.

For this investment, the state of Alaska will receive a straight answer to a question with potentially great significance to the state as a whole: Are the port and transportation concepts for the development of the Bering River Coal Field technically and economically viable, and are the requirements compatible with the high environmental standards of the state and Chugach Natives, Inc.?



INTRODUCTION

The Chugach region is located along 450 miles of the Alaska coast from lower Cook Inlet on the west to Icy Bay on the east. As the map below shows, the region includes the cities of Cordova, Seward, Valdez, and Whittier.

There are approximately 2,100 shareholders of Chugach Natives, Incorporated (CNI), one of the 12 Alaska Native regional corporations created under the Alaska Native Claims Settlement Act (ANCSA). Five village corporations, also created by this act, are located within this region. They are the Chenega, English Bay, Eyak, Port Graham, and Tatitlek village corporations.

The Chugach Region is a "melting pot" of Alaska Native cultures. The ancestry of the shareholders includes Aleut, Chugach Eskimo, and Eyak Indians. The Chugach people have occupied the Prince William Sound area for thousands of years.

The continued existence and livelihood of the Chugach people depends on a diversified economy as well as a clean environment. Many shareholders of CNI and other Chugach region residents are fishermen who depend on the continuing prosperity of the commerical salmon harvest. CNI's largest investment to date, the Orca seafood processing plant in Cordova, supports the region's involvement with this important industry.

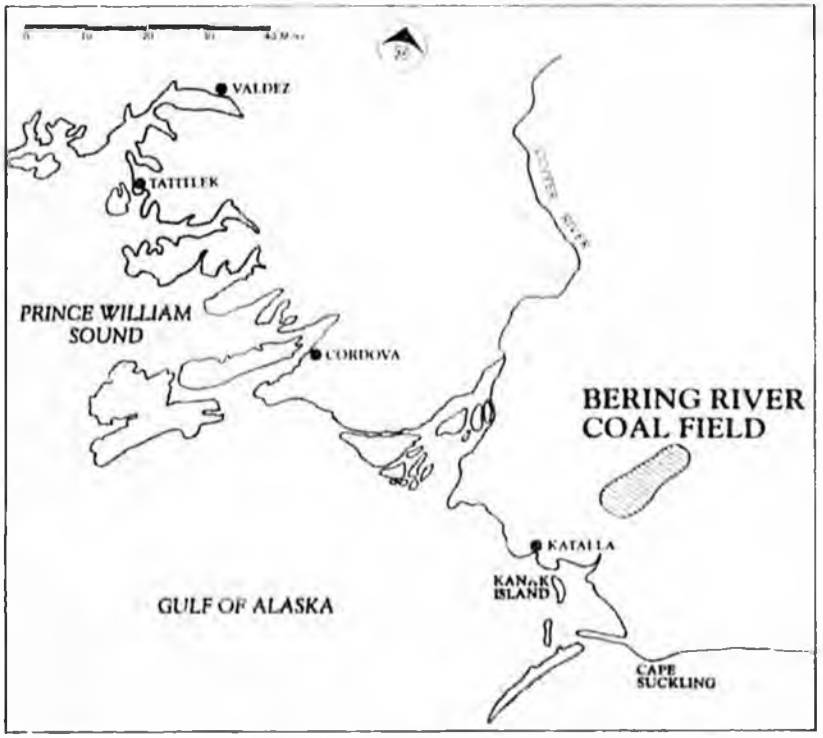
CNI promotes development that will broaden and stabilize the economic base while not jeopardizing the seafood industry.

The Bering River Coal Field Port and Transportation Study will be a major step toward diversifying and strengthening the economic base of the Chugach region. Development of the Bering River Coal Field will benefit:

- The 2,100 shareholders of Chugach Natives, Inc., through investment of their capital in a profitable venture
- The Cordova area economy, through the creation of hundreds of job opportunities and the diversification of the economic base
- The residents of Cordova, through the possible availability of electrical power from a mine-mouth power plant
- All Alaska Natives, through the revenue-sharing provision of the ANCSA
- The state of Alaska, through industrial growth and reduced regional dependence on state aid

Objective

The development of the Bering River Coal Field, like any other major project, will be expensive. For development to occur, many very difficult technical and economic questions must be answered and environmental concerns must be addressed. The proposed



Site Map

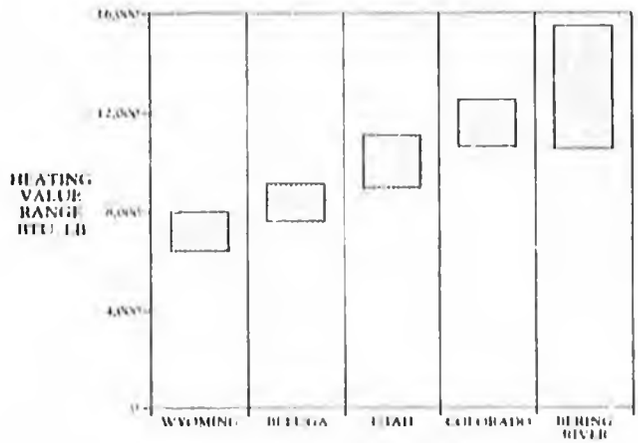
study will provide many, although admittedly not all, of the needed answers. It will attempt to answer enough questions about the potential port sites and transportation routing alternatives so that reasoned decisions can be made on whether or not to proceed with the next phase of preliminary engineering and permitting.

History

The commercial success of the Bering River Coal Field development seems probable based on the history of the field, the quality of the coal resource, and the interest already shown by potential buyers. The Katalla-Bering River area possessed the most valuable known fuel resources in Alaska until the development of the Cook Inlet oil and gas fields in the late 1950's and the North Slope discoveries in the late 1960's. The Bering River Coal Field was the first coal field discovered in Alaska, and 4 out of every 5 of the mining claims in the 1905 "coal rush" were made in this field. Regional development ceased in about 1916, however, for political reasons.

Coal Quality

The coal found in the Bering River field has long been recognized for its high quality. Alaska coal is, unfortunately, widely thought to be of lower quality than most other coals. This is a definite misconception in the case of Bering River coal, as the figure below demonstrates. Bering River coal compares very favorably with coal from Colorado, Utah, and Wyoming, as well as with coal from the Beluga fields. This fact is very encouraging because the Pacific Rim buyers of these other coals would compare Bering River coal against them.



Comparison of Typical Coal Heating Values

Coal Reserves

Alaska may actually have more coal resources than the rest of the western United States, although actual mineral reserves are still anybody's guess due to limited drilling information. Over 62 million tons of recoverable reserves were identified in the Bering River Coal Field following a drilling program conducted in the summer of 1981. Another 28 million tons are estimated as possibly recoverable reserves. Additional coal reserves will be better defined in 1982 and thereafter. Estimates of "recoverable" and "potential" reserves have invariably proven low throughout the country.

The size of CNI's land selection in the Bering field, the amount of land under coal exploration license, is slightly under 70,000 acres.

Markets

Far East countries are developing into good markets for Alaska coal. These countries are expected to use nearly 200 million tons of thermal coal by the year 2000. The United States is forecast to export over 50 million tons of steam coal annually to Asian countries by the year 2000.

Chugach Natives, Inc. and KADCO Agreement

The proposed Coal Port and Transportation Study follows more than a year of planning activity by CNI. In April of 1981, CNI executed an agreement for exploration and development in the Bering River Coal Field with a consortium of four major Korean companies (KADCO). The consortium includes the two largest Korean trading companies, Hyundai Corporation and Samsung Company, Ltd.; and the two largest Korean coal mining companies, Daesung Consolidated Coal Mining Company, Ltd., and Samchok Consolidated Coal Mining Company, Ltd.

In May of 1981, this joint venture began an aggressive core drilling program under the first Federal coal exploration license ever issued in Alaska. CNI and KADCO are pleased with the results of the 1981 program, and in January of 1982 the partners signed an agreement to continue with a similar drilling program during 1982.

CNI has valid land selection rights to the eastern third of the Bering River Coal Field, in the Carbon Mountain area, under the ANCSA. CNI was offered title to the two thirds of the field now in the Chugach National Forest by the Federal government as part of its land settlement in the Chugach Region Study (Section 1430 of the Alaska National Interest Lands Conservation Act of December 2, 1980.)

BERING RIVER COAL FIELD DEVELOPMENT PLAN

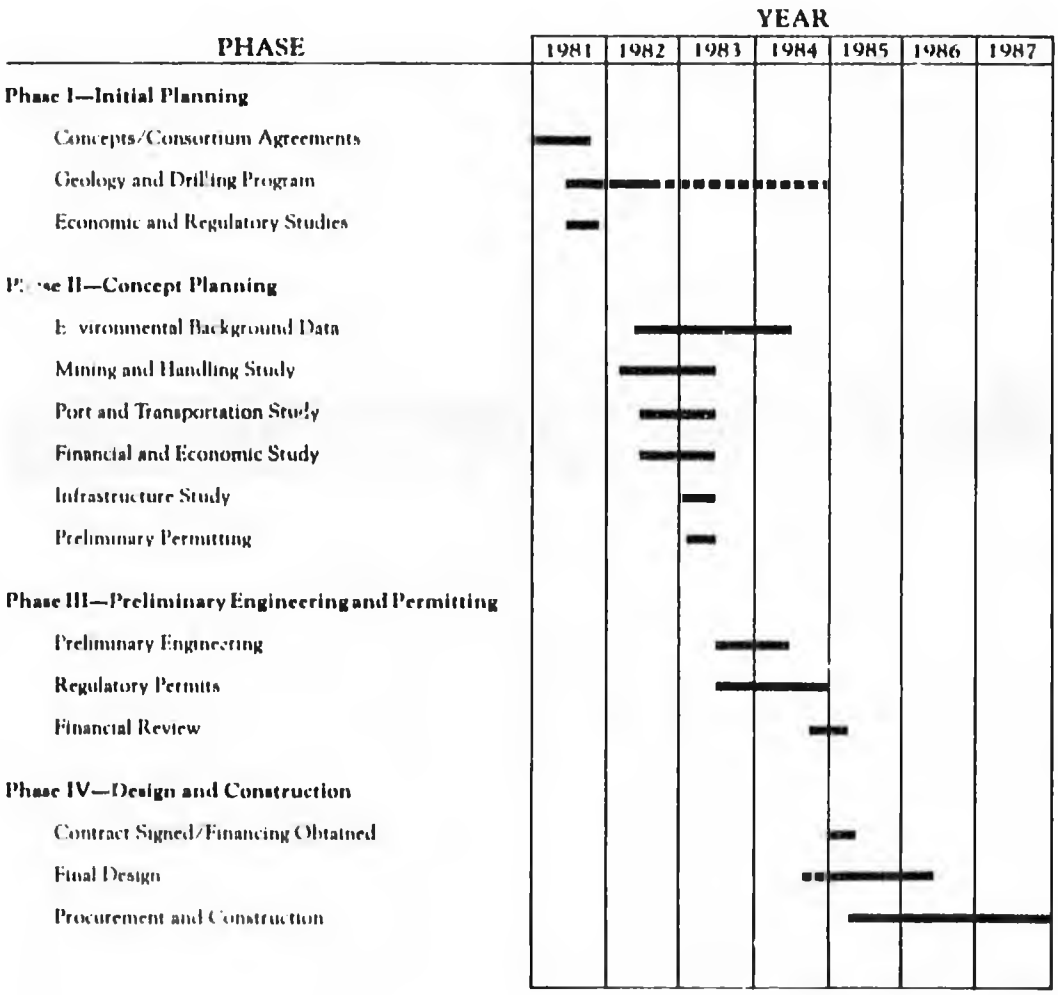
An Overview

The proposed Coal Port and Transportation Study follows more than a year of preliminary studies, test drilling, and consortium negotiations. A preliminary economic analysis, completed by KADCO in September 1981, concluded that economically recoverable coal resources are located in the Bering River field.

On the basis of these preliminary studies, Chugach Natives, Inc., and KADCO will continue development planning during 1982. A detailed market study is underway that will provide necessary baseline information for the Coal Port and Transportation Study. A number of technical, economic, and environmental issues were identified in the previous studies. The proposed study will provide many of the needed answers.

By following the development plan shown below, CNI can bring the Bering River Coal Field into production in a cost-effective manner. The development plan allows for periodic reappraisals of viability and a fast answer to the question of whether development of the coal field can or cannot be accomplished in a technically, environmentally, and economically sound manner.

As shown below, the Coal Port and Transportation Study follows initial studies that clearly indicated that further analysis of port and transportation alternatives is now warranted. This study will determine the advisability of proceeding with the remaining, more expensive, development phases. Although shown below as a separate analysis, the financial and economic analysis is considered in this proposal to be part of the Coal Port and Transportation Study.



Bering River Coal Field Development Plan

PORT AND TRANSPORTATION SYSTEM STUDY

The Coal Port and Transportation Study will provide many of the answers to key questions such as: Are port sites adequate? Can transportation corridors be created and maintained? What is the most cost-effective handling and transport system from mine to port?

The study has three main elements: a marine terminal investigation, a transportation systems investigation, and a financial and economic analysis. The terminal investigation includes three parts:

- A preliminary identification and assessment of terminal sites
- A marine geophysical and limited landside survey
- A detailed evaluation of conceptual layouts at the most promising sites

The transportation systems investigation will include:

- A preliminary mode and route evaluation
- A selection and detailed evaluation of a route plan
- A storage handling and loading evaluation

The financial and economic analysis of the overall development concept will be performed concurrent with the study. It will include:

- A market study to identify coal quantities, qualities, and likely vessel size
- A financial study to identify the ability of Bering River coal to compete with other world coal sources (such as Utah and Colorado) in the Asian markets, in terms of delivered cost per million Btu
- An economic study to identify the economic benefits and costs of coal field development

Transportation System Investigation

Objective

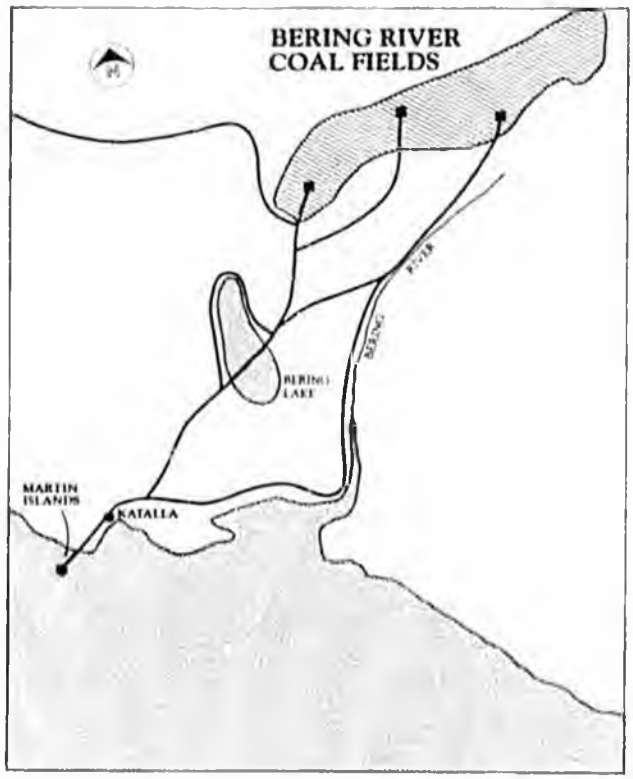
The transportation system investigation will address the technical, economic, and environmental aspects of transporting coal from the Bering River Coal Field to terminal sites in Katalla and Cordova.

Scope

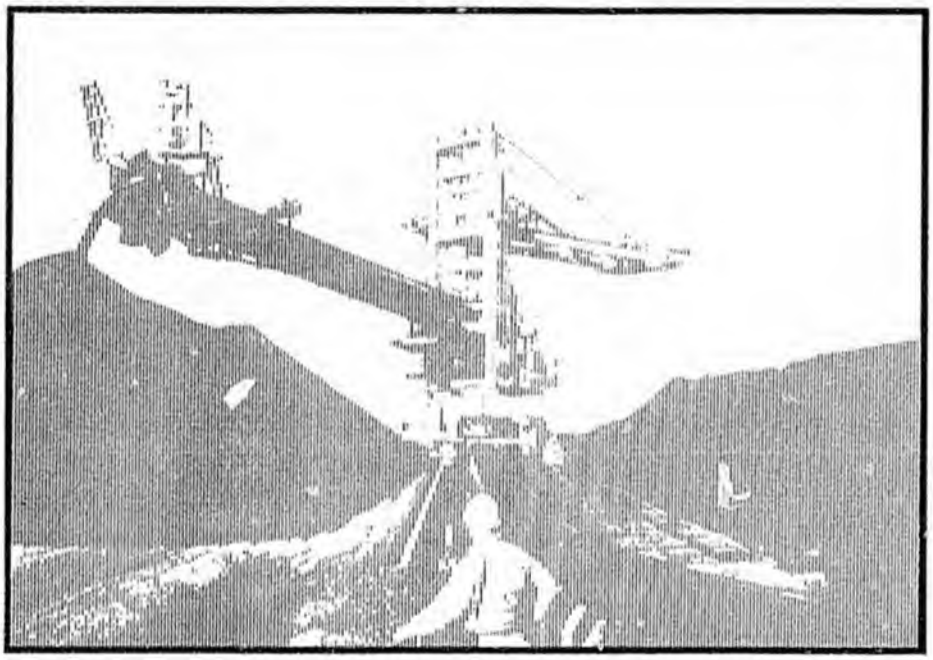
Design criteria for transporting coal via the modes of rail, truck, conveyor, and slurry will be defined first. These criteria will then be applied to those routes identified in preliminary studies conducted in 1981, shown on the figure at right. The selection of route and mode will require: (1) a reconnaissance survey of soil, drainage, relief, and geology; (2) a comparison of construction, operation, and maintenence costs for each mode and route; and (3) a comparison of environmental impacts. This element of the study will evaluate: whether grades identified in the design criteria for each mode can be created and maintained; adequacy of soil conditions along the identified routes; effects on flora and fauna; energy requirements and sources; borrow material quantities and sources; effects of weather; and drainage characteristics for each mode and route alternative.

The location and layout of the coal terminal, including a storage and reclamation system, will also be analyzed. Topography, soil conditions, geologic hazards, waste material disposal requirements, storage requirements, power access, site rehabilitation requirements, cost, and environmental effects will be considered.

The optimal mode and route will be selected on the basis of technical, economic, and environmental criteria and conceptual plans and cost estimates will be prepared for them.



Transportation Routes



Marine Terminal Investigation

Objective

The marine terminal investigation will evaluate the location and developmental requirements of ship moorage and loading sites in the Katalla-Cordova region.

Scope

A preliminary analysis of available terminal sites in the Katalla-Cordova region will identify the most likely sites for detailed evaluation. Criteria will be identified for: receiving coal via rail, road, conveyor, and slurry; storing and preparing coal upland from the terminal; and loading barges and deep draft vessels. These criteria will be used to evaluate the available sites regarding their size and topography, drainage, flora and fauna, soils, geology, bathymetry, currents, waves, tides, sedimentation, and navigation.

More detailed evaluations and site plans will be prepared for the most likely sites. The decision criteria will be further refined for the transportation, storage, and preparation systems identified as most cost-effective in the transportation study. A marine geophysical survey will be conducted to provide necessary data on subsurface contours and depth to bedrock. This survey will show whether the sites will support piling and other port structures, and whether dredging will be required. Site-specific climatological and current data will be acquired using an automatic weather station and current meters.

Conceptual layouts, cost estimates, and maps of topography, soil conditions, geologic hazards, and environmentally sensitive locations will be prepared for selected terminal sites. A final terminal site recommendation will be made on the basis of these considerations.

Financial and Economic Analysis

Objective

The financial and economic analysis will provide basic data, such as the required annual throughput, that are needed to optimize the port and transportation system design.

Scope

The analysis will be based on available published data verified through interviews with exporters, trading companies and shipping companies. It will provide an answer to the key question of whether Bering River coal reserves are **economically** recoverable.

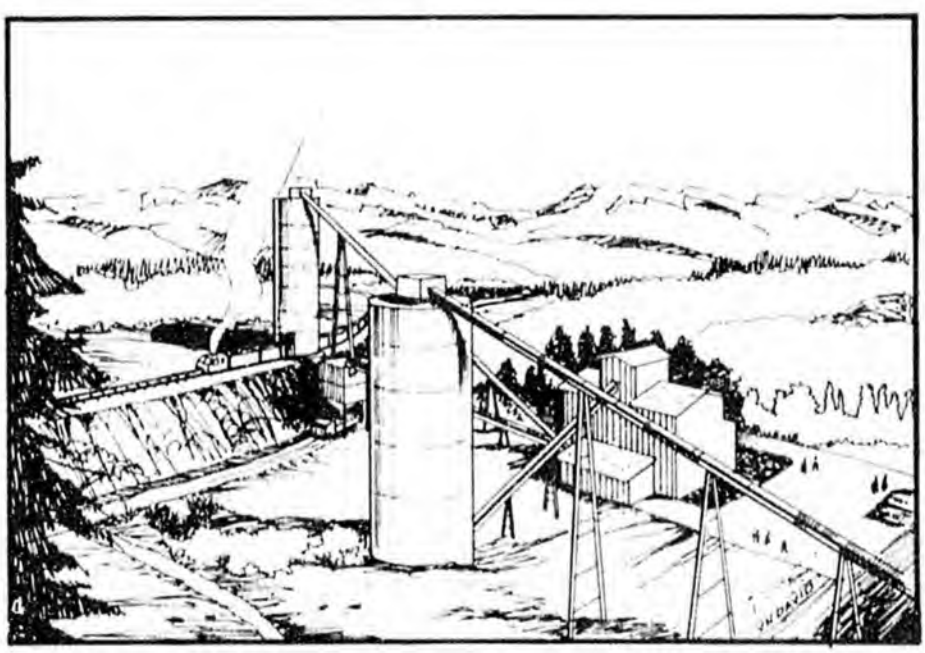
The financial and economic analysis will project the cost of Bering River coal in dollars per million Btu. Ocean transport and receiving facility handling costs will be provided by KADCO. The delivered cost of Bering River coal will then be compared with the projected costs of coal delivered from other West Coast states and Australia.

The economic evaluation of the development will include a comparison of net benefits and costs to the state of Alaska, all Alaska Natives, the residents of the Chugach region, and the shareholders of Chugach Natives, Inc. A discounted cash flow analysis will be used to compare benefits and costs.

SUMMARY OF FUNDS REQUESTED

Funding of $456,500 is requested for this study. Actual funding for administrative support may change depending upon the requirements of the sponsoring agency. Chugach Natives, Inc., and KADCO have already spent $1 million, and are committed to spending another million dollars in the coming year.

Study Element	Cost
Port and Transportation Study	
Transportation Systems Investigation	
Preliminary Mode and Route Investigation	$ 25,000
Detailed Evaluation and Route Concepts	65,000
Handling, Storage, and Loading Evaluation	55,000
Subtotal	145,000
Marine Terminal Investigation	
Preliminary Terminal Site Evaluation	30,000
Marine Geophysical Survey	65,000
Detailed Evaluation and Site Concepts	110,000
Subtotal	205,000
Financial and Economic Analysis	
Market Identification	25,000
Economic Evaluations	20,000
Financial Projections	20,000
Subtotal	65,000
Total Port and Transportation Study	415,000
Administration (10 Percent)	41,500
TOTAL FUNDS REQUESTED	**$456,500**



This document was prepared in consultation with
CH2M HILL Northwest, Inc.
Anchorage, Alaska

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE: 3/3/87
LOCATION: # 112 Capitol
SUBJECT: HB 839

NAME	REPRESENTING	ADDRESS	PHONE	HERE TO TESTIFY	HERE TO OBSERVE
Ken Hamm	Representative Tony Vaska				✓
AL Adams, Rep.					

HB

829

HB 839 - special appropriations for airport facilities and improvements

Section 1.

(1) PHASE I IMPROVEMENTS AT UNALASKA $11,120,000

In FY 82, $2,118,000 was appropriated for design and engineering of a new runway for Unalaska. The runway immediately needs lengthening, elevating of the surface, lights, navigation aids and terminal facilities. Sufficient investigation has been made to limit further consideration of alternative airport sites. While less than ideal, the existing facility is in the best available location for an airport facility at Unalaska.

Unalaska is the commercial center of the Aleutians and the base of Alaska's shellfish fishery (ranked third in the United States in value landed.) It's runway is a narrow, gravel runway with no landing lights or nav aids as it is a relic of World War II. Unalaska is only served by small, inefficient-to-operate propeller aircraft (either Reeve's YS-11 or AirPac's Metro II). The YS-11 costs nearly three times as much per passenger mile as the 737 which would be able to land if the runway was lenghtened.

Unalaska will be the cornerstone of bottomfish development and offshore oil-support in the Aleutians/Bering Sea/North Pacific Region. Yet because of an archaic facility, air service to Unalaska is now slow, expensive, unreliable and hazardous. The rapidly growing population and industry of Unalaska have outgrown the existing airport. The inefficient air service to Unalaska will seriously inhibit future resource development in the region. Anchorage and the state as a whole have a stake in this resource development, and therefore Unalaska's inadequate air transportation system is more than a local concern.

(2) CONSTRUCTION OF A SEAPLANE RAMP AT AKUTAN $200,000

In FY 82, $100,000 was appropriated to study the feasibility of a runway to be constructed at Akutan. The study resulted in a determination that a runway is not feasible. A seaplane ramp, however, is and as a result, contruction funds are requested.

(3) AIRPORT IMPROVEMENTS AT KODIAK $430,000

Kodiak airport is a major "hub" airport serving the needs of both the U.S. Coast Guard and the population of Kodiak. Service activity is high. The requested funds will match $4,300,000 in federal funds for this project. The project

consists of:
(a) asphalt overlay of the 5,000' runway; 1,500' reconstruction; recrowning runway for more efficient drainage;
(b) replace runway lighting; repair runway lighting and install new beacon tower; elevate all runway and taxiway lights;
(c) wiring modifications within the electrical vault;
(d) security fencing.
These funds are also included in the Governor's FY 83 capital budget.

(4) AIRPORT RELOCATION AT TOKSOOK $3,500,000

The city of Toksook Bay presently has an airport which is located along the western side of the community. The residential areas of Toksook Bay have grown up right along side the runway. In addition, the BIA School and the Nelson Island High School are located in the flight pattern of the runway. The village is extremely concerned that there will be an accident with a plane landing among the village houses. This project would enable the airport to be relocated to a safe location within the core township of the community. DOT provided the cost estimate of $3,500,000.

(5) RUNWAY IMPROVEMENTS AT PORTAGE CREEK $475,000

Portage Creek currently is served by a 1900' runway which is suffering from a severe erosion problem. DOT provided the estimate of $475,000. The project will make the needed improvements to the runway. Material is available from a river source adjacent to the village.

(6) AIRPORT RELOCATION AT TOGIAK $3,475,000

Togiak presents a unique problem requiring immediate attention. Togiak is one of the most dangerous airports in rural Alaska. It is surrounded by the village on three sides. Various multi-engine aircraft loaded with fish during the summer months can barely clear homes on take-offs and landings to the southeast. A total of $3,500,000 was included in the 1980 program to relocate the existing 3040' runway immediately behind the village. DOT surveyed the new airport site in the spring of 1981 and selected a beach gravel site for materials. The village, however, objected to removing gravel from the beach because of potential flooding. DOT has now begun designed an upland gravel site and indicates that design work is 90% completed.

(7) CONSTRUCTION OF A CROSS RUNWAY AT NEW STUYAHOK $1,500,000

DOT estimates it will cost $1,500,000 to construct a crosswind runway. The existing strip is in actuality a parking place

for airplanes. In order to provide New Stuyahok with a runway which meets minimum standards, DOT maintains that it will be necessary to construct a new cross runway as well.

(8) CONSTRUCTION OF A CROSS RUNWAY AND AIRPORT IMPROVEMENTS AT MANOKOTAK $1,500,000

Manokotak currently is served by a 2200' runway. To reconstruct this runway to minimum standrds would cost, as estimated by Parker, $1,500,000.

(9) RUNWAY IMPROVEMENTS AT MOUNTAIN VILLAGE $1,800,000

The Mountain Village airport is extremely busy during the Yukon commercial fishing season. It is connected to St. Marys regional airport by a 22 mile road but the road is not maintained in the winter. Both of these factors warrant the upgrading of the Mt. Village runway. The Parker study recommended upgrading the runway to meet standard criteria which would involve the addition of a crosswind runway and the lengthening and widening of the existing runway. Parker estimates the cost at $1,800,000.

(10) RUNWAY IMPROVEMENTS AT RUBY $1,150,000

Runway construction during the summer of 1981 resulted in a 2600' x 60' airstrip. Additional funding is needed to eliminate a swale in the center of the new runway, widen the runway to 100', and to provide an apron. Parker estimates the project will cost $1,150,000.

(11) RUNWAY IMPROVEMENTS AT NOATAK $1,750,000

Noatak is served by a 2400' runway. The requested funds will bring the runway up to minimum standards with the above extimate provide by Parker in the 1982 report.

(12) RUNWAY IMPROVEMENTS AT KOYUK $809,000

Koyuk is served by a narrow, 2000' by 60' dirt runway. Cost of reconstructing the runway to minimum standards is estimated at $1,500,000 by Parker and Associates. In 1981, $1,000,000 was received by DOT through RP approval. The scope of the project is: widen the runway to a 100' safety area, improve line of sight distance by flattening a curve in the vertical profile in an attempt to meet FAA criteria, add an aggregate surface course, install lighting, provide a wind cone and segmented circle, plus some runway lengthening; determine the feasibility of extending the runway to 3000'. The project is currently in design with an estimated construction advertising date of May, 1982.

(13) RUNWAY SEALING AT GAMBELL $50,000

Runway sealing is needed because the existing pavement is 16 years old and has deteriorated due to heavy loads from C-130's and DC-6's. A maintenance repair of the runway could not provide the strength required for this traffic. A resurfacing project would increase the load bearing capacity of the runway for existing and expected traffic. The project will consist of an overlay of the existing pavement with 2" asphalt and 1/2" fiction course (open grade).

(14) RUNWAY IMPROVEMENTS AT KOTLIK $1,100,000

For four months of the year, Kotlik is easily accessible by barge. The river is frozen the remaining eight months of the year and there are no roads connecting the city with the rest of the state. As a result, Kotlik relies heavily on air transportation for cargo, passenger and mail service. The present 2400' runway is dirt and gravel.

(15) RUNWAY IMPROVEMENTS AT WALES $1,000,000

This appropriation will enable lengthening the present 2600' runway to 4000'. The additional length will permit larger aircraft to land bringing needed fuel and supplies to village residents.

(16) RUNWAY IMPROVEMENTS AT CHALKYITSIK $440,000

The requested funds will provide additional monies necessary to complete a FY 80 chapter 50 runway resurfacing and expansion project. It will cover the costs incurred by the discovery of a significant archeological find in the existing material site, developing an alternate material site, pay for the transportation of these materials to the construction site.

Section 2.

(1) KETCHIKAN GATEWAY BOROUGH FOR PHASE I RUNWAY IMPROVEMENTS AT KETCHIKAN AIRPORT $2,000,000

The requested funds will enable the first phase construction of a second taxiway for the Ketchikan airport. Funding is a grant to the Ketchikan Gateway Borough.

(2) KETCHIKAN GATEWAY BOROUGH FOR IMPROVEMENTS TO EQUIPMENT AND FACILITIES AT KETCHIKAN AIRPORT $1,000,000

The requested funds will purchase airport equipment, an equipment storage shed, incidental paving and realighnment of the float plane dock. Funds are a municipal grant to the Borough.

(3) HOLY CROSS FOR RUNWAY IMPROVEMENTS $3,500,000

Holy Cross is the hub for four outlying villages and serves as a transportation center for the mid-Yukon River area. The present runway is 3400' by 80'. The proposed expansion is to 5000'. This expansion would provide a runway of adequate size to serve the growing needs of the area and includes funding for lighting. DOT provided the estimate figure. Funds are a municipal grant to the city of Holy Cross.

(4) MC GRATH FOR RUNWAY IMPROVEMENTS $2,800,000

The requested funds will provide an apron for planes to park. The current runway is of adequate size but does not have an adequate ramp or apron. The existing situation of planes parked on the ramp is dangerous. DOT estimated the cost of construction at $2,800,000.

(5) NORTH SLOPE BOROUGH FOR RUNWAY IMPROVEMENTS AT KAKTOVIK AIRPORT $1,137,000

Currently Kaktovik is serviced by a runway which is operated by the Department of Defense. The requested funds, in addition to the $2,500,000 appropriated last year, will enable construction of a new runway to serve the village's residents.

(6) SELAWIK FOR AIRPORT DUST CONTROL $45,000

The community's houses are located along the village's airstrip. During summer, a great deal of dust is kicked up and creates a health problem for villagers.

(15) SELAWIK FOR AIRPORT POWER SOURCE $50,000

The airport's lighting is currently connected to the city's power source. When the generator malfunctions, the airport's lights can not work. As a result, the city is requesting funds to purchase a back-up generator to assure that the lights function at all times resulting in aviation safety.

HCR

1

Rep. Geussendorf

ALASKA

STATE LEGISLATURE

MEMORANDUM

Concurrent Resolution

House ~~Bill~~ 1 as originally presented is fraught with problems that could present the ferry personnel with nightmares. After reading the bill and thinking about it, I am proposing an alternative. Option #1 extends the elderly free travel to year-round and asks the division to investigate the possibilities of reduced lodging rates. Option #2 extends the "off-season" by two months to include some of the summer when its pleasant to travel in Southeast.

Opt. 1

WHEREAS, since 1974, in response to House Concurrent Resolution No. 52, the state marine highway system has provided for travel on ferries by persons 65 years of age and older on a space-available basis within Alaska without charge during the months of November to April, inclusive: and,

WHEREAS, last year, in response to Legislative Resolve No. 2, 1980, the period of free passage for older Alaskans aboard state marine highway vessels was extended to October 1 to May 15, inclusive; and

WHEREAS, this service has been used by increasing numbers of older Alaskans, permitting travel on the marine highway system at no cost while increasing the number of foot passengers on vessels of the system, and

WHEREAS, the policy of free passage for older Alaskans allows only passage during the "off-season" months and is not extended to other services for senior citizens traveling aboard vessels, and older persons pay full cost of lodging; and

WHEREAS, many senior citizens find it difficult to use vessels of the marine highway system because of the unavailability and high cost of lodging;

BE IT RESOLVED, that the Alaska State Legislature respectfully requests the Governor to direct the division of marine highways to extend free passage for senior citizens to permit older persons to travel between Alaskan ports during any month of the year, and to further investigate the possibilities of making lodging available to elderly at a reduced rate.

Opt. 2

WHEREAS, since 1974, in response to House Concurrent Resolution No. 52, the state marine highway system has provided for travel on ferries by persons 65 years of age and older on a space-available basis within Alaska without charge during the months of November to April, inclusive: and,

WHEREAS, last year, in response to Legislative Resolve No. 2, 1980, the period of free passage for older Alaskans aboard state marine highway vessels was extended to October 1 to May 15, inclusive; and

WHEREAS, this service has been used by increasing numbers of older Alaskans, permitting travel on the marine highway system at no cost while increasing the number of foot passengers on vessels of the system, and

WHEREAS, the policy of free passage for older Alaskans allows only passage during the "off-season" months of October 1 through May 15 and is not extended to other services for senior citizens traveling aboard vessels, and older persons pay the full cost of lodging; and

WHEREAS, it appears that the division could accommodate extension of the free period for older Alaskans by two months,

BE IT RESOLVED that the Alaska State Legislature respectfully requests the Governor to direct the division of marine highways to expand the period during which older Alaskans may travel on vessels of the marine highway system without charge from Septmeber 1 to June 30 annually, and to further investigate the possibilities of making lodging available to elderly at a reduced rate.

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE: 2/20/81
LOCATION: CAP 112
SUBJECT: HCR I

NAME	REPRESENTING	ADDRESS	PHONE	HERE TO TESTIFY	HERE TO OBSERVE
Rep. Ben Grussendorf				✓	
Ron Lind				✓	
Jim Eide				✓	

Rep. Grussendorf

ALASKA

STATE LEGISLATURE

MEMORANDUM

Concurrent Resolution

House ~~Bill~~ 1 as originally presented is fraught with problems that could present the ferry personnel with nightmares. After reading the bill and thinking about it, I am proposing an alternative. Option #1 extends the elderly free travel to year-round and asks the division to investigate the possibilities of reduced lodging rates. Option #2 extends the "off-season" by two months to include some of the summer when its pleasant to travel in Southeast.

Opt:2

WHEREAS, since 1974, in response to House Concurrent Resolution No. 52, the state marine highway system has provided for travel on ferries by persons 65 years of age and older on a space-available basis within Alaska without charge during the months of November to April, inclusive: and,

WHEREAS, last year, in response to Legislative Resolve No. 2, 1980, the period of free passage for older Alaskans aboard state marine highway vessels was extended to October 1 to May 15, inclusive; and

WHEREAS, this service has been used by increasing numbers of older Alaskans, permitting travel on the marine highway system at no cost while increasing the number of foot passengers on vessels of the system, and

WHEREAS, the policy of free passage for older Alaskans allows only passage during the "off-season" months of October 1 through May 15 and is not extended to other services for senior citizens traveling aboard vessels, and older persons pay the full cost of lodging; and

WHEREAS, it appears that the division could accommodate extension of the free period for older Alaskans by two months,

BE IT RESOLVED that the Alaska State Legislature respectfully requests the Governor to direct the division of marine highways to expand the period during which older Alaskans may travel on vessels of the marine highway system without charge from Septmeber 1 to June 30 annually, and to further investigate the possibilities of making lodging available to elderly at a reduced rate.

Opt. 1

WHEREAS, since 1974, in response to House Concurrent Resolution No. 52, the state marine highway system has provided for travel on ferries by persons 65 years of age and older on a space-available basis within Alaska without charge during the months of November to April, inclusive: and,

WHEREAS, last year, in response to Legislative Resolve No. 2, 1980, the period of free passage for older Alaskans aboard state marine highway vessels was extended to October 1 to May 15, inclusive; and

WHEREAS, this service has been used by increasing numbers of older Alaskans, permitting travel on the marine highway system at no cost while increasing the number of foot passengers on vessels of the system, and

WHEREAS, the policy of free passage for older Alaskans allows only passage during the "off-season" months and is not extended to other services for senior citizens traveling aboard vessels, and older persons pay full cost of lodging; and

WHEREAS, many senior citizens find it difficult to use vessels of the marine highway system because of the unavailability and high cost of lodging;

BE IT RESOLVED, that the Alaska State Legislature respectfully requests the Governor to direct the division of marine highways to extend free passage for senior citizens to permit older persons to travel between Alaskan ports during any month of the year, and to further investigate the possibilities of making lodging available to elderly at a reduced rate.

Alaska State Legislature

House

TRANSPORTATION COMMITTEE

JUNEAU ALASKA

HCR 1 Reduced Rate Travel for Older Alaskans on State Marine Highway System (Grussendorf)

HCR 1 directs the Division of Marine Highways to establish a summer passage fare schedule for senior citizens (65 yrs & over) and year-round food, lodging and vehicle transportation service aboard vessels of the marine highway system at one-half the amount charged others. This direction to be done without modification of present policy of providing free passage to Older Alaskans during "off-season" months (i.e., Oct 1-May 15 on a space-available basis for foot passengers. Note: Copy of Legislative Resolve 2 is attached for your reference.

Comments from Grussendorf:

> I contacted Grussendorf for back-up information and fiscal note. Rep. Grussendorf is out of town - notification of completed materials will be given by his office.

Sched. 3/20/81

STATE OF ALASKA

THE LEGISLATURE

1980

Source	Legislative Resolve No.
SCR 40 am	2

Relating to expansion of the period during which older Alaskans may travel free on the state marine highway system.

BE I. RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

WHEREAS, since 1974, in response to House Concurrent Resolution No. 52, the state marine highway system has provided for travel on ferries by persons 65 years of age or older on a space-available basis within Alaska without charge during the months of November to April, inclusive; and

WHEREAS this service has been used by increasing numbers of older Alaskans, permitting travel on the marine highway system at no cost while increasing the number of foot passengers and revenues from ancillary services on vessels of the system; and

WHEREAS the "off-season" travel months for the marine highway system overlap the free period for senior citizens by one month at each end of the fare period; and

WHEREAS, on the basis of records of passenger service maintained by the division of marine highways, it appears that the division could accommodate extension of the free period for older Alaskans by two months, to correspond to the dates of "off-season" schedules for the ferry system, with little or no detriment to the services provided all passengers;

BE IT RESOLVED that the Alaska State Legislature respectfully requests the Governor to direct the division of marine highways to expand the period during which older Alaskans may travel on vessels of the marine highway system without charge from October 1 to the following May 15 annually.

I. REQUEST

Bill/Resolution No. HCR 1 Relating to reduced rate travel for older Alaskans aboard vessels of the state marine highway systems.

Title

Requested by: Date

II. FISCAL DETAIL

Public

Agency Affected Dept. of Transportation & Facilities, Division of Marine Highway Systems

Program Category Affected Transportation

BRU, Program, or Subprogram(s) Affected S.E. Vessels and S.W. Vessels

(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

		FY 81	FY 82	FY 83	FY 84	FY 85	FY 86
100	PERSONAL SERVICES						
200	TRAVEL						
300	CONTRACTUAL						
400	COMMODITIES						
500	EQUIPMENT						
600	LAND & STRUCTURES						
700	GRANTS, CLAIMS, ETC.						
	TOTAL						

FUNDING (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

House Concurrent Resolution No. 52 (1974) refers to all citizens sixty-five years of age (65) and older traveling between Alaskan ports during the winter (off-season) months and provides free foot-passenger fares only.

1. Assuming that House Concurrent Resolution No. 1 (1981) is to augment House Concurrent Resolution No. 52 (1974), the effect on passenger fares would only be reduced for the months from May 15 through September 30. All other sources of revenues would be affected throughout the year.

(continued)

James R. Eide

IV. DATE February 19, 1981 PREPARED BY James R. Eide, Director

AGENCY Division of Marine Highway Syste

PHONE 465-3951

Original: Legislative Finance

cc: Budget and Management

Prime Sponsor (First Legislator Named)

33-001 (Rev. 12/80

ALL SENIOR CITIZENS - ALASKA PORTS ONLY

	PASSAGE	VEHICLES	FOOD	STATEROOMS
May 15 through September 30:				
	$184.4	$ 91.4	$35.0	$29.9
October through May 15:				
	-0-	$ 62.1	$14.9	$15.4
TOTAL	$184.4	$153.5	$49.9	$45.3

For a twelve month reduction in revenue of: $433.1

II. If this were expanded to the use of the Southern Terminus (either Seattle or Prince Rupert), we could expect an increase in usage of the senior citizen pass procedure to reduce revenues as follows:

ALL SENIOR CITIZENS - ALL PORTS

	PASSAGE	VEHICLES	FOOD	STATEROOMS
May 15 through September:				
	$368.7	$182.8	$70.0	$59.7
October through May 15:				
	$ 38.2	$124.1	$29.9	$30.7
TOTAL	$406.9	$306.9	$99.9	$90.4

For a total of: $904.1

If expanded to include the Southern Terminus for all senior citizens with no space available limitations, the nationally well-organized senior citizen groups would tend to fill the vessels to the detriment of full-fare paying travelers. Because this plan would increase the average age of the traveling public, it would result in the expansion of service to meet the needs of the older passenger. It is anticipated this could be accomplished by the addition of two Steward personnel on each of the larger vessels, and one each on smaller vessels.

Yearly costs as follows:

M/V's COLUMBIA, MALASPINA, MATANUSKA	2 each	6 X $31,013 =	$186,078
M/V's TAKU, LeCONTE, AURORA	1 each	3 X $31,013 =	$ 93,038
M/V's TUSTUMENA and BARTLETT	1 each	2 X $33,575 =	$ 67,150
		TOTAL	$346,266

This could be expected to increase ten percent (10%) per year.

III. If the expansion of the senior citizen pass is intended to apply only to older Alaskans, we could expect a revenue reduction of:

ALASKAN PORTS ONLY - ALASKANS ONLY

	PASSAGE	VEHICLES	FOOD	STATEROOMS
May 15 through September:				
	$110.6	$54.8	$21.0	$17.9
Plus months of October through May:				
	-0-	$37.2	$ 9.0	$ 9.2
TOTAL	$110.6	$92.0	$30.0	$27.1

For a total revenue reduction of: $259.7

(Continued)

the Southern Terminus (Seattle and/or Prince Rupert), the following would apply:

	PASSAGE	VEHICLES	FOOD	STATEROOMS
May 15 through September:				
	$147.5	$ 73.1	$28.0	$23.9
October through May 15:				
	$ 30.6	$ 49.6	$11.9	$12.3
TOTAL	$178.1	$122.7	$39.9	$36.2

For a total in reduced revenue of: $376.9

The development of House Concurrent Resolution No. 1 (1981) would not create a large percentage decrease in projected revenues, between 1.1% to 3.8%. However, the Division of Marine Highway Systems has in the past tried to maintain a 2:1 ratio of expenditures:revenue, which would be affected by a reduction in revenue.

V. Assuming this service is intended to be offered on a space available basis, consideration must then be given to the complications which might arise if an elderly person were "bumped" and temporarily stranded in a port other than their destination, in order to accommodate full revenue passengers.

VI. Operational problems will be encountered in the management of this new rate structure especially as it applies to food service.

HCR

25

APR 2 8 1981

CITY OF VALDEZ, ALASKA

RESOLUTION NO. 8113

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF VALDEZ PROTESTING THE DECISION OF THE STATE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES TO TRANSFER DESIGN PERSONNEL PRESENTLY LOCATED IN THE SOUTHCENTRAL REGION AT VALDEZ TO THE CENTRAL REGION IN ANCHORAGE.

WHEREAS, the citizens and public officials of the City of Valdez protest this closing and transfer of Design Personnel presently located in the Southcentral Region to the Central Region in Anchorage; and

WHEREAS, approximately 25 permanent positions, x 2 = 50 -100 as well as many temporary positions will be lost in Valdez; and

WHEREAS, the City of Valdez recently bonded $18,000,000 for the construction of a new grade school facility; and

WHEREAS, there would be many school-age children affected and the ripple effect that is created by the planned move affects not only those individuals and their spouses and the school children, but also the service community that has developed the infrastructure to provide for the needs of these families; and

WHEREAS, the City of Valdez would suffer a great loss as among those individuals whom the transfer plans would affect are members of the planning and zoning commission, a parks and recreation commissioner, members of the library board, members of the transportation commission, members of the community health commission, members of the Copper Valley Telephone board, and others whose work significantly affect the ongoing operation of Valdez; and

WHEREAS, a review of the Department of Transportation records indicates that the Southcentral Region has demonstrated the ability to bring projects to completion in a very timely fashion and the Southcentral region appears to be staffed to accomplish work within the Federal dollar contribution range of approximately $20,000,000; and

WHEREAS, Department of Transportation employees in Valdez should have advertised or under construction many projects during 1981, including: Dayville Road Paving ($1,000,000); Ferry Access and Hazelet Avenue Paving ($700,000); Mile 43 to 46 Reconstruction ($4,000,000); Mile 46 to 65 paving ($4,300,000); Mile 81 to 90 Reconstruction ($7,000,000); Mile 115 to 125 Reconstruction ($8,300,000); Mile 186 to 192 Paving ($1,000,000); Mile 19 to 26 Paving ($1,000,000); Copper River Highway Mile 29 to 33 ($3,000,000); Tok Highway Mile 2 to 30 ($4,000,000); and

WHEREAS, further review indicates that the Southcentral Region plans to advertise or have under construction the following projects during 1982: Mile 6 to 14 Reconstruction ($13,000,000); Mile 16 to 19 Reconstruction ($4,000,000); Mile 35 to 40 Reconstruction ($8,000,000); Mile 101 to 106 Reconstruction ($9,000,000); Mile 38 to 48 Reconstruction ($10,000,000); Mile 51 to 52 Reconstruction ($600,000); and

WHEREAS, the anticipated move is being done to enhance productivity but the records indicate that the Southcentral Region is more productive in terms of dollar-amount finished product than the Southeastern Region located in Juneau and could soon surpass the Northern Region in Fairbanks; and

WHEREAS, a further review of records does not indicate that Anchorage has been able to get projects out for many untold reasons, including environmental difficulties and lack of coordination between the various sections within the Department, therefore, transferring more personnel

into Anchorage would not appear to increase production - rather the opposite would likely result; and

WHEREAS, the many citizens of Valdez believe that a better solution may be the expansion of the present Southcentral Region boundary making four equal regions instead of three that are presently being proposed; and

WHEREAS, Valdez is pleased to be neighbors with Glennallen and Cordova and has recently undertaken to improve relationships with these communities to enhance further development in this area; and

WHEREAS, the highway systems are critical to the State of Alaska due to the proximity of the Alyeska Pipeline, the proposed construction of the Alaska Oil Company refinery and the possible location of a petrochemical complex in this area; and

WHEREAS, the City of Valdez undertook the bonding of a $48,000,000 dock facility understanding that the Richardson Highway would continue to be improved over the next several years; and

WHEREAS, there is much concern that should this transfer take place, rural road improvements will not receive the required priority of planning, engineering and construction.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF VALDEZ, ALASKA that

Section 1. the City of Valdez urge and beseech the State Department of Transportation, the Governor of Alaska and the Alaska State Legislature to reconsider the impact of this proposed move and make whatever decisions are necessary to avoid the fallout which will be suffered by the City of Valdez and the citizens of Valdez if it is ultimately implemented.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF VALDEZ, ALASKA this 20th day of April, 1981.

CITY OF VALDEZ, ALASKA

Stephen A. McAlpine, Mayor

ATTEST:

City Manager/City Clerk

Ayes: 7
Noes: 0
Absent: 0
Not Voting: 0

Zhar

MEMORANDUM State of Alaska

TO Files

DATE April 13, 1981

FILE NO

TELEPHONE NO

FROM Robert W. Ward, Commissioner
Department of Transportation
and Public Facilities

SUBJECT Design and Construction
Reorganization

In designing organizational changes, it is necessary to review the existing organization to determine its effectiveness in accomplishing the mission it was created to perform.

In creating the Department of Transportation and Public Facilities the most important stated objectives were:

1. To integrate all transportation modes into one organizational unit to prevent duplication of functions between modes and provide for maximization of the talents of professional personnel.

2. To provide for decentralization of headquarters functions as much as possible and place more responsibility in strong regional organizations.

3. To provide a definate separation between the Planning & Programming functions and the Design & Construction functions.

For some reason, in organizing the new department the Design & Construction unit was not organized to accomplish objectives 1 and 2.

The current Design & Construction organization that has existed since the reorganization of July 1977 has these major elements:

1. The Commissioner has the ultimate responsibility for the functioning of all aspects of the unit. This responsibility is translated to the unit through the Deputy Commissioner and Assistant Deputy Commissioner for Design & Construction. Below this level the organization goes modal. Only three people in the hierarchy of Design & Construction have any responsiblity for more than one mode.

2. The Director of Highway Design & Construction resides in Juneau and with a very strong headquarters staff directs highway construction activities statewide through 5 regional offices (Nome, Valdez, Fairbanks, Anchorage & Juneau), and highway design activities statewide through 4 regional offices (Valdez, Fairbanks, Anchorage and Juneau).

3. The Director for Aviation Design & Construction resides in Anchorage and directs the aviation Design & Construction statewide from that central office with only a slight regional presence in Fairbanks.

4. The Director of Waters & Harbors Design & Construction resides in Juneau and directs Waters & Harbors Design & Construction statewide from that central office without any regional offices.

5. The Director of General Design & Construction resides in Anchorage and directs the General (Buildings) Design & Construction statewide from Anchorage but also has regional offices in Juneau, Fairbanks and Anchorage.

For several months now, we have been developing an organizational plan for the Design & Construction unit that will satisfy the principal objectives sought in creating the department.

To repeat the two principal objectives that are not now being met are:

1. To provide for integration of the modes to eliminate duplication and to maximize the utilization of the professional personnel.

2. To decentralize the headquarters functions into strong regional organizations.

To look now at the present 5 regional offices that have DOT/PF organizations (Juneau, Anchorage, Fairbanks, Valdez & Nome) only Juneau, Anchorage, and Fairbanks have more than one mode of Design & Construction represented. Also, Valdez and Nome do not have adequate representation from other activities of the department that are vital to strong regional control and execution of Design & Construction functions (Right of Way, Materials, and Planning & Programming, etc).

In light of the above, the decision had to be made as to the number of regions required. If the decision were to have 5 Design & Construction regions then Nome and Valdez would have to have a substantial increase in personnel to be able to provide the expertise to support the degree of autonomy that is required. This would necessitate hiring more people into high cost areas (8 pay steps in Nome and 5 pay steps in Valdez above Anchorage pay ranges) and it does not offer as many opportunities to secure better utilization of talent. This seems to be much too great a price to pay considering the nature of the programs anticipated for the Nome and Valdez regions.

what are the programs anticipated

Therefore, it was decided to concentrate on the three principal regions, to put the Nome region and that part of the Valdez

region north of Glenallen into the interior region and the portion of the Valdez region south of Glenallen into the Anchorage region for the purposes of design and project development for all modes. The Fairbanks and Anchorage regional organizations will provide for residencies in Nome and Valdez for construction management.

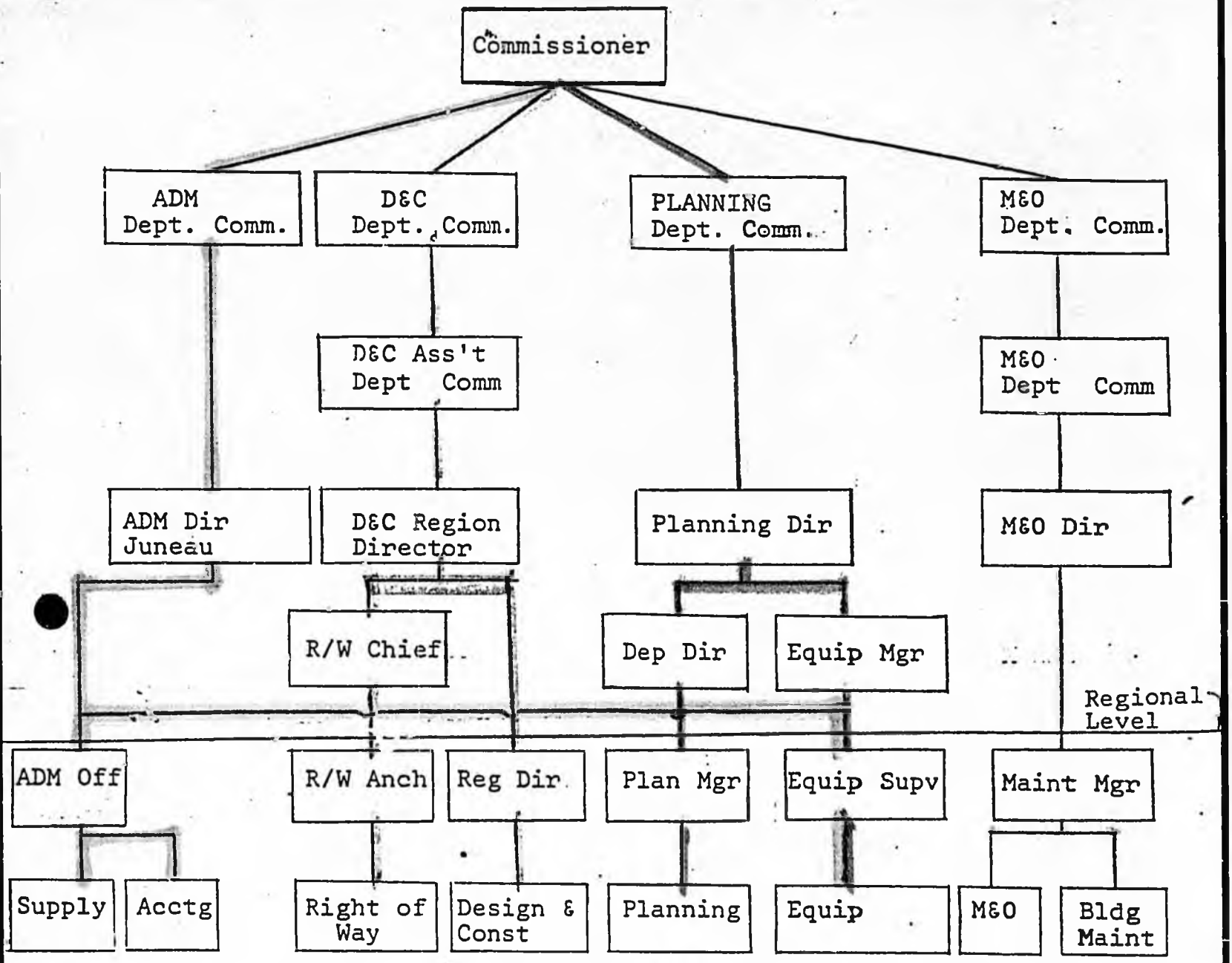
What this means then is that the highway design functions will be all that will have to move from Valdez (approximately 30 positions) and this will occur as rapidly and as smoothly as possible.

The construction people and, of course, the maintenance people with their support will remain in Valdez. Presently, the department has a total of 210 positions assigned to Valdez (110 full time and 100 part time or seasonal).

So then, the new Design & Construction unit will be organized with three regional directors of Design & Construction who with one Deputy each will be responsible for all Design & Construction activities in the three principal regions with Anchorage & Fairbanks accomodating residencies for construction. There will be one Director of Standards and Technical Support in Headquarters to provide support for the regional organizations but not control.

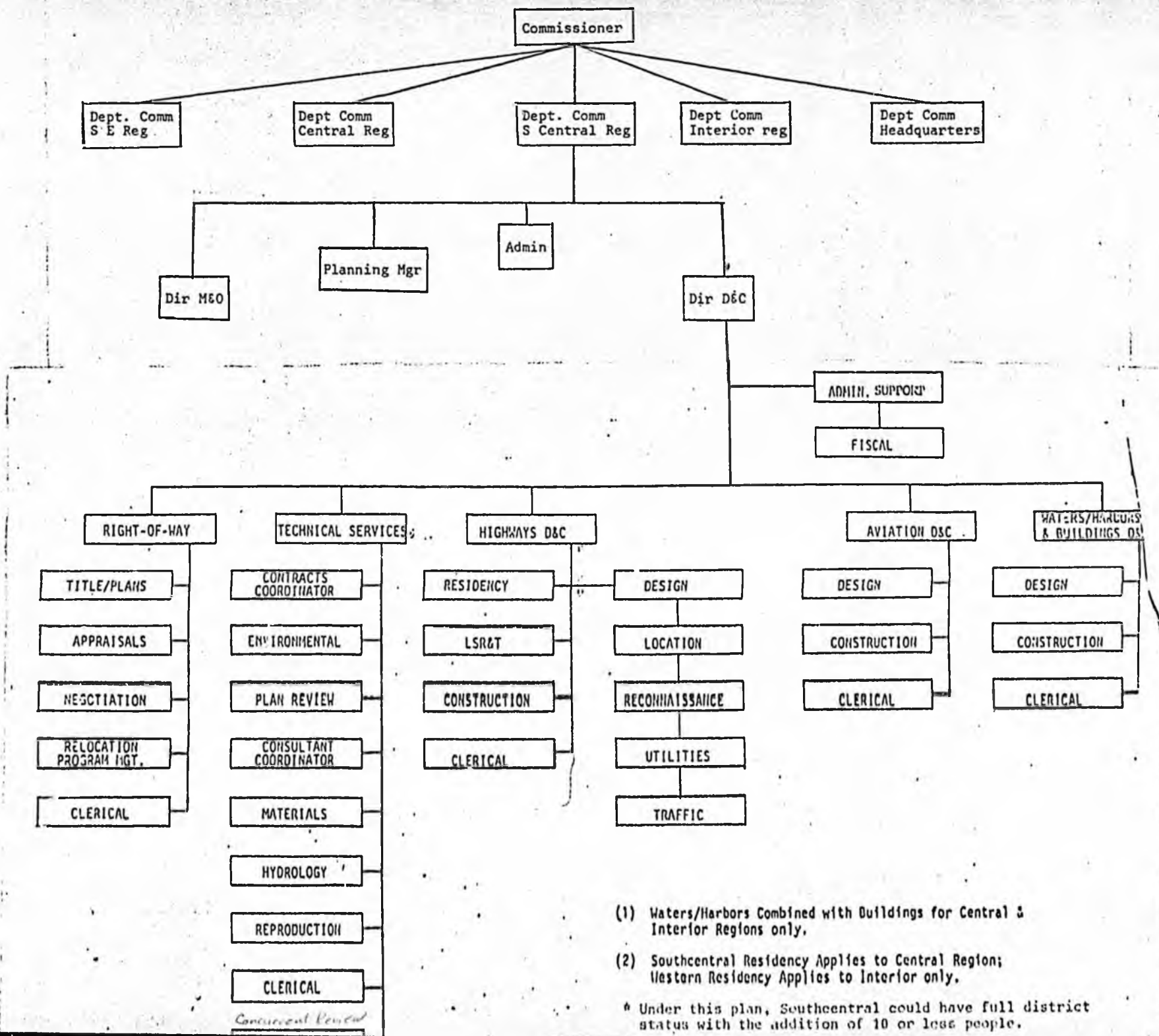
I am confident that this organization will provide the structure to satisfy the principal objectives of the operation of DOT/PF and will well serve the people of Alaska.

HOW D.O.T CURRENTLY FUNCTIONS



This chart represents the parallel lines of authority from the lowest regional position to the commissioner. There is no one person in each region that is accountable to the commissioner for coordinating the regional work effort. Therefore there is very little cooperation between the various regional sections. Everyone is dancing to a different drummer. Suggestion: Coordination would greatly improve if planning was under design and construction.

How D.O.T. Could work.



(1) Waters/Harbors Combined with Buildings for Central & Interior Regions only.

(2) Southcentral Residency Applies to Central Region; Western Residency Applies to Interior only.

* Under this plan, Southcentral could have full district status with the addition of 10 or less people.

This chart represents a possible re-organization of the Department of Transportation/ Public facilities. The blocks in this chart are "functions" and should not be construed as job positions. One person, or group of persons could perform several functions.

Each of the regions would have these functions in their region and the Regional Deputy Commissioner would be responsible to the Commissioner for the functions in his region. This organization would facilitate a regional autonomy to reflect regional differences but would also allow best implementation with the expertice available.

MINUTES OF SOUTHCENTRAL REGIONAL MEETING, COMMISSIONER WARD'S VISIT, APRIL 15, 1981, 1:00 P.M., COURTHOUSE BUILDING, VALDEZ, ALASKA

Commissioner Robert W. Ward, DOT/PF, opened the meeting at 1:10 p.m. by introducing himself, Ray Shumway, Deputy Commissioner, Design and Construction, Dick Armstrong, the new Director for Design and Construction, Central Region, and Herbert Lehfeldt, Chief Engineer, for the Southcentral Region.

Commissioner Ward went on to say that he wanted to give some background as to why the Valdez D&C was being relocated and that also, a question and answer session would be afforded after his talk was completed. A memorandum dated April 14, 1981 on the subject of "Department Reorganization" would be circulated, along with a questionnaire he hoped could be completed and turned in to the Chief Engineer as soon as possible. Information submitted on the form would assist the task force to determine which people would be transferring and when. Commissioner Ward also mentioned that he had another meeting yet to attend on this same subject with the Mayor and City Council members, and that Deputy Commissioner Shumway would be covering additional points.

The Commissioner continued on to say that he wanted to digress about the organization of the department. I guess in Valdez employees were unaffected when the department merged (Public Works and Highways). The name changed and some functions changed but really operations were very little different than in the past. Some confusion - maybe not the right word but some confusion consternates the merging of the two departments (Public Works and Highways) Similar to a shotgun wedding. People in both departments felt that perhaps that maybe it could be ignored long enough that it would go away and things could be operated as before and things would still function. Basic to all this and let me go back one step further and say what people wanted to accomplish or intended to accomplish by the merging of the two departments. Necessary to have a specific, separate group of engineers doing nothing but Aviation's work - or buildings work - and also because there are similar organizations or multiple organizatons doing D&C work for the same umbrella organization. In our case - the State, why is it necessary to have two administrative functions that supported both - and perhaps people of the state would better be served by less duplicates by combining these functions and better utilize the talent to avoid duplication. There was another thing that was even more difficult in this transition but perhaps not so well recognized. The outset - there was great move afoot on whether it is valid that a decision like this - in this room or anything like it is to provide a separation between people who conceive projects or plan projects - if you will - and those who design and construct. The definite separation was the watch word and one of the final objectives but so and then there were others - now let's go back to the basic three. Better utilization of talent - cross utilization of some of the talent - by not having to have duplicate administrative organization to provide the support by separating by avoiding duplication and separation of design and planning functions. In our particular case again, and I suspect as in the case of others - but there is another one that was more critical than others and that was a stronger regional presence - more automony in the regions and less centralization. So to start from those objectives to see what actually did occur when our

two departments were merged that affects us all — highways became the(u The department was organized as you are aware into four discreet units - Maintenance and Operations particularly - perhaps the stepchild of both the initial reorganization but it took its place as one full fledged unit with a Deputy Commissioner for Maintenance. With Directors of maintenance in five regional organizations. In addition to that there was a D&C Unit for a set activity also discreet with a Deputy Commissioner for D&C but there below that Deputy Commissioner level, everything went modal again. Again, perhaps part of this trying to maintain things as status quo still trying to do the same job as everybody was doing before but still accomplish the purpose of two departments. There was a Director of Highways Design and Construction in Juneau with a very strong Headquarters operation in Juneau, engineers in basically five regional organizations, but not the strong regional presence. Perhaps the people envisioned a _____department together. Headquarters really did control the program. There was a lesser degree and automony and organizational capability in the region. Nome was lesser organized than Valdez, Valdez was lesser organized than Fairbanks in terms of capability and support capability to support a discreet D&C concept. Southeast was similar to Fairbanks and of course Anchorage was the largest in numbers but was adequate to support the staff functions. Aviation D&C was organized with a Director of Aviation located in Anchorage but no regional organization at all. There was some regional organization in Anchorage and a slight amount in Fairbanks but basically it was not regionalized at all. General D&C, Buildings positions with a Director in Anchorage and a strong Headquarters and again three organizations - Anchorage, Fairbanks, and Juneau. Waters and Harbors — a strong Headquarters function - a Director of Waters and Harbors — no regional organization at all. No accomplishment of original objectives that were originally created. There wasn't a melting of the modals - there wasn't a cross utilization of high powered talent - the elimination of duplication did not occur. Planning and Programming organized into three regions in Anchorage, Fairbanks, Juneau, with a Director for Transportation Planning for the Region in all modes. Now it comes not to why - and the question has been - and I have only been here two and one half years about - and the department was created year and one half before I got here. Everything up to this point has been, and the Governor asked me to do - do what you can to tune the organization - get it to function the way it was intended to function when it was organized. Planning and Programming was changed (adjusted people, etc.) but no major changes. As you are all aware, there is a perception out there that there are enormous amounts of money that are appropriated to this department that we can't transfer to _____. People do not understand how dollars are appropriated. People do not seem to understand how funding is worked. Legislators were concerned with projects not getting out - Legislative audits were made and special investigations by individual legislators or president of the senate, Senator Kerttula - to the Lieutenant Governor writing a letter to the Governor suggesting some things, and they all related to the fact that the organization was responsive in terms of being able to get the projects out. I believe this concept will work with all my heart and soul - that there is high power talent that can get things

done and we are getting work out. But much more so than when it was the Department of Public Works and Highways used to do three years ago with basically the same number of people. So we are doing something right - but there are still those objectives that are not being answered. Ray and Dick, Jack Morrow, and others who have been to staff meetings periodically (since I've been here) know that we have been heading in this direction for a long time because things had to get better. We had terrible gaps with responsibility and the responsibility with cooperation between D&C and Planning and Programming units. We can still be more responsive. If we are going to satisfy these objectives, we have to have a stronger presence in the region. If you are going to have operational decisions made in the regions - if you're not going to have a veto power or a control mechanism in Headquarters over the region - there has to be that capability in all regions to function in all areas. If a Director in the region is going to be able to track problems of projects whether it's Right of Way, Materials, Utilities, or Design, he needs to be responsible for that in all modes so he can determine quickly when there is a problem, and where he is. Then have the resources there to be able to respond to the problem - solve it once he identifies it. So we decided then that we'll go to a strong regional concept - we will reduce Headquarters control over the projects - but how will we do that? We'll have the ROW people, we'll have the materials people, we'll have everybody involved in D&C projects reporting to the Director in the region. We won't have a Chief in Headquarters in Juneau that people in the field report to, but there will, of course be Chief Shumway because he is over all D&C functions. Operational decisions will be made in the field but we still must - I'm sure you all recognize - we still must have uniformity because it is a large department doing a variety of jobs in the state. There has to be some consistency in the way we do it so we'll still have to have a standards and technical support section in Headquarters that will be headed up by a Director and they will provide design work. There will be an audit - but even at that - the regions will be making their own decisions. How many regions? We examined those regions that had ongoing operations before. Valdez and Nome were the only two regions of five that were established as maintenance regions - only two of the five that haven't had anything but one mode in D&C in those regions. Remember now - we're talking from this point on - the only unit that we're talking about is reorganizing Design and Construction. There was only three principal regions that had any other mode than highways that had more support in personnel - Anchorage. We had to do one of two things. We would have to bring in more people into the regions that were shy of the capability to be able to support a strong regional concept, or if we're going to try to do with the people we had and I'm convinced that we have enough. Then we had to do it another way and that was with the three principal regions bringing more people in to higher cost areas - let's face it - Valdez is five pay steps higher than Anchorage - Nome eight higher. The price to pay to get stronger regional concept under a five regional concept for the extra benefit that would be involved translated back to the people of the state because of having extra expense in the regions - was a greater price to pay than I felt it was necessary to pay.

So that would mean D&C both - that would be relocated. That was the intent originally. Ray and I and Dick Armstrong, and others have gone over organizational charts. Ray and I have been doing them for months - others within the act only a shorter period of time - weeks. We've been over them over and over and now our thought is - and people are - here to talk about it is the design function would move and necessary to do that this year design function (As Soon Schools c Not c) both the Central Region and the Interior Region would have capability for residency - but still no regional organization and so the construction operation - most but in total - would remain here. There is some construction function in Nome. Basically the region as far as D&C for Valdez would be split north and south. In other words, the lines would go across horizontally somewhere about Glennallen north would go into Interior Region and south into the Central Region. And that would require - we targeted - announced a long time ago to go into effect by fall, this fall, October 1, 1981. I know its a bitter pill for a lot of people and I know that there is a lot of political support here - that's absolutely no surprise to me. Moving is not one of my favorite chores. I've been around local government long enough to know that any local government is going to squawk and properly so if they lose one person. It also seems to me - in terms of the overall complex that - and scope of things statewide - Valdez is economically better in a spot now to withstand this move than its ever been in its history. That doesn't mean I'm minimizing the impact - the economics are better now. So we do have a memorandun but before we get to that - I'd be happy to answer any questions that anyone might h

The following questions were asked of the Commissioner:

Robert Larson, District Construction Engineer - Would we, being Construction, be taking on some of Docks and Harbors work? Maybe airport work? Mr. Ward - That's a good question - it is a question that I can't answer - I don't see any reason not to. Larson - This would seem to me to fit the objectives. Mr. Ward - Perhaps Mr. Armstrong has the answer. Armstrong - Yes, and I would like also to point out that anything that stays here also would still be a part of the Central Region - there wouldn't be a different Headquarters operation for Valdez or for any other region - in other words reporting here. The Director is responsible for all modes.

Bill Boyd, Right of Way Supervisor - We do supportive work for design, does that mean we'd be moved too? Mr. Ward - Yes.

Mr. Shumway - After the Commissioner gets finished with the general comments on the reason that emphasizes why the move, then I think we'll spend some time on the actual proponents of the move and how it involves various positions.

Robert LaRue, Administrative Officer - This is all very interesting but what really concerns people here is the upheaval of families - economic loss of homes, and I'm wondering if there is any kind of plans facilitated - when we have to sell our homes or won't be able to sell at all? Is there anything afoot to somehow offset this

economic loss that many of us will have? Mr. Ward - The memo spells out or discusses what's available - and what we have available is what's available under the law. We don't have the opportunity for litigation of different economics. We do have the - quite liberal relocation provisions in terms of the move and transporting from one plac to another but we don't have the ability to litigate economic loss.

Bob Lieb, Right of Way Draftsman - You mean I just bought a $100,000 home and I'd have to sell that for $80,000 - I'd have to take a loss plus my wife being out of a $32,000 year job. I really can't see where that's really beneficial to anybody - that there's not some way that we get somd kin of - even just break even in the overall deal. Mr. Ward - I understand.

Marc Hanna, Environmental Assistant - Have you examined the possibility of - you say the Governor supports this move - has the possibility been examined that legislation could be introduced similar to what was introduced to compensate people in Juneau with the Capitol move? Mr. Ward - If I said that the Governor was supportive of this move - I didn't portray solely _____ The Governor asked me to do what I felt was necessary to implement the move. The Governor is supportive to this point. We live in a political arena and no one knows it better than you. You know where your political representatives are and some of you have contacted them already. Senator Kerttula is very concerned as is Representative Cato - as is the community of Valdez - and as are otners. Valdez is not an economically depressed area - it is, as a matter of fact, probably the most economical of all other areas in the state. We are not taking away all options from anybody for jobs. We are moving some positions - that's the plan. Now, it is possible, and it is my commitment to implement the move as best as I know how and that's what I will do. Now - this move may be turned around as before - but leaving things as is wouldn't be beneficial to the state.

Bob Lieb, Right of Way Draftsman - Let me understand that this move is the best for the department and has no political reasons? Mr. Ward - ridiculous! Lieb - Well, we understand that you had some disagreement with some legislators and that's what prompted this? Mr. Ward - You could be referring to one of two people - Senator Kerttula or Representative Cato. Kerttula and I have been friends for 20 years so it must be Rep. Cato. Kerttula and I have been working on this reorganization for over a year and before Rep. Cato was even elected.

Gene Kubina, Teacher, Valdez introduced himself and was asked by Mr. Ward, what are you doing here then - just as a - Mr. Kubina responded he wasaconcerned citizen and also represented the teachers union and that several teachers would be affected by this move. He went on to state that - you said that you were working on this before the election - was anyone else aware of that? Public? Mr. Ward - It was not a public decision - still is not - yet.

Jim Wallen, Traffic Section - Inquired about time schedules for the different moves. Mr. Ward stated that this would be addressed later by Mr. Shumway.

Mr. Ward then concluded his discussion with the following - thank you very much for whatever it may seem - appreciate your patience and in the end you will be pleased.

Mr. Ray Shumway then conducted the remaining portion of the meeting. He stated the following - I don't have any prepared notes-- I think the Commissioner outlined exactly the reasons for the move as he sees in the best interest of the State of Alaska. I think its our job - working for the Commissioner - to accomplish his wishes. I want all of you to know that all of you sitting out there that are affected that we are all concerned about the individuals involved, and any financial impact. It hasn't been the least in our mind - realizing that we could be sitting in the same position as you are. With that thought in mind, we can look - perhaps at the implementation plan that fits two things. (1) How could we accomplish the move in a fairly reasonable time frame that would be in the best interest of the state and allow acceptance from my people, Commissioner and the Governor and secondly, how do we accomplish it within the desires of those people who are affected? We kind of set a time - a deadline on this thing - of those positions - and remember when I say positions - I'm talking about positions - not necessarily about the people that are in those positions. We set a time frame for these positions that we feel should be relocated no later than October 1, 1981. Now there's lots of reasons why we picked this date - none of them really by themselves stand alone - it's the end of the construction season. It's six or seven months down the road and perhaps the people can make their personal _____ and other than that _____ and it's too late that we can't implement the program for next season - that we can't give three regional areas the automony they need to develop this program. Because if you bear with us you will all realize that when the Legislature last year dumped $500 million dollars worth of projects on the DOT (unclear) we expect a large number of projects this year. We want to be ready to be able to operate when this does occur. And anybody that thinks that this state isn't going to accomplish a lot of capital projects next three or four years - got their heads in the sand - it's going to happen. So the day we set is no longer than October 1. It doesn't mean that when there are special conditions and cases thats to the mutual advantage of the employee, and to management, that this could not be altered. Generally speaking - we are looking at a very firm date. When we start talking about positions in this move - they will be moved. We would hope that perhaps you could come earlier. We know that you have families in school, we know that there are certain things that have to be taken care of but there are perhaps individuals who want to get it over with. At any such time the individual is in a position - if the decision has been made to move that individual with the position, we would like to make it as soon as possible. So that's more or less the time frame. Commissioner Ward mentioned

What about part of Valdez and Seward

briefly the boundary changes. We decided that generally this is a highway oriented region -- no question about it. The people that are sitting here are highway oriented - that's been that way for 20 years - even before that. So what we did on that change -- we talked about highways and what we'd sent to the Central Region. They'll take all the Glenn Highway to Glennallen and the Richardson down to Valdez and north of that the Interior will have the Richardson, Alaska Highay, and Tok Cutoff to Glennallen. That's essentially the way it will pan out. And what we're going to look at - and have been looking at - the problem mostly involves you people are the projects. We have some projects that are under contract, advertising some soon, so much percent accomplished on other projects in design phase. What we'll do is make a decision very soon of which projects remain to be completed here and which ones will be reassigned to Central and Interior Regions. This will be Central and after consultation with the _____ people involved. No final decison on those projects for the timing - what we have essentially done - See chart on the wall -- color coded. What we're saying is that those positions which are blue will relocate to another location by October 1, 1981. Positions in red will remain as permanent full-time positions in Southcentral. They will remain because they are a residency construction unit. Reds are those positions which we have determined at this point in time will stay here. Yellow positions are those positions as we see it that can be made seasonal and can be relocated in seasonal positions and possibly the work will still be involved in Southcentral. We've also got some that are not colored at all. Those are vacant positions and are positions which they are top level - are vacant but which a determination has not yet been made for either the people who can fill those positions or whether or not they will be filled. Green (three) positions are for which we have found no other place in the state. Doesn't mean that those incumbents - in those positions - do not have a position necessarily. It would just mean we see no need elsewhere for those PCN's elsewhere. This is probably some things you'll want to look at (chart) it's not signed by the Governor, Commissioner, or myself - It's our plan for the present time and we are trying to be frank and this is the way we see it. Have had discussions with Messrs. Lehfeldt, Matlock, and Armstrong, but no discussions with staff until now. What we need to do down the road as the Commissioner said - he is going to have three strong autonomous regions. Design and Construction units capable of designing any building, any mode or facility given them - whether it be a crossing, airport, harbor or highway. With the three strong regional authorities that can accomplish the work. That decision has been made. We determined and were able to convince the Commissioner that Valdez Southcentral Region has a tremendous healthy construction program in 1981 and 1982. With that in mind, retaining the residency here is the thing to do. The length of time a residency would remain in a given area would of course depend on the workload. If the Southcentral Region two years from now doesn't have any programs, no reason to have a residency. Don't see that as happening but there is a possibility. It could be due to the legislative process and the needs proces - could be all the projects would be in Nome. So what I'm saying is that even though we've set these red blocks as to be permanent positions to remain

here. It all depends on the workload. Anyway this is the way we see it. We have two or three of these in small form which certainly will be available and will certainly be circulated and again, it's just a draft. The Commissioner appointed the task force Rich Armstrong, Charles Matlock, Ron Lind, Administration, and myself to look over the problems. There was consideration to delay this a year I discussed this with him thoroughly - you know it's a bad time - big program - but it was his decision there is no good time - so why delay what is inevitable. So the Governor gave him the direction and he made the decision. We have a questionnaire here that we would like all of those people who are involved in these positions to take. Fill it out and return it as quickly as possible. We wish to know where you plan or would like to be? Remember I wouldn't take the assumption that becaus it's blue, that it means that position is going to Anchorage. Plus it is very important that position _____position and yourself to Fairbanks if the need is there so look at that too - so note where you want to be even if it's to remain in Valdez - we want to know that. What's your first, second, third choices would be. We want to know what positions what your choices would be. If there is any particular comments that you attach to something - particular to your situation that you want us aware of. We talked to a couple of individuals personally this morning. Positions of people on the chart in the green since their positions are being eliminated. If there is a particular circumstance, we want to know if you've got a particular problem that we should be aware of. So we want to get you to fill these out and let us know - we can look at them, then we can make some sense out of this puzzle. Because this isn't the only region involved, the Interior, Anchorage Region has spots for people, etc. We want to fit the best we can with the desires of those people that are in those positions with minimal impact. I know that this doesn't answer any questions that were brought up. Mr. Lehfeldt - May I interrupt just a moment - Want to elaborate on Ray's statement where he said if your first choice was to remain in Valdez - that is only applicable to certain positions. According to the chart the only position that will remain in Valdez are these that are colored in red. And obviously if you don't qualify for one of those positions it would be facetious to list that as a choice because it isn't available to you. These positions are only available to certain people that are doing ____in a specific job and those jobs are in the Construction Section. Rich Armstrong - One thing though, if somebody in red wanted to move to Anchorage or Fairbanks, we could entertain that. Lehfeldt - but my point is if you don't qualify, no advantage to this or that alternative. Armstrong - I think that when you look at it it will be discussed among yourselves there might be some blues that will stay in Valdez, it might be a red or two that wants to move and so - we will certainly accommodate as long as it fits the overall needs of the state. So what we have done essentially with these blues is - getting back to the specific question - is that we have taken all ROW - this is a part of project development. We have moved all the design people because they are part of the design people and we have moved all the support for design. They have only left Construction and we have looked at it to determine the number of _____materials inspectors tried to color some of those yellow. (unclear) seasonal type

Shumway - positions./ So essentially we want you to look at it and offer any comments you might have and fill out questionnaire. The Commissioner also said that we have another thing which probably should be handed out. I think there is about 35 copies of the memorandum here which I hadn't seen until he got off the plane this morning. We asked Deputy Commissioner Ron Lind if he wouldn't prepare something that could be issued to the people that are involved in the move and to point out alternatives, options, relocation costs, what's involved in your family - trying to find another place in Anchorage. What the State will pay for, and hopefully this information can be found in memo being circulated. Perhaps if you look through it and - what we would like to get before we leave here tonight is any other questions that we have not answered. I am not a personnel man necessarily and there are labor agreements we must abide by but if there are particular questions that this memo hasn't answered specifically - like to get them down and they'll be the first questions that we'll try to get addressed. Look over that and fill out the questions. Armstrong - I think there was a little confusion here - those in the yellow - it was intended (unclear) to mean that they were seasonal or that they would be made seasonal and remain here in Valdez. There are a couple of people affected there who are permanent (unclear) _____ and made permanent. That option is certainly open. If you list Valdez first that's what we'll look at first. What you're best fit to do there. If you can fit in - can you fit in - will the supervisor accept you there. I'll gather these up and every location that is listed there, I'll send these around to Steve Sisk in Fairbanks. I'll say, here are people whose first priorities are in Fairbanks, and I'm sure that they'll consider them because of the boundary change. There will be more people. Bill Boyd, ROW - Question's come up about who is going to coordinate it? Shumway - I think Dick will ultimately coordinate it through Herb. As long as you get your questions into Herb - he'll see that you get them into Dick. Dick's part of the task force. I intend to call the task force together.

Robert Lieb, ROW Draftsman -

Valdez Chamber of Commerce

P.O. Box 512 • Valdez, Alaska 99686 • Phone 835-2330

April 08, 1981

Dear Betty,

Please find enclosed mentioned letter of March 31. from Mayor McAlpine to Gov's. Hammond & Miller regarding DOT/PF decision to relocate design & construction personnel from the Southcentral Region to the Central Region. You have our apologies for the delay in this transmittal.

The letter is as factual as can be expected for a response in the time allotted, two working days.

We know and trust you will be giving this item first class attention. You have our best wishes.

Sincerely

Barney M. Mayning, Pres
Valdez Chamber of Commerce

cc. D. Reed
Legisl. Comm

1. Betty Cato

City of Valdez
Inc. 1901



March 31, 1981

Governor Jay S. Hammond
Lt. Governor Terry Miller
Office of the Governors
Pouch A
Juneau, Alaska 99811

Dear Governors Hammond and Miller:

As you are aware, a decision has been made within the Department of Transportation to transfer design and construction personnel presently located in the Southcentral Region at Valdez, to the Central Region in Anchorage. The citizens and public officials of the City of Valdez protest this closing and transfer for many reasons. First, the closing of the design and construction section would result in the loss of 67 permanent positions presently attached to the Department of Transportation in Valdez. Additionally, of these 67 permanent personnel, 32 have working spouses whose jobs would likewise be impacted. These individuals are among some of the most highly trained and highly educated in our city. Valdez has always looked with great favor upon the Department of Transportation and individuals employed there and it has always been considered to be of vital importance to our community. Most of these people are homeowners and have lived together with their families for a number of years in the city. In fact, were this move to take place, there would be 63 school age children affected. You may be aware that the city has recently bonded 18 Million Dollars for the construction of the new grade school facility. The ripple effect that is created by the planned move affects not only those individuals and their spouses and the school children, but also the service community that has developed the infrastructure to provide for the needs of these families.

I have been informed that among the reasons for transferring these personnel to Anchorage is to make the Department of Transportation more productive. A review of DOT records indicates that our own Southcentral Region had demonstrated the ability to bring projects to completion in a very timely fashion. The Southcentral Region appears to be staffed to accomplish work within the federal dollar contribution range of approximately 20 Million Dollars. Looking at projections for the region, employees located in Valdez should have advertised or under construction the following projects during 1981:

1.	Dayville Road Paving	$1,000,000	
2.	Ferry access and Hazelet Paving	700,000	
3.	Mile 43 to 46 Reconstruction	4,000,000	Richardson Highway
4.	Mile 46 to 65 Paving	4,300,000	" "
5.	Mile 81 to 90 Reconstruction	7,000,000	" "
6.	Mile 115 to 125 Reconstruction	8,300,000	" "
7.	Mile 186 to 192 Paving	1,000,000	" "
8.	Mile 19 to 26 Paving	1,000,000	
9.	Copper River Highway Mile 29 to 33	3,000,000	
10.	Tok Highway Mile 2 to 30	4,000,000	
		$34,300,000	

P. O. BOX 307 . . . VALDEZ, ALASKA 99686 . . . TELEPHONE (907) 835-4313

Further review indicates that the Southcentral Region plans to advertise or have under construction the following projects during 1982:

1. Mile 6 to 14 Reconstruction	$13,000,000	Richardson Highway
2. Mile 16 to 19 Reconstruction	4,000,000	" "
3. Mile 35 to 40 Reconstruction	8,000,000	" "
4. Mile 101 to 106 Reconstruction	9,000,000	" "
5. Mile 38 to 48 Reconstruction	10,000,000	Tok Highway
6. Mile 51 to 52 Reconstruction	600,000	" "
	$44,600,000	

The records therefore indicate that the Southcentral Region is more productive in terms of dollar amount finished product than is the Southeastern Region located at Juneau, and may soon surpass the Northern Region in Fairbanks. If in fact the attempted move to Anchorage is being done to enhance productivity, history does not bear that out. Anchorage has for many years been considered to be too large and cumbersome to accomplish the projects for which funds have already been allocated. Reviewing further department records indicates that Anchorage has been unable to get projects out for many untold reasons including environmental difficulty and lack of coordination between the various sections within the department. Transferring more personnel into Anchorage would not appear to increase total production, rather the opposite effect would likely result. It would appear that detailed study might result in your conclusion that instead of transferring the Southcentral Region to the Anchorage organization, that a better solution might be an expansion of the present Southcentral Region boundaries, making four equal regions instead of the three that are presently being proposed. The infrastructure, including personnel, equipment, and buildings, which presently exist at the Southcentral Region headquarters, would continue their work and could be looked upon to expand their present workload. None of these facilities presently exist in Anchorage. Transferring the Southcentral Region to Anchorage will not only disrupt individuals lives and greatly impact the economy of Valdez, it will have the consequence of diminishing the ability to service the Southcentral Regional Highway System.

If you or members of your staff would review the highway construction program which has gone on in the Valdez, Cordova, and Glennallen regions, especially with respect to the Glenn Highway and the Richardson Highway, you will note that the rural highway system in this area is better attended than that of other regions. There is no doubt room for improvement and the area desperately needs up-grading on such systems as the Tok cutoff and northern Richardson route, but when viewed in the perspective of the devestating results of the 1964 earthquake and the impact that was felt as a result of the pipeline construction, one quickly realizes that the attention that has been given to these matters far surpasses the attention that has been given to rural highways from the Anchorage based office. Without attempting to lay any blame or point any fingers, I think it is safe to point out that the Central Region has not demonstrated the interest in up-grading the rural highway system which is presently located in their area to the degree that is required in our outlying cities. Review will indicate the poor condition of the Glenn Highway from Palmer, Mile 50 to the Central Region boundary at Mile 118. After review of records, I have learned that not a single mile of that system has been reconstructed since 1960. By present design it can only be said that that particular stretch of highway is in an inferior, substandard condition. Nor have I been able to locate any plans in the near future for up-grading that particular section of road. We in this area share a particularly grave concern that if the personnel from the Southcentral Region were transferred to Anchorage, the apparant lack of attention to existing rural systems would carry over to the highways in and around Valdez, Glennallen, and Cordova, with the consequence that

these systems would take very low priority when compared to the large municipal system in Anchorage.

Valdez is proud of the development that has taken place in this community since 1964. We are pleased to be neighbors with Glennallen and Cordova and have recently undertaken to improve relationships with those communities to enhance further development in our areas. These highway systems are critical to the State of Alaska due to the proximity of the Alyeska Pipeline, the proposed construction of the Alaska Oil Refinery and the possible location of a petrochemical complex in this area. The citizens of Valdez undertook the bonding of a 48 Million Dollar dock facility, understanding that the Richardson Highway would continue to be improved over the next several years. Ours is a community that has developed a sense of deep cooperation and immense pride in our ability to accomplish developmental goals and we are deeply saddened by the blow that the Department of Transportation is about to deliver. Among those individuals which the transfer plans would affect are members of the Copper Valley Electric Association's board of delegates, the former chairman of our planning and zoning commission who is presently continuing as a member of that commission, a parks and recreation commissioner, members of the library board, members of the transportation commission, members of the community health commission, members of the Copper Valley Telephone board, and others whose work significantly affects the ongoing operation of our community.

While I have not always agreed with the decisions made in Juneau, I understand that they are made with the best interests of Alaskans in mind. I beseech you to reconsider the impact of this move and make whatever decision necessary to avoid the fallout which will be suffered if it is ultimately implemented.

Thank you for your time, consideration and concern.

Very truly yours,

Stephen Alan McAlpine
Mayor of Valdez

SAMC/sc

Valdez, Alaska

April 16,1981

The Honorable Jay S. Hammond
Governor, State of Alaska
Pouch A
Juneau, Alaska 99811

Dear Governor Hammond:

An open, honest and frank discussion of the recent decision of Commissioner Ward relocating the major functions of the Valdez office of the DOT to Anchorage appears in order.

Having recently received your letter addressing your concerns with excess spending in state government, and your desire to limit excesses in government by constitutional amendment, I feel your concern must be genuine, but your message seriously overlooks the other side of the coin.

As is usual with these types of major bureaucratic decisions, productivity, efficiency and performance do not appear to be factors.

Based on the evidence so far presented by the DOT and as outlined in various communications to you and others, it appears that no solid reason based on financial concerns, the cost to the department, and certainly the economic impact to Valdez have been factors in making this decision.

The only option left to consider, therefore, is in fact that the decision must be strictly political in nature. When one tries to analyze a decision based on the politics involved, the true facts never seem to emerge and become obscured in rumors and innuendos.

It appears that Commissioner Ward may feel he was stepped on by the method used in funding the state airport improvements at Valdez, but I suspect the real reason behind his feelings and decision will never be a matter of public record.

A sign of our times ard a constant source of criticism by private enterprise is in the area of over-regulation.

To be functional and progressive requires that industry and commerce be continually involved with impact statements, permits, stu ies, public hearings, etc.

All this may be for ne better, but at a huge cost to the taxpayer and the government.

The many regulatory agencies, authorities and commissions involved with regulation in one form or another certainly use a large portion of our state budget.

It would appear that if all this regulation is necessary, that possibly some sections of state government should not be exempt from those areas designed to protect us Alaskans from one another.

If in fact your concerns for the future of Alaska, as expressed by your aforementioned letter, are genuine, then I ask that you be motivated to require the following:

1. Commissioner Ward be directed to prepare a budget study outlining the dollars and cents savings to the DOT, the improved efficiencies, the supposed gains in productivity and a statement of just how this relocation will improve our highways in this district in a timely manner and at lower cost.

In his preparation of this document, please do not exempt him from the usual public hearings, (at least one in Valdez and one in Anchorage). For to have an honest statement, the input from those people concerned and affected by such a move should be at least considered.

2. Please further direct Mr. Charles Webber, Commissioner of Commerce and Economic Development, to prepare an economic impact statement showing exactly what the impact to Valdez will actually be should such a move take place.

I would ask that you direct his statement to be made completely without the aid of Mr. Ward and his DOT, and finally, that once again allow for the public hearing process to be used so that all of those affected can be heard.

Once you have these two documents in hand, I feel confident that your decision on this matter will be honest, non-political and in the best interests of all Alaskans.

Sincerely,

Robert H. Childers

Robert H. Childers

VALDEZ CHAMBER OF COMMERCE

APR 13 1981

RESOLUTION 81-3

OPPOSING THE PLANNED MOVE OF EMPLOYEES OF THE DEPARTMENT OF TRANSPORTATION

WHEREAS, it has been proposed that the Department of Transportation close down the Design and Construction Section of the Southcentral Region and transfer these employees to Anchorage; and,

WHEREAS, 67 permanent jobs in Valdez would be eliminated as well as a substantial number of summer temporary positions if this transfer of the Design and Construction Section were implemented; and,

WHEREAS, a significant number of Department of Transportation employees and spouses scheduled to be moved in this transfer are members of boards and commissions through which they have contributed greatly to the smooth operation of community programs; and,

WHEREAS, 63 school age children would be involved in this move which would most certainly impact adversely the Valdez City Schools system which is currently readying a newly constructed elementary school; and,

WHEREAS, we strongly feel that the efficiency and productivity of our regional office of the DOT has been amply demonstrated by projects completed, bid and projected through 1981-82; and,

WHEREAS, it is felt that our critical network of rural highway systems in the Valdez, Glennallen and Cordova areas would not receive their needed attention were the supervising agency moved to the metropolitan area; and,

WHEREAS, it is of the utmost importance that the highway corridor to the interior be continually upgraded so as to provide an efficient route to serve the newly bonded 48 Million Dollar dock being constructed here in Valdez; and,

WHEREAS, historically Anchorage has had significantly more problems in implementing programs than has the Southcentral Region office in Valdez; and,

WHEREAS, we strongly support and encourage the strengthening of the Regional concept wherein individual regions are to be given authority and responsibility over the areas they directly affect,

NOW, THEREFORE, BE IT RESOLVED that the Valdez Chamber of Commerce strongly protests the planned Department of Transportation move from Valdez and urges that the Department of Transportation instead expand the boundaries of the Southcentral Region to take advantage of support facilities and the outstanding personnel already in place here in Valdez.

DONE this 9th day of April, 1981, at Valdez, Alaska.

VALDEZ CHAMBER OF COMMERCE

By: Barney M. Meyringer

Barney M. Meyringer, President

General Teamsters Local 959 State of Alaska
Affiliated with the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America
ANCHORAGE, ALASKA 99510, P. O. Box 2092, (907) 276-4324 JESSE L. CARR (Secretary/Treasurer)

FAIRBANKS, ALASKA 99701, P. O. Box 002, (907) 452-3221
JUNEAU, ALASKA 99801, 366 Willoughby, (907) 586-3229
KENAI, ALASKA 99611, P. O. Box 919, (907) 283-4638

April 16, 1981

Commissioner Robert W. Ward
Dept. of Transportation and Public Facilities
State of Alaska
Pouch Z
Juneau, Alaska 99811

Dear Commissioner Ward:

It has come to my attention that the Department of Transportation and Public Facilities is currently proposing to close down the Design and Construction section of the South Central Region, currently located in Valdez, and transferring those employees to Anchorage.

I certainly join with the community of Valdez and the personnel effected in registering grave concern over the reasoning and validity of such action.

Past performance has shown that efficiency of the South Central Region has been commendable, particularly compared to the performance efficiency of other locations within the Department. Badly needed improvement of the Richardson Highway following pipeline construction bears this out. As often is the case, it would seem to me that a smaller satellite admistrative entity can respond to the demands of their responsibility with greater dispatch than those oftentimes mired down within the malaise of large and bureaucratic administrative constrictions. If the purpose of such a consolidation is to enhance efficiency, I feel the exact opposite would be the result.

An additional factor, which is of equal, if not even greater importance, is the social-economic impact such an action would have on the community of Valdez. I am informed that directly effected would be close to 70 positions. Even those given the opportunity to transfer would face disruption for their working spouses and

and school age children. These factors are of no small matter to those directly effected, nor to the general economy of the Valdez community. I would hope that you give serious reconsideration to the consolidation action proposed.

Sincerely,

Jesse L. Carr
Secretary-Treasurer

JLC/DB/b

cc: Lt. Gov. Terry Miller
Repr. Betty Cato
Sen. Jalmar Kertula

Phone: (907) 424-3237
or 424-3238

CITY OF CORDOVA

Box 1210 602 Railroad Ave.
CORDOVA, ALASKA 99574
"The Friendly City"

Reply to:

April 22, 1981

The Honorable Lt Governor Terry Miller
State of Alaska
Pouch AA
Juneau, Alaska 99811

Dear Lt. Governor Miller:

The Cordova City Council is adamantly opposed to the relocation of the Design and Construction elements of the Alaska Department of Transportation/Public Facilities from Valdez to Anchorage.

The Valdez Office has very adequately serve the Cordova area and there is serious concern of the lack of coordination and present level of service for Cordova from the Anchorage Planning Section. Past experience would lead one to believe that Design and Construction service would severely decline if located in Anchorage.

The impact of removing 60 families and community leaders from Valdez will have a long felt social and economical impact on Valdez. This impact most likely will require a major infusion of State funds to correct an over exurberant reaction from the Administration.

Attached is a copy of City of Cordova's Resolution 81-25. We urgently request your support in suppressing this unnecessary and ill-advised reorganization.

Respectfully,

Perry D. Lovett
City Manager

PDL:st

cc: All Senators
All Representatives
Commissioner Robert Ward

RESOLUTION 81-25

A RESOLUTION OPPOSING THE RELOCATION OF THE DESIGN AND CONSTRUCTION SECTION OF THE STATE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES, VALDEZ REGIONAL OFFICE

WHEREAS the Commissioner of the Alaska Department of Transportation and Public Facilities (DOT/PF) proposes to move the Design and Construction section of the Valdez Regional Office from Valdez to Anchorage, and

WHEREAS the City of Cordova has had an excellent working relationship and excellent lines of communications with the design and construction sections located in Valdez, and

WHEREAS the City conversely has had difficulty in communicating with the planning section of the State Department of Transportation and Public Facilities now located in Anchorage due to lack of understanding and knowledge of the Cordova area, and

WHEREAS the City Council is aware of the financial impact of moving 60 families from Valdez with a population of about 3,000, and

WHEREAS the City Council is also aware of the intellectual drain on the Valdez community by forcing the relocation of several of the community leaders including members of the School Board, Advisory Commissions, and others.

NOW THEREFORE BE IT RESOLVED by the City Council of the City of Cordova, Alaska, to strenuously object and oppose the proposed relocation of the Design and Construction section of the State of Alaska Department of Transportation and Public Facilities from Valdez to Anchorage.

PASSED AND APPROVED THIS 20 DAY OF April 1981.

Hollis Hammonds
Mayor

City Clerk

Editorial Opinion and Comment of

FAIRBANKS

Daily News-Miner

"Independent in All Things . . . Neutral in None"

Other opinions expressed on this page do not necessarily reflect those of the Daily News-Miner.

Let's hear from the public

We're glad to see legislators taking an interest in a proposed reorganization plan that would unravel the state Department of Transportation office in Valdez. It's our view that the plan is a bad idea and that the public hearings sought by state Sen. Jay Kerttula and state Rep. Betty Cato will bear out that contention.

The department at first proposed stripping the Valdez office of its design and construction sections, moving the 70 or so workers affected to Fairbanks and Anchorage. After it became clear that the move was going to be controversial, DOT said it would move only the design section—about 25 people.

We believe that quick shift indicates just how ill-thought-out this supposed reorganization really is. The reorganization is part of an attempt to consolidate four regional offices into three and provide more regional control.

Now the state legislators representing Valdez are trying to get full public hearings on the issue and to delay any moving of personnel for a year to give everyone affected time to comment and suggest alternatives.

The request will come in the form of a resolution and we hope Fairbanks' legislators will support it. While it's true that some of the jobs would come to our city, it's also true that breaking up the DOT installation at Valdez could seriously hamper the continued development of the Richardson Highway. That road is the only artery from interior Alaska to the Valdez harbor, and the route is going to grow in importance as our area develops and as the City of Valdez completes major improvements to its port.

DOT Commissioner Bob Ward was something less than enthusiastic about the prospect of hearings on this issue. "Generally," he said, "the executive decisions of government don't run by public hearings."

That, of course, is true—and it's also one of the things that's often wrong with "executive decisions." It seems to us that the proposal to dismantle an office that is doing a good job and to wrench quite a number of people away from their homes could bear some public scrutiny.

Let's have those hearings.

Cost fuel prices

Voting a

WASHINGTON - On the face of it, the question of whether to support an extension of the Voting Rights Act is an awkward political problem for President Reagan and the new administration. But it also represents an unusual political opportunity.



The opposition to the law is powerful in this new Congress. And it is predictably centered among conservatives who were leading supporters of Reagan in his campaign for the White House and who continue to be important to him in carrying forward his legislative program.

The leading critic, Chairman Strom Thurmond of the Senate Judiciary Committee, is in an obviously pivotal position to bring about major changes in the law, and he has pledged to do just that. Indeed, some of the dwindling band of liberal supporters believe there may be enough opponents in the Senate to scuttle the law outright when it expires Aug. 6, 1982.

The opposition is based first on the argument that the 1965 Law unfairly singles out the South for most of its

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Transportation agency plans partial move from Valdez

COMBINED JUNEAU BUREAU AND STAFF REPORT

An estimated 70 jobs in the Valdez regional office of the Department of Transportation could be affected by a department reorganization announced last week.

But it could be nearly two years before the personnel—all within the design and construction division—are moved from Valdez to regional offices in Anchorage and Fairbanks, say officials.

"It's not our desire to disrupt a lot of things," DOT Commissioner Bob Ward said Friday. "Within the next year, you will see some changes."

The reorganization is an attempt to give regional offices more authority and reduce the need to get approval on day-to-day operations from Juneau, Ward said.

The existing regional offices will be centralized at three locations—Anchorage, Fairbanks and Juneau.

Many of the changes will occur by Oct. 1, at which time new regional directors will take over.

"Meanwhile, the existing organizational structure will, with minor exceptions, remain in place to assure minimum disruption of the department's expected record-breaking season for capital projects," said a DOT press release.

Regional engineer Herb Lehfeldt was called to Anchorage late last week to go over the reorganiztion, but he said afterwards he did not yet know how it would impact local employees specifically.

"I have no knowledge," he responded.

DOT personnel officer Roger Thayer said that Valdez is home for about 35 year-round employees in the design and construction division, with another 35 persons hired seasonally, most in the Valdez area, he said.

Region-wide, the Southcentral area has about 50 full-timers and nearly 100 hired seasonally, Lehfeldt said.

According to Thayer, most of the permanent employees will be transferred under the reorganization—although it is expected that some of the seasonal workers will still be hired in Valdez for construction projects there.

"Most of the design and construction facilities will be phased out (in Valdez)," Ward said.

The reorganization is apparently a response to mounting

(see TRANSPORTATION P. 12)

Member of the Associated Press

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Valdez Vanguard

"Where the news you want to know comes first."

VOL. 6, NO. 14 VALDEZ, ALASKA, WEDNESDAY, APRIL 1, 1981 50 CENTS

Reagan recovers

(AP)—President Ronald Reagan, in "exceptionally good condition" and "excellent spirits," resumed the duties of the presidency Tuesday from a hospital bed after an assailant's bullet was removed from his chest.



Special wing aims at independence

(EDITOR'S NOTE: This is the second part of a multi-segment series on the Herman Hutchens School, to be open next fall.)

By CHARLIE SPENCER
Vanguard editor

Back when school officials first discussed building a new school at Valdez, there was no suspicion the building later would be im-

DOT has been under fire this legislative session for what some claim is $2 billion worth of projects approved by the Legislature but still not yet in the works. Both the House and Senate have hired special investigators to look into the problem.

Other legislators have complained that too many decisions are made in Juneau when they could be made more efficiently in regional offices.

Ward said a DOT task force is currently studying the details of the reorganization.

In the meantime, the following moves were announced:

- Charles Matlock, currently director of highway design and construction, to Southeast Region director;
- Richard Armstrong, currently director of general design and construction, to Central Region director;
- Steve Sisk, currently Interior Region highway construction engineer, to Interior Region director; and
- John Simpson, chief of highway project development, to director of the standards and technical services division for design and construction.

Lehfeldt, a former Valdez city manager, said he also did not know how he was to fit into the new scheme. As one of the

whether the department will adjust the boundaries of the Southcentral region, which covers more than 800 road miles.

There is concern at Valdez about a shift of responsibility for the southern portion of the Richardson Highway to Anchorage, rather than to the Interior Region based at Fairbanks.

"Many of our interests aren't compatible with those of Anchorage," said Gige Hillar, chairman of the Valdez Transportation Commission.

He said he was concerned that local projects now must compete directly with work at Anchorage.

The local commission recently reviewed DOT's plans for the

its approach to the Legislature on future Richardson Highway funding.

The city is vitally interested in the link to the Interior because of its importance to port development here.

"I would hate to think that would all go for naught," Hillar said of the commission's highway study.

The design and construction arm of DOT is one of four branches of the state's giant "super-agency." The others are administration, based in Juneau; planning, which previously shifted its function out of Valdez to Anchorage; and maintenance and operations, headed by Jack Morrow at Valdez.

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School Lunch Menu

High School		*Grade Schoo*
Assorted Chilled Fruit Assorted Soups Assorted Sandwiches Assorted Desserts Milk or Punch	MON APR 6	Pineapple Chunks Chicken Noodle Soup Peanut Butter & Jelly Sandv Cheesecake Fruit Punch
Assorted Salads w/Dressing Mashed Potatoes w/Gravy Hot Beef Sandwich Buttered Corn Assorted Desserts Milk or Punch	TUES APR 7	Carrot Sticks Macaroni & Cheese Green Beans Buttered Bread Iced Cake Milk
Assorted Salads w/Dressing Spaghetti & Meat Sauce Garlic Bread Assorted Desserts Milk or Punch	WED APR 8	Jello Chicken Mashed Potatoes w/Gravy Corn Pudding Fruit Punch
Assorted Salads w/Dressing Mexican Casserole Tacos Assorted Desserts Milk or Punch	THUR APR 9	Tossed Salad w/Dressing Spaghetti & Meat Sauce Garlic Bread Cookies Chocolate Milk
Assorted Fruits Chicken Mashed Potatoes w/Dressing Hot Vegetable/Gravy Dinner Rolls w/Butter Assorted Desserts Milk or Punch	FRI APR 10	Fruit Salad Mexican Casserole Tacos Ice Cream Fruit Punch

Thought for the week: The only man who can change his mind is a man that's got one.

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At the end of the road

The latest word from the Department of Transportation and Public Facilities is bad news, both for a large number of families in the community and for the region's transportation picture.

DOT, continuing the trend toward centralizing the massive state agency, is apparently moving a large chunk of the South Central Region headquarters into Anchorage.

DOT's predecessor, the Department of Highways, was long a mainstay in this community. The department is still a major presence, and its employees are found in many social and official positions in the community (e.g. filling three of the five posts on the school board).

Their transfer would be a major loss to the community.

But it must be remembered why the department has been here all these years. Historically, the road leading inland from Valdez has been one of the major transportation corridors in the state.

There is good reason to believe its importance will not diminish, because of both its role as a supply link to the Interior and its potential as an avenue for resource extraction.

Yet we are told that all but the maintenance of this large transportation region must be done at some office in Anchorage.

This does not bode well for Valdez.

First, the implication is that our projects will be faced with greater competition from Anchorage area work, in terms of attention if not in funding. This comes not long before reapportionment looms as a pendulum which will most certainly swing more clout than ever before towards the Central Alaska region.

Second, it is hard enough sometimes to coordinate and communicate with the DOT officials when they are located right here in town. How's it going to be when they are more than 300 miles away?

Any means to increase efficiency in the unwieldy transportation agency would be welcome. But this proposal, another DOT move typically dumped on us with neither warning nor adequate explanation or justification, appears a good way only to strand Valdez at the end of the road.

Letters to the Editor

Because of space limitations, the Vanguard reserves the right to edit for length any letter in excess of 450 words. Each letter must carry the full address of the writer and be signed. Unsigned letters will not be published, and names will not be withheld. The Vanguard also reserves the right to edit or reject letters deemed libelous or in poor taste.

Bemused at 'Runaways' controversy

To the editor:

In a state where marijuana is legally grown for personal consumption and a "city" where Playboy is quoted more extensively than the Bible, I'm completely bemused by the controversy over "Runaways!"

It's not exactly a new thought, but I wonder if Michelangelo's "David" would be clothed in Levis and a hard hat prior to being displayed in Valdez?

In my first job interview in Valdez, one of several questions hand, but an office employee.

I also wonder if "Goldilocks" wasn't the last piece of literature perused by our citizens. Folks around here sure seem to know their Grimms!

I wonder how many citizens have actually read the "Runaways" script. Are we once again dealing with that old demon hearsay? Teh, teh!

In a city such as Valdez, I think we are most fortunate to have "live" theatre and other perfor- "Goldilocks" to "Hair"—a little something for everyone.

At any rate I'm sure the controversy which has created such publicity will only whet the appetites of the more advanced individualists of Valdez—one of the reasons for the progressiveness of this city, rugged individuals.

Indeed, Valdez is a Phoenix risen from the ashes, prospering and progressing, advanced-thinking and forward-looking.

Vive Valdez! Bravo Perform-

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Wayne April
President and Publisher

Charles D. Spencer
Editor

Correction

An introduction was left off from one of the letters to the editor in last week's Vanguard.

note from local fire prevention officer Jerry Blank.

Blank submitted the letter, saying he had once before contacted

AI PRESS TIME

Dow-Shell still considering Interior

In the wake of statements by Doyon Ltd. on why it pulled out of the Dow-Shell consortium studying feasibility of a petrochemical industry in Alaska and a letter from North Star Borough president warning of potential "serious consequences" of the withdrawal, the Dow-Shell group has reiterated that it will study petrochemical development in Interior Alaska. The studies, said F.R. "Pete" Lehman, project director, will include a potential site for an aromatics plant, methanol plant, power-generating facilities, a straddle plant and a Styrofoam plant and the group has "not discounted the area near Fairbanks as a site for a main petrochemical complex." In a prepared statement, Carlson said that Doyon's withdrawal "could have serious consequences for the ultimate success of the effort," especially if Interior Alaska is cut off from direct benefits of petrochemical development, including jobs, fuels and products. Dow-Shell has also submitted its second monthly progress report on the Alaska Petrochemical Study Project to the state. The study is now expected to cost more than $5 million, up $3 million from the original estimate. The initial olefins production unit in the study has now been sized at 1.2 billion lb. per year capacity and the size of derivatives plants are now based on that capacity. Preliminary designs for liquid and dry cargo handling facilities have been developed and the type of ships needed to transport products to Pacific Rim markets are being determined. An engineering study contract has been awarded to William Brothers Engineering Company for the northern leg of the gas liquids pipeline and route selection studies from Prudhoe Bay to the interior have been initiated.

Study recommends better transportation in Valdez

A regional transportation study recently released urges more and better barge, ferry and highway service to Valdez. Commissioner Bob Ward of the Department of Transportation and Public Facilities said he favored "scenario 4" from the study, titled the Prince William Sound Regional Transportation Study. The study calls for the Copper River highway to be continued, linking up with the Richardson Highway. Scenario 4 calls for extending the controversial highway up the Tasnuna River. It also recommends improvements to boat harbors in Valdez, Seward and Whittier; encouragement of barge and rail service to Valdez and Seward; encouragement of roll-on, roll-off container-ship service to both those communities; improvements to the existing highway system to both places; increased ferry service to Valdez and Whittier; and an examination of the potential for reducing ferry service to Cordova as a consequence of highway accessibility.

Wildlife refuge potential 'excellent'

A recently released report from the state's Division of Geological and Geophysical Surveys says the Arctic Wildlife Refuge on the North Slope has "excellent potential" for discovery of commercial hydrocarbons. Surface rock formations studied in 1979 by state researchers and the U.S. Geological Survey give strong indications that major hydrocarbon deposits lie beneath the surface, according to the report. Some of the tests indicate "impressive source rock values" which "compare favorably with some of the major oil-producing areas of the world." Findings were based on analysis of more than 300 rock samples which included age dating. Initial data from the studies was viewed incorrectly as pessimistic in some circles because of a press release from the Department of the Interior which "downplayed" importance of the range, according to one of the report's authors. Irven Palmer Jr. says Interior Secretary Cecil Andrus downplayed the reports for environmental reasons but all the data and findings done by the USGS showed that the range has great potential. The total report is on sale at the state's G&GS offices.

Spenard buys SBS stores

Spenard Builders Supply has purchased the five Superior Building Supply stores located in Alaska, bringing to 10 the number of Spenard retail outlets in the state. The Superior stores, located in Kenai, Soldotna, Homer, Kodiak and Glennallen, will retain their names until May 1. In the interim, the new owners will design and build displays for expanded product lines, implement a competitive bidding and pricing structure and build inventories. James O. Campbell, Spenard president, said the acquisition puts Spenard Builders five years ahead of its goal to be in every major population center in the state.

Editorial

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4-29-81

HCR 25

Comm. Wood. /DOTPF

Population - 3-4M

Steve McAlpine -

design section - dust

1st yr. 25 jobs - immed - later } options available -

Kelsey - John Kelsey - Valdez - transportation

Walt Day - comm not = oil town -

John Jagen more study / more input

John Allen 48 mm dock 18 mm school

John Darling Walt Day - citizen - 50 yrs

Chuck LaPage John Jagen

Art Rachiew civic position - ie (3 school bd members)

Mac McDonald Alaska - 2 [illegible] -

Rob. Keller State - 240+ (250)

Mrs Patchibba DOT - 100 100

Mark Lewis's Local 150

Private - 50

Service - 50-75

Sherry Shelly -

APEA

26 to move - 30 positions (4 - vacant)

opposed to move -

Harbor view to API

Valdez test case

John Allen - Pres. Tetrathal -

4 staff - office bldg - 16 last yr. → 30 this yr.

John Devins - P.W.S.C.C.

12 mo retention -

enrollment -

part-time instructions -

25 now – ___ later
total now ___

Options –

when & why

Reasons for –

March 29th notification date –

3 positions eliminated –

would transfers from Arch to Lumen
result for the trans. from Verdes
to Arch – how many / which ones /
results –

=

Testimony
Knee-jerk
efficiency of dept.
construction unit will remain
design will move –
now -till- oct to move
not more than 30 people –

"move not critical for move"

HCR-25
4/29/81

STEPHEN McALPINE

25 JOBS IMMEDIATELY
REDUCTION IN MAINTENANCE, etc

240 STATE, 100 D.O.T SUMMER MONTHS
150 LOCAL GOVT., PRIVATE SECTOR 50, BALANCE 50-75

Kelley
Day
Jagger
Olen
Debbens
LePage
Berger
McDonald
Keller
Batchelder

JOHN KELSEY

BORN and RAISED — VALDEZ
DOCK and TRANSPORTATION BUSSINESS
VALDEZ IS TRANSPORTATION COMMUNITY
COST/BENEFIT NOT DEMONSTRATED
BUILDING $8x10^6$ SCHOOL and $$15x10^6$$ DOCK
PREDICATED ON PRESENT POPULATION.

NOTIFIED 5/29/81 OF PERSONNEL MOVE-OUT
INITIALLY 67 NOW 25
3800 to 4200 POPULATION IN VALDEZ

#JOBS ??.
LOSS $ - 1.2x10^6$ PAYROLL
x 4.2 Factor
≠ $5 MILLION

75 to 100 INCLUDING FAMILIES
PLUS SUPPORT PERSONNEL

WALT DAY

52 YEARS AGO to VALDEZ
DOT PLAYS KEY ROLE IN VALDEZ
IF LOSE 1 of D.O.T. JOBS,
WILL LOSE 2 OTHER JOBS.
~~400 to 500 POP. EMPLOYED~~

240
100
150
50
540
+50-75
590 600

JOHN JAGGER

SOLVED WRONG PROBLEM and
USED WRONG PROCESS / COMM. WARD
TO SOME EXTENT THIS HAS HAPPENED
IN NOME.
Many CIVIC LEADERS INVOLVED
COMM. WARD SAYS MOVE NOT CRITICAL

SHERRY SHELLY

APEA NOT IN FAVOR of MOVE
ECONOMIC REASONS FOR NOT MOVING NOW - PERDIEM !!
CONSTRUCTION ANTICIPATED TO MOVE LATER
HARBORVIEW to MOVE / API } RUMOR !!
VALDEZ IS TEST CASE.

JOHN ALLEN

PRESIDENT - TATTLER CORPORATION, MOVED to VALDEZ 3 Month AGO FROM VALDEZ.
BUILT OFFICE BUILDING. 4 PERMANENT STAFF
PLUS CONSTRUCTION COMPANY - STAFF of ABOUT 50.

JOHN DEVINS - PRES. PRINCE WILLIAM SOUND COMMUNITY COLLEGE.

ASKING 12 Months EXTENSION
25 FAMILIES IMPACTED in VALDEZ. - WILL LOSE $20K ON HOMES IF THEY SELL NOW.

COMMISSIONER WARD

DO NOT OPERATE BY KNEE-JERK
UNDERSTANDS EFFICIENCY of D.O.T.
SCHOOL WILL NOT CLOSE
MOVE DESIGN, BUT NOT CONSTRUCTION
MADE COMMITMENT TO APEA THAT NOT MORE than 30 PEOPLE WILL MOVE.

MOVE IS FOR EFFICIENCY
NOME MOVED TO FAIRBANKS, PRIMARILY BY ATTRITION.

HJR

20

Introduced: 2/26/81
Referred: Transportation

IN THE HOUSE BY MOSS,BROWN AND PHILLIPS

HOUSE JOINT RESOLUTION NO. 20

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWELFTH LEGISLATURE - FIRST SESSION

Requesting the President to direct the creation of a utility corridor for the extension of the Alaska Railroad to the Canadian border.

BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

WHEREAS it is essential that transportation links be developed if Alaska, and especially interior Alaska, is ever to attain its full potential; and

WHEREAS, traditionally, railroad systems have been in the forefront of the development of new territories, no matter where they have existed in the world; and

WHEREAS the Yukon Territory is in the same position as Alaska in that transportation systems are needed to aid further development; and

WHEREAS it would seem logical and proper that the Alaska Railroad should connect with the Canadian railway system at some strategically located point; and

WHEREAS such a transportation linkup would be of vast benefit to Alaska, the Nation, and the Yukon; and

WHEREAS the designation of land for extension of the Alaska Railroad should include a corridor wide enough to accommodate the state's future transportation and utility needs in the area; and

WHEREAS the Alaska Railroad has in its enabling Act, The Alaska Railroad Act (43 U.S.C. 975 - 975(g)), authority to extend its track up to 1,000 miles in length;

BE IT RESOLVED that the Alaska State Legislature respectfully requests

1. dedicate fed lands within the utility corridor To the Com. board for railroad use.
2. purchase, or E.D. purchase, otherwise acquire, or use of E.d.

To negotiate and purchase.

To acquire

the President of the United States to direct the Secretary of Transportation to exercise his powers as the eminent domain authority found within the Alaska Railroad Act (43 U.S.C. 975 - 975(g)) to acquire sufficient land for the extension of the Alaska Railroad along a utility corridor to the Canadian border.

COPIES of this resolution shall be sent to the Honorable Ronald Reagan, President of the United States; the Honorable Drew Lewis, Secretary of Transportation; Mr. John M. Sullivan, Administrator of the Federal Railroad Administration; Mr. Frank H. Jones, General Manager of the Alaska Railroad; and to the Honorable Ted Stevens and the Honorable Frank Murkowski, U.S. Senators, and the Honorable Don Young, U.S. Representative, members of the Alaska delegation in Congress.

Introduced: 2/26/81
Referred: Transportation

IN THE HOUSE BY MOSS, BROWN AND PHILLIPS

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COPIES of this resolution shall be sent to the Honorable Ronald Reagan, President of the United States; the Honorable Drew Lewis, Secretary of Transportation; Mr. John M. Sullivan, Administrator of the Federal Railroad Administration; Mr. Frank H. Jones, General Manager of the Alaska Railroad; and to the Honorable Ted Stevens and the Honorable Frank Murkowski, U.S. Senators, and the Honorable Don Young, U.S. Representative, members of the Alaska delegation in Congress.

melcalfe — object —

1. negotiate purchase or otherwise acquire or exercise eminent domain.

2. dedication of federal lan

consent —

① dedicate fed lands within ut corridor to the Can border for railroad use

② negotiate for purchase or otherwise acquire or exercise eminent domain —

COMMITTEE REPORT

HOUSE

FURTHER:

2/26/81

(7)

Date: Mafch 4, 1981

Mr. Speaker:

The Committee on TRANSPORTATION has had HJR 20

"Requesting the President to direct the creation of a utility corridor for the extension of the Alaska Railroad to the Canadian border."

under consideration and (a majority of the committee) (the committee) reports it back with the following recommendations:

[X] do pass [ ] do not pass

[ ] do pass with attached amendments(s)

[X] replace with CS for HJR 20 [X] same title [ ] new title

and recommends do pass

[ ] AND attaches a "Letter of Intent" [ ] New Fiscal Note

[ ] reports it back without recommendation

[ ] referred to the _____ Committee

MEMBERS SIGNING
DO PASS

MEMBERS HAVING
OTHER RECOMMENDATIONS:

CHAIRMAN

H 60 (Rev. 12/78)

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE: 3/4/81
LOCATION: CAP 112
SUBJECT: HJR 20

NAME	REPRESENTING	ADDRESS	PHONE	HERE TO TESTIFY	HERE TO OBSERVE
John BATES	DOT/PF		790		✓
Pappy Moss					
Red Swanson					

March 9, 1979

Re. Resolution 20

Dear Chairperson & Committee,

I am writing for ourselves and concerned Neighbors.

Is your committee aware of what the proposed corridor for the railroad will do to us.

The proposed corridor starts at Moose Creek then follows the North fork of the Tanana River. There it will completly ruin many families country life style. This also involves cutting thru large areas of virgin timber, ruining moose and winter life habitat.

Before passing any resolutions would you & your committee consider inspecting the proposed route from Moose Creek to approx. Mile 46 Richardson Hwy

There are at least two alternate routes that are more feasible.

Thank You
Mrs J M Bradbury
SR 90352
Lbs. Ok 99701

House Transportation Committee

Differences in HJR 20 and SJR 18.

The title of the resolution remains the same.

Line 10: Between the words "that" and "transportation" "an international" is inserted.

Lines 14-15: "no matter where they have existed in the world" is omitted.

Line 16: Between the words "territory" and "in" insert "and British Columbia are"

Lines 18-20 are intact.

Line 21: The word "vast" is changed to "mutual"

Line 22: The word "nation" is changed to "the United States. The word "Yukon" is changed to "Canada"

Lines 23-25 are omitted. Lines 22-25 of CSSB 18 are inserted. "WHEREAS members of Canadian governments have expressed a willingness for talks concerning an international rail connection; and
WHEREAS President Reagan spoke many times during his campaign of using the vast storehouse of vital energy resources in Alaska; and"

Lines 26-28 are intact.

Line 28: After Line 28 of CSHR 20 are inserted the following lines from CSSB 18. "WHEREAS sec. 501(a) of P.L. 94-579 of October 21, 1976, authorizes the establishment of rights-of-way by the Secretary of the Interior over public domain land; and WHEREAS the President, under authority granted to him by the Alaska Railroad Act of 1914, could eliminate a vast amount of red tape, delay, and excessive cost to government;

Page 2

Line 2: "Secretary of Transportation" is changed to Secretary of the Interior.

Lines 2-4. Lines 2-4 are changed to read, "to create a utility corridor for the extension of the Alaska Railroad to the Canadian border as described in Alaska Department of Transportation and Public Facilities Project X20089.

Lines 11-17: The Honorable James G. Watt; Secretary of the Interior, The Honorable Robert Burford; Director-Designate of the Bureau of Land Management are included.

Prepared by Rep. Moss Office

ALASKA OVERVIEW: LEGISLATIVE HISTORY

The Alaska State Legislature enacted House Joint Resolution 27 in 1975, directing Governor Jay Hammond to convene an international conference to discuss possible railroad connection between Alaska and Canada. However, only through constant pressure by legislative leaders on the Governor's office did it finally occur. On April 8, 1976 (one year later), a meeting was held in municipal offices in Juneau, attended by members of state, federal and Canadian governmental agencies, and representatives of industry and rail companies from Alaska, Canada and the Western United States.

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It was learned that Alaska was far behind Canada in transportation planning, particularly for rail, and that an official commitment to perform such planning was essential. That commitment came in the form of a special legislative appropriation. To show good faith to both the Canadian and the U.S. Federal governments, resolutions were enacted that declared Alaska's support for the project. The Alaska State Legislature appropriated the sum of $50,000, to perform a review of the project's potentials. Further, it was agreed that there was great potential in the State, and that it appeared to be a most viable project. The major hurdle would be the assurance that continued efforts would be made to pursue the idea, and that a formal commitment be made by the State of Alaska. The majority of those in attendance were clearly in favor of further work on this project.

In 1977, the Alaska State Legislature appropriated $865,000 for the purpose of reconnaissance photography and studies, field surveys, mapping, engineering work and cost comparisons to delineate a utility corridor and railroad right-of-way for extension of the Alaska Railroad. Governor Jay Hammond line-item vetoed all but $150,000 of the money appropriated. The Department of Transportation was only able to perform minimal route reconnaissance in 1977.

At the opening of the next legislative session in January 1978, the members restored the full dollar amount of the original appropriation by overriding the veto. By this time, however, the most important factor controlling success of this project was time, since a great amount of work needed to be completed before June 30, 1979, at which time the funding was scheduled to expire.

In 1978, the Governor again line-item vetoed $265,000 out of this same appropriation, and the Alaska State Legislature immediately appropriated these same dollars to the Legislative Council, in order to complete the work as planned. Thus, the authority of the Governor to control these dollars was taken away. The assurance that the necessary work would be completed was accomplished.

In 1979, the Governor once more attempted to line-item veto the $265,000 from the budget, but this time was forced to replace the money because contracts were already committed on these dollars, and substantial legal liabilities would have been incurred by himself and his office. The Alaska State House and Senate issued a joint statement in 1979 giving full support to the rail extension project.

THE ALASKA RAILROAD ACT,

signed into law March 12, 1914,

(38 Stat. 305) states:

"The President of the United States is empowered, authorized, and directed to designate and cause to be located in the Territory of Alaska not to exceed in the aggregate one thousand miles, to be so located as to connect one or more of the open Pacific Ocean harbors on the southern coast of Alaska with the navigable waters in the interior of Alaska, and with a coal field or fields so as best to aid in the development of the agricultural and mineral or other resources of Alaska, and the settlement of the public lands therein...."

RAILROADS, TELEGRAPH, AND TELEPHONES

§ 301. Railroads; location, construction, and operation.—The President of the United States is empowered, authorized, and directed to adopt and use a name by which to designate the railroad or railroads and properties to be located, owned, acquired, or operated under the authority of sections 301 to 308 of this title; to employ such officers, agents, or agencies, in his discretion, as may be necessary to enable him to carry out the purposes of sections 301 to 308; to authorize and require such officers, agents, or agencies to perform any or all of the duties imposed upon him by the terms of sections 301 to 308; to detail and require any officer or officers in the Engineer Corps in the Army or Navy to perform service under sections 301 to 308; to fix the compensation of all officers, agents, or employees appointed or designated by him; to designate and cause to be located a route or routes for a line or lines of railroad in the Territory of Alaska not to exceed in the aggregate one thousand miles, to be so located as to connect one or more of the open Pacific Ocean harbors on the southern coast of Alaska with the navigable waters in the interior of Alaska, and with a coal field or fields so as best to aid in the development of the agricultural and mineral or other resources of Alaska, and the settlement of the public lands therein, and so as to provide transportation of coal for the Army and Navy, transportation of troops, arms, munitions of war, the mails, and for other governmental and public uses and for the transportation of passengers and property; to construct and build a railroad or railroads along such route or routes as he may so designate and locate, with the necessary branch lines, feeders, sidings, switches, and spurs; to purchase or otherwise acquire all real and personal property necessary to carry out the purposes of sections 301 to 308; (to exercise the power of [eminent domain] in acquiring property for such use, which use is declared to be a public use, by condemnation in the courts of Alaska in accordance with the laws now or hereafter in force there) to acquire rights of way, terminal grounds, and all other rights; to purchase or otherwise acquire all necessary equipment for the construction and operation of such railroad or railroads; to build or otherwise acquire docks, wharves, terminal facilities, and all structures needed for the equipment and operation of such railroad or railroads; to fix, change, or modify rates for the transportation of passengers and property, which rates shall be equal and uniform, but no free transportation or passes shall be permitted except that the provisions of the interstate commerce laws relating to the transportation of employees and their families shall be in force as to the lines constructed under sections 301 to 308; to receive compensation for the transportation of passengers and property, and to perform generally all the usual duties of a common carrier by railroad; to make and establish rules and regulations for the control and operation of said railroad or railroads; in his discretion, to lease the said railroad or railroads, or any portion thereof, including telegraph and telephone lines, after completion under such terms as he may deem proper, but no lease shall be for a longer period than twenty years, or in the event of failure to lease, to operate the same until the further action of Congress. If said railroad or railroads, including telegraph and telephone lines, are leased under the authority given under sections 301 to 308, then and in that event they shall be operated under the jurisdiction and control of the provisions of the interstate commerce laws; to purchase, condemn, or otherwise acquire upon such terms as he may deem proper any other line or lines of railroad in Alaska which may be necessary to complete the construction of the line or lines of railroad designated or located by him. The price to be paid in case of purchase shall in no case exceed the actual physical value of the railroad; to make contracts or agreements with any railroad or steamship company or vessel owner for joint transportation of passengers or property over the road or roads herein provided for, and such railroad or steamship line or by such vessel, and to make such other contracts as may be necessary to carry out any of the purposes of sections 301 to 308; to utilize in carrying on the work herein provided for any and all machinery, equipment, instruments, material, and other property of any sort whatsoever used or acquired in connection

with the construction of the Panama Canal, so far and as rapidly as the same is no longer needed at Panama, and the successors to the Isthmian Canal Commission are authorized to deliver said property to such officers or persons as the President may designate, and to take credit therefor at such percentage of its original cost as the President may approve; but this amount shall not be charged against the fund provided for in said sections. (Mar. 12, 1914, c. 37, § 1, 38 Stat. 305.)

302. Telegraph and telephone lines.—The authority granted under section 301 of this title shall include the power to construct, maintain, and operate telegraph and telephone lines so far as they may be necessary or convenient in the construction and operation of the railroad or railroads as herein authorized and they shall perform generally all the usual duties of telegraph and telephone lines for hire. (Mar. 12, 1914, c. 37, § 1, 38 Stat. 305.)

303. Townsites.—The President is authorized to withdraw, locate, and dispose of, under such rules and regulations as he may prescribe, such area or areas of the public domain along the line or lines of such proposed railroad or railroads for townsite purposes as he may from time to time designate. (Mar. 12, 1914, c. 37, § 1, 38 Stat. 305.)

304. Terminals, stations and rights of way.—Terminal and station grounds and rights of way through the lands of the United States in the Territory of Alaska are granted for the construction of railroads, telegraph and telephone lines authorized by sections 301 to 308 of this title, and the President may, in such manner as he deems advisable, make reservation of such lands as are or may be useful for furnishing materials for construction and for stations, terminals, docks, and for such other purposes in connection with the construction and operation of such railroad lines as he may deem necessary and desirable. (Mar. 12, 1914, c. 37, § 1, 38 Stat. 305.)

305. Patents to contain reserve for right of way.—In all patents for lands taken up, entered, or located in Alaska after March 12, 1914, there shall be expressed that there is reserved to the United States a right of way for the construction of railroads, telegraph and telephone lines to the extent of one hundred feet on either side of the center line of any such road and twenty-five feet on either side of the center line of any such telegraph or telephone lines. (Mar. 12, 1914, c. 37, § 1, 38 Stat. 305.)

306. Disposition of proceeds of lease or sale of public lands.—All moneys derived from the lease, sale, or disposal of any of the public lands, including townsites, in Alaska, or the coal or mineral therein contained, or the timber thereon, and the earnings of said railroad or railroads, together with the earnings of the telegraph and telephone lines constructed under authority of sections 301 to 308 of this title, above maintenance charges and operating expenses, shall be paid into the Treasury of the United States as other miscellaneous receipts are paid, and a separate account thereof shall be kept and annually reported to Congress. (Mar. 12, 1914, c. 37, § 3, 38 Stat. 307.)

307. Authority of President.—It is the intent and purpose of Congress through the provisions of sections 301 to 308 of this title to authorize and empower the President of the United States, and he is fully authorized and empowered, through such officers, agents, or agencies as he may appoint or employ, to do all necessary acts and things in addition to those specially authorized in such sections to enable him to accomplish the purposes and objects of such sections. (Mar. 12, 1914, c. 37, § 1, 38 Stat. 305.)

308. Officers, agents, etc., to make annual report to President; transmission to Congress.—The officers, agents, or agencies placed in charge of the work by the President shall make to the President annually, and at such other periods as may be required by the President or by either House of Congress, full and complete reports of all their acts and doings and of all moneys received and expended in the construction of said work and in the operation of said work or works and in the performance of their duties in connection therewith. The annual reports provided for in this section shall be by the President transmitted to Congress. (Mar. 12, 1914, c. 37, § 4, 38 Stat. 307.)

CHAP. 34.—An Act To repeal an Act regulating the construction of bridges across the Muskingum River in Ohio.

March 9, 1914.
[H. R. 11351.]
[Public, No. 66.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Act of Congress entitled "An Act regulating the construction of bridges over the Muskingum River in Ohio," approved April second, eighteen hundred and eighty-eight, be, and the same is hereby, repealed.

Approved, March 9, 1914.

Muskingum River, Ohio.
Restrictions on bridges across, removed.
Vol. 25, p. 74, repealed.

CHAP. 35.—An Act To authorize the construction, maintenance, and operation of a bridge across the Tombigbee River near Old Cotton Gin Port, in Monroe County, Mississippi.

March 9, 1914.
[H. R. 13365.]
[Public, No. 67.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the board of supervisors of Monroe County, Mississippi, is hereby authorized to construct, maintain, and operate a bridge and approaches thereto across the Tombigbee River, at a point suitable to the interests of navigation, near Old Cotton Gin Port, in Monroe County, Mississippi, in accordance with the provisions of an Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March twenty-third, nineteen hundred and six.

Tombigbee River.
Monroe County, Miss., may bridge, at Old Cotton Gin Port.
Construction.
Vol. 34, p. 84.

SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, March 9, 1914.

CHAP. 36.—An Act To extend the time for constructing a bridge across the Mississippi River at the town site of Sartell, Minnesota.

March 11, 1914.
[H. R. 13545.]
[Public, No. 68.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the time for commencing and completing the bridge authorized by the Act of Congress approved August twenty-fourth, nineteen hundred and twelve, to be built across the Mississippi River, at the town site of Sartell, Stearns County, Minnesota, is hereby extended to one year and three years, respectively, from date of approval hereof.

Mississippi River.
Time extended for bridging, by Sartell, Minn.
Vol. 37, p. 494, amended.

SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, March 11, 1914.

CHAP. 37.—An Act To authorize the President of the United States to locate, construct, and operate railroads in the Territory of Alaska, and for other purposes.

March 12, 1914.
[S. 48.]
[Public, No. 69.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the President of the United States is hereby empowered, authorized, and directed to adopt and use a name by which to designate the railroad or railroads and properties to be located, owned, acquired, or operated under the authority of this Act; to employ such officers, agents, or agencies, in his discretion, as may be necessary to enable him to carry out the purposes of this Act; to authorize and require such officers, agents, or agencies to perform any or all of the duties imposed upon him by the terms of this Act; to detail and require any officer or officers in the Engineer Corps in the Army or Navy to perform service under this Act; to fix the compensation of all officers, agents, or employees appointed or designated by him; to designate and cause to be located a route or routes for a line or lines of railroad in the Territory of Alaska not to exceed in the aggregate one thousand

Alaska.
President authorized to operate, etc., railroads in.

Location and purpose.

miles, to be so located as to connect one or more of the open Pacific Ocean harbors on the southern coast of Alaska with the navigable waters in the interior of Alaska, and with a coal field or fields so as best to aid in the development of the agricultural and mineral or other resources of Alaska, and the settlement of the public lands therein, and so as to provide transportation of coal for the Army and Navy, transportation of troops, arms, munitions of war, the mails, and for other governmental and public uses, and for the transportation of passengers and property; to construct and build a railroad or railroads along such route or routes as he may so designate and locate, with the necessary branch lines, feeders, sidings, switches, and spurs; to purchase or otherwise acquire all real and personal property necessary to carry out the purposes of this Act; to exercise the power of eminent domain in acquiring property for such use, which use is hereby declared to be a public use, by condemnation in the courts of Alaska in accordance with the laws now or hereafter in force there; to acquire rights of way, terminal grounds, and all other rights; to purchase or otherwise acquire all necessary equipment for the construction and operation of such railroad or railroads; to build or otherwise acquire docks, wharves, terminal facilities, and all structures needed for the equipment and operation of such railroad or railroads; to fix, change, or modify rates for the transportation of passengers and property, which rates shall be equal and uniform, but no free transportation or passes shall be permitted except that the provisions of the interstate commerce laws relating to the transportation of employees and their families shall be in force as to the lines constructed under this Act; to receive compensation for the transportation of passengers and property, and to perform generally all the usual duties of a common carrier by railroad; to make and establish rules and regulations for the control and operation of said railroad or railroads; in his discretion, to lease the said railroad or railroads, or any portion thereof, including telegraph and telephone lines, after completion under such terms as he may deem proper, but no lease shall be for a longer period than twenty years, or in the event of failure to lease, to operate the same until the further action of Congress: *Provided*, That if said railroad or railroads, including telegraph and telephone lines, are leased under the authority herein given, then and in that event they shall be operated under the jurisdiction and control of the provisions of the interstate commerce laws; to purchase, condemn, or otherwise acquire upon such terms as he may deem proper any other line or lines of railroad in Alaska which may be necessary to complete the construction of the line or lines of railroad designated or located by him: *Provided*, That the price to be paid in case of purchase shall in no case exceed the actual physical value of the railroad; to make contracts or agreements with any railroad or steamship company or vessel owner for joint transportation of passengers or property over the road or roads herein provided for, and such railroad or steamship line or by such vessel, and to make such other contracts as may be necessary to carry out any of the purposes of this Act: to utilize in carrying on the work herein provided for any and all machinery, equipment, instruments, material, and other property of any sort whatsoever used or acquired in connection with the construction of the Panama Canal, so far and as rapidly as the same is no longer needed at Panama, and the Isthmian Canal Commission is hereby authorized to deliver said property to such officers or persons as the President may designate, and to take credit therefor at such percentage of its original cost as the President may approve, but this amount shall not be charged against the fund provided for in this Act.

Construction, etc.

Rights of way, terminals, etc.

Transportation rates, etc.

Common carrier duties.

Lease after completion.

Provision.
Subject to interstate commerce laws if leased.

Purchase of existing lines.

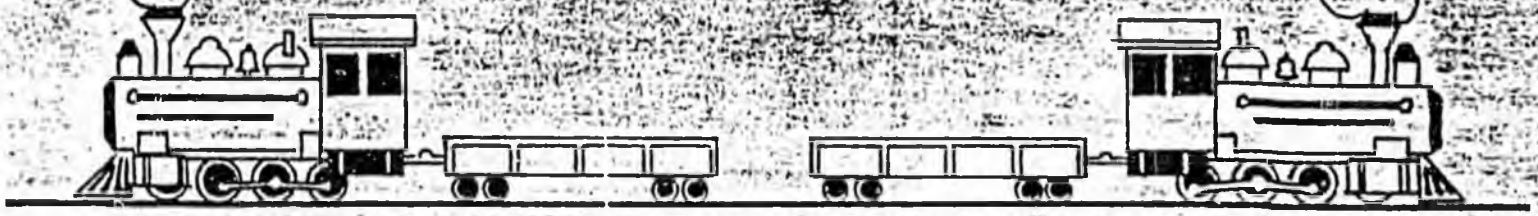
Price.

Joint agreements with other carriers.

Use of Panama Canal machinery, etc., for construction.

A PRELIMINARY STUDY

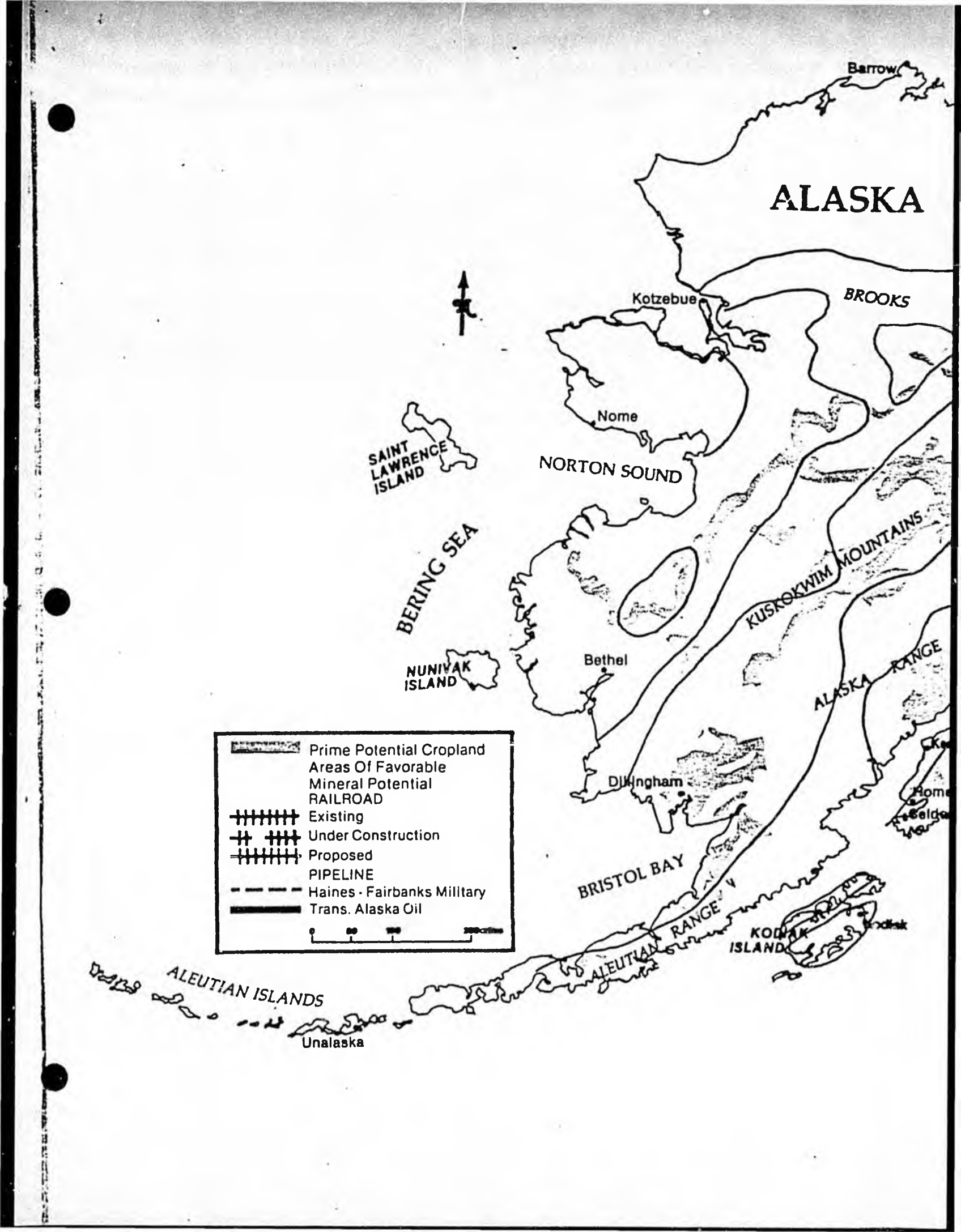
ALASKA-CANADA TRANSCONTINENTAL RAIL CONNECTION TO CONTIGUOUS UNITED STATES

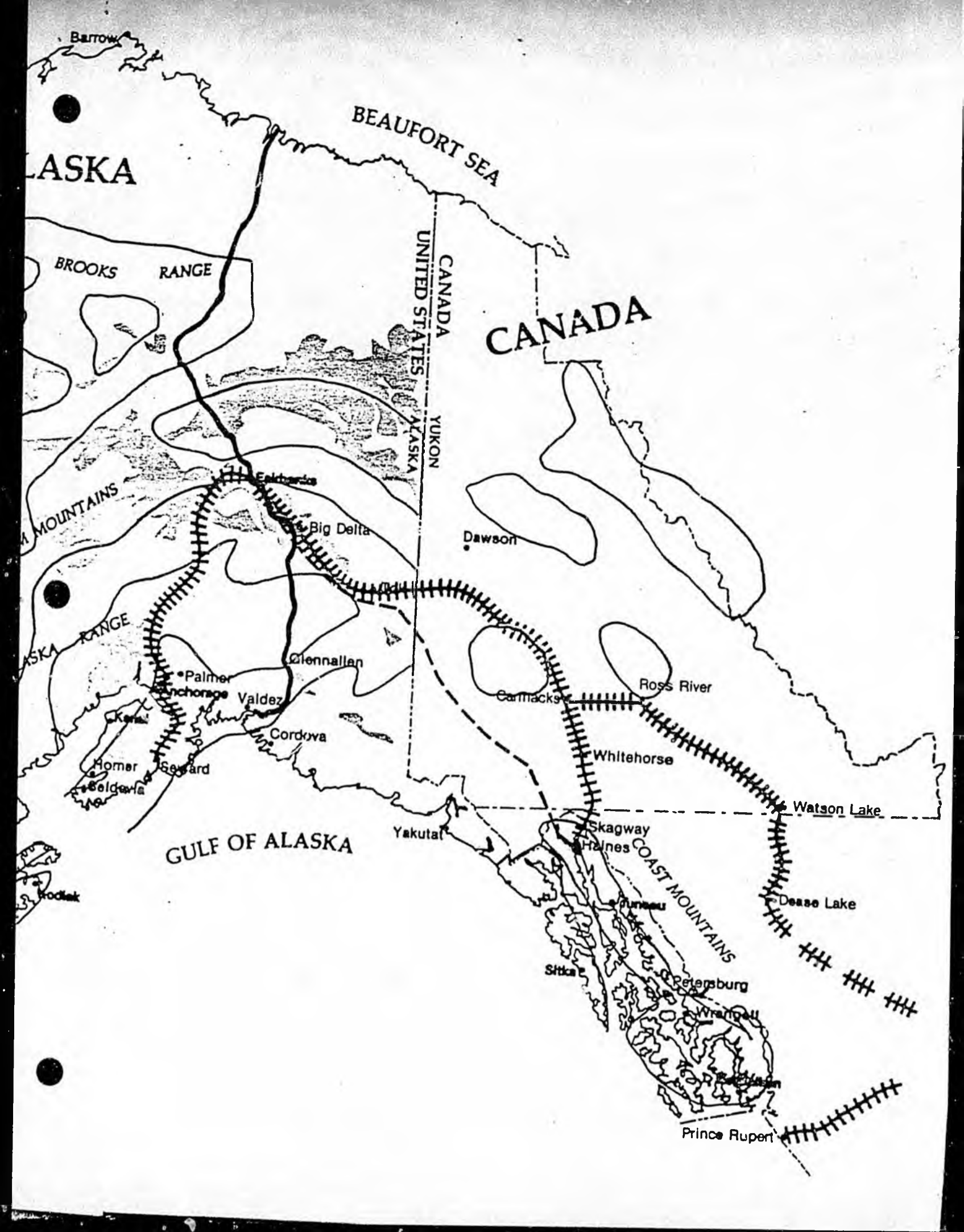


STATE OF ALASKA
DEPARTMENT OF
COMMERCE
&
ECONOMIC DEVELOPMENT

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Barrow
ALASKA
Kotzebue
BROOKS
Nome
SAINT LAWRENCE ISLAND
NORTON SOUND
BERING SEA
KUSKOKWIM MOUNTAINS
NUNIVAK ISLAND
Bethel
ALASKA RANGE
Dillingham
BRISTOL BAY
ALEUTIAN RANGE
KODIAK ISLAND
ALEUTIAN ISLANDS
Unalaska
Prime Potential Cropland
Areas Of Favorable Mineral Potential
RAILROAD
Existing
Under Construction
Proposed
PIPELINE
Haines - Fairbanks Military
Trans. Alaska Oil


Barrow
BEAUFORT SEA
LASKA
BROOKS RANGE
CANADA
UNITED STATES
YUKON
ALASKA
CANADA
MOUNTAINS
Fairbanks
Big Delta
Dawson
ASKA RANGE
Glennallen
Palmer
Anchorage
Valdez
Carmacks
Ross River
Kenai
Cordova
Whitehorse
Homer
Seward
Watson Lake
Skagway
Yakutat
Haines
GULF OF ALASKA
COAST MOUNTAINS
Dease Lake
Juneau
Sitka
Petersburg
Wrangell
Prince Rupert

I. THE ROUTE

The British Columbia Railroad is scheduled to complete a 400 mile northern extension of their track in 1978, from near Prince George to Dease Lake - about 120 air miles east-northeast of Juneau and 100 miles southwest of Watson Lake located on the Yukon border. A potential route to Alaska through the Yukon would be first, an extension from Dease Lake to Watson Lake, then following first the Laird and then the Pelly Rivers to a point below Ross River where it turns East on the Magundy and Little Salmon River drainages to the community of Carmacks on the Yukon, then down the Yukon and a short distance up the White River until it reaches the West Fork of the Ladue River from which it crosses the Alaska border east of Tetlin Junction. It is assumed that the railroad will generally parallel the Alaska Highway from Tetlin into Fairbanks. This route is considered to be "relatively easy" terrain for rail construction, down river valleys and with no major mountain passes to be crossed. This route describes 297 miles of track in Alaska, 568 miles in the Yukon, and about 100 miles remaining to be constructed in B.C. after the Dease Lake extension is completed. If current proposals before the White Pass and Yukon and Alaska Railroads are brought to completion some 250 miles along the route would be placed under construction. The Alaska and part of the Yukon sections were first identified by the Army Corps of Engineers during the construction of the Alaska Highway. The Bureau of Land Management, in their November 1974 report entitled "Multimodal Transportation and Utility Corridor System in Alaska," describes the rail route as Option #27. The land area for the entire route in Alaska may be selected through the eminent domain authority of the Alaska Railroad.

II. THE TYPE OF RAILROAD

The following cost estimates are for a general purpose standard gauge railroad with a good bed structure. The type of track bed should be of such a quality as to be readily upgradeable to unit train capability (unit trains are point-to-point, single bulk commodity, uniform car load trains that are usually not altered between origin and destination. Unit trains haul heavy tonnage and are particularly hard on track and equipment). Currently however, it is the State's policy to promote the processing of raw ores and crude oil within Alaska's boundaries. Most immediate demand for unit trains in Alaska will probably be placed for coal shipments along the existing track of the Alaska Railroad.

III. THE COST

Any estimate of costs at this point are ballpark figures. Cost also has several facets. One is dollar construction costs which, as of this date, are estimated to average $1.2 million per mile by the railroads closest to the project. Total cost relates also to numbers of miles remaining to be constructed at the time the decision is made to make the through connection.

Officials of the White Pass and Alaska Railroads have agreed that the incremental increase in maintenance and operational structure supporting their railroads now, would be relatively less for the new mileage than for a less isolated railroad in the "lower 48" operating more miles of track and having contract shop facilities available to it nearby.

Another facet is that some costs such as social, environmental, etc., cannot be measured by dollars. They need to be evaluated, weighed, and placed in their proper perspective. It is clear that costs relate to time, and the longer construction is delayed, the higher the cost.

Who will pay? New rail construction clearly generates its costs at the front end. The larger the number of groups sharing the costs, the lower the cost will be to each.

One who asserts the expense will be to high by the time the railroad is built should remember revenue and demand also rises. In short, all the people who will benefit from the railroad, will in some way pay for the railroad.

IV. THE ECONOMIC, SOCIAL, AND POLITICAL CONSIDERATIONS

This area is beyond the scope of this study. However, it is reasonable to assume that the benefits in the form of new jobs and businesses, lower costs for consumer and durable goods, increased revenue for government et al, might far exceed the cost for a through rail connection. The governments and people of Alaska, Canada and the Northern . .tes of the "lower 48" would be receiving most of these bene.'ts. Only a well funded, comprehensive study of the total impact resulting from a rail connection could measure the total effect, and therefore, the viability of the proposal and the route.

V. ENVIRONMENTAL CONSIDERATIONS

The measurement of this impact is not within the funding of this study, but most certainly should be weighed with the other factors in a cost-benefit analysis. Initial reaction is described in the "Other Opinions" section later in this report.

VI. THE REVENUE

Those benefiting from the Railroad include the public, the operator of the railroad, the users of the railroad, and the local, state, provincial and federal governments. When the first tons of cargo move across a portion of the new track the operator will draw some salary and costs out of the rates charged to the shipper for hauling. A substantial volume will have to move, however, before what is collected in rates will pay for the original construction costs of the railroad-though this may happen (see the section on "Full Potential").

VII. THE RATE

In order for a transcontinental railroad to be effective, it must be competitive with existing modes of transportation. Competitiveness for the railroad also suggests the ability to provide tighter schedules and less handling of goods. A shipment could be placed on a rail car in the Midwest and not touched again until it reaches Fairbanks or Anchorage. Additional benefits include less chance for damage, delay, misrouting, and fewer transshipments.

Someone else has been receiving revenue before that first ton of cargo moved, however, perhaps millions of dollars. This revenue is in the form of income, property and business taxes paid to all levels of government during construction. This revenue will decline as the railroad nears completion unless the operator can put the railroad into operation. When operation begins, three revenues or benefits will flow - the revenue termed "public good and convenience," the rate revenue - particularly when it is reinvested, and the governmental tax revenue on all the primary and secondary economic activities.

The total of 1) public good, 2) charges and 3) taxes, versus the original construction and operational costs is what needs to be measured when asking whether the railroad will pay for itself and should be the subject of future study. It is clear the governments will initially have to participate in the construction because the railroad operator himself has not as yet had access to any revenue.

When a potential shipper is asked how much he might ship on a through rail route to the Midwest, his logical reply is: "How much will you charge me?" The answer is, there is presently no way of telling. This department has prevailed upon the railroads to construct a purely hypothetical rate under which they might be able to operate at today's costs. The Alaska Railroad prepared the first draft and the British Columbia and White Pass and Yukon Railroads are still in the process of evaluating this rate structure. It is understood that railroads only in very special circumstances could compete with an all water shipment. However, the question is could the railroads compete today once trans-shipments to interior points in Alaska and the mid-continent regions are required. When one approaches total tonnages in the modest range of three to four million tons a year, the hypothetical rates answer this question in the affirmative. This is however, only one measure of revenue generated by a railroad (see section on "Revenue"). Cost recovery in this tonnage range can be significant however as seen in the accompanying table.

The Alaska Railroad's estimates do not include profit margins, however, the profit increment is estimated to be 15 percent or less (profitability can also be achieved through operating procedures).

It is common practice that these rates vary among commodities, and that the estimated rate represents an average rate. Understandably these rates are negotiable to individual shippers based on volume and distance. Since a rate structure is already in effect to Prince George, negotiations would produce transcontinental through rates and other through rates to Northern Canada and Alaska destinations, which are usually lower.

Estimated Rate Structure - Prince George to Fairbanks
Capital and Operating Recovery

Tonnage	Canadian Segment	Alaska Segment	Rate/ton	Rate/cwt
1,000,000	$112.26	$61.36	$173.62	$8.68
2,000,000	64.91	38.62	103.53	5.18
3,000,000	49.93	31.25	81.08	4.05
4,000,000	42.95	27.77	70.72	3.54
5,000,000	39.53	25.89	65.42	3.27
6,000,000	38.00	24.86	62.86	3.14

Operating Expense Recovery Only

Tonnage	Canadian Segment	Alaska Segment	Rate/ton	Rate/cwt
1,000,000	$37.33	$23.18	$60.51	$3.03
2,000,000	27.45	19.53	46.98	2.35
3,000,000	24.85	18.53	43.38	2.17
4,000,000	24.22	18.23	42.45	2.12
5,000,000	24.54	18.25	42.79	2.14
6,000,000	25.51	18.50	44.01	2.20

VIII. THE VOLUME

There are two types of volume that are of interest in this study; current and future volume. The most readily accessible current volume statistics were those compiled by the Alaska Railroad. Future volume had to be identified through research and contacts with various potential shippers.

In estimating future volume, it was neccesary to make three basic assumptions:

1. That traffic originating from inland points east of the Rocky Mountains would probably move along an all land rail route to Alaska, given competitive service.

2. That the present Alaska traffic, excluding pipeline traffic will continue to grow on the average of 7 percent a year.

3. That 1985 would be the earliest normal completion date for the construction of a through rail route between Alaska and the Midwest.

Only a general idea of what commodities are moving and the point of origin and destination appeared necessary for purposes of this study. The large Alaska highway tonnage carried is mostly pipeline oriented to date and it is assumed that most of the commodities carried by air will continue to move in that manner. Consequently, waterborne tonnage into Alaska was the only tonnage gathered in detail for this report.

1975 Tonnage

Data gathered from the Alaska Railroad, reveals that 24 percent of their freight originated east of the Rocky Mountains in 1975. That is probably conservative since billing figures were used and Seattle offices are often billed for freight destined for Alaska, regardless of origin.

The Alaska Railroad handled 9,516 car loads of interline traffic in 1975 of which 2,284 car loads or 91,360 tons could be identified by billings as originating east of the Rocky Mountains.

An additional 51,600 tons arrived at Seward by water. Applying the 24 percent factor developed from the Railroad statistics, an estimated 12,384 tons of cargo received at Seward had origins east of the Rockies. The Port of Anchorage received 2,222,169 tons in 1975. Of this total 1,368,192 tons were petroleum products. Of the remaining 853,977 tons, mostly from Sea-Land, it might be assumed that 24 percent, or an estimated 204,954 tons, originated east of the Rockies. Combining the tonnage volume from the Railroad, Seward, and Anchorage, approximately 308,698 tons had origins east of the Rockies. This volume, projected at a 7 percent annual increase, reaches 607,255 tons in 1985, for a good base tonnage.

1976 Tonnage

These figures are incomplete and are displayed as a matter of interest.

The general cargo continues a modest increase over 1975. Column A is interline freight received and Column B is freight tendered to the Railroad by Sea-Land and TOTE for movement to Fairbanks.

Alaska Railroad

Tons of Freight	A	B	Total
FY 1976	395,670	110,609	506,279
July - November 1976	122,705	51,586	174,291

The Port of Anchorage in 1976 processed the tonnages displayed in the following table. The total general cargo handled was 1,072,149 tons. Some of this cargo is transshipped by the Alaska Railroad to Fairbanks and is included in the Railroad's statistics.

Port of Anchorage
Waterborne Commerce by Commodity, 1976
(in tons)

Commodity	Local		Domestic		Foreign	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Freight, N.O.S.	2.0	7.0	4,927.3	11.6	1,199.2	
Cement, Drilling Mud, etc.			40,329.1		31.4	
Iron or Steel Articles		52.0	120.1		7,248.7	
Lumber			266.4			
Plastic Material Insulation			1,273.0			
Petroleum, Bulk			1,300,521.6	7,623.7	386,854.2	
Petroleum, N.O.S.		1,395.0				
Scrap, Iron or Steel						
Vans, Flats, Containers			884,211.5	94,398.7		
Vehicles			22,779.7	11,192.9	2,703.9	
Totals	2.0	1,454.0	2,254,428.7	113,226.9	398.037.4	

The White Pass and Yukon Railroad is projecting 100,000 tons outbound from the Yukon Territory ultimately destined to interior Canadian points in 1981. Yukon tonnage is chiefly mineral concentrates and may or may not grow at 7 percent annually to 1985. However, these figures are biased downward since tonnages in the opposite direction have not been considered. Therefore, it would seem very conservative to estimate that a million tons would flow across the route by 1985, given competitive service and no new development.

A million tons means about a train a day to the Alaska Railroad. If you exclude fuel related tonnages, like petroleum and coal, the Alaska Railroad presently hauls less than one million tons of general cargo a year. This is also true of the White Pass and Yukon Railroad. The new route would probably increase the tonnage of both railroads and it certainly would offer a good base for the through route.

In attempting to identify the future volume of such a rail route, potential shippers were contacted (see the following letter). The letter was sent to 131 firms in the United and Canada. To date, a 39 percent response has been received, which is a good response. This is not to be considered a poll. It is simply an admittedly incomplete sampling of opinions. The reader can gather the tenor of the comments from these potential customers of a rail route. The letter did not ask for nor guarantee confidentiality, however, it was decided to publish the excerpts separate from the authors in order that any presumed confidences would not be violated. Those eight individuals identified with their statements have been done so with their permission.

These letters suggest the railroad itself may trigger the development of some of the mines mentioned. Certainly the respondents seem to overwhelmingly agree that a through railroad would be a plus factor for the economy and a boon to mineral development. It is interesting to note that some companies have stated that they have not even bothered to explore in areas lacking transportation. Of additional importance is the fact that most of the respondents hold high executive positions within their company structure. Read each comment entirely to judge for yourself the support for this route. Some significant potential is suggested.

SB

34

Alaska State Legislature

House

JUNEAU ALASKA

TRANSPORTATION COMMITTEE

SB 34 Special Approp. to D.O.T. for capital improvements at the Fairbanks International Airport; e.d. (Fahrenkamp) 57 mil

This appropriation is the cumulative total for capital improvements plan for the Fairbanks airport, which involves runway, terminal, etc.

Alaska State Legislature

SENATOR BETTYE FAHRENKAMP
CHAIRMAN RESOURCES COMMITTEE

4016 EVERGREEN
FAIRBANKS ALASKA 99701

907-479-3550

Senate

WHILE IN JUNEAU
POUCH V
JUNEAU, ALASKA 99811
OFFICE 907-465-3763
RESOURCES COMMITTEE
907-465-3534
HOME 907-765-9182

M E M O R A N D U M

TO: Senator Bill Ray
Chairman, Transportation Committee

FROM: Senator Bettye Fahrenkamp

RE: Background information
SB 34".....$57 million airport appropriation"

DATE: March 4, 1981

The purpose of this legislation is to fund capital improvements at the Fairbanks International Airport. The funding will cover Phase I of the short range improvements covered in the Fairbanks Airport Draft Master Plan. The Phase I project list is attached to this memorandum.

The CIP projects listed are based on forecasted aviation levels. They were prepared by DOT/PF personnel. The discrepancy between the amount sought in the bill and the amount listed in Table 7-1 are items 21 and 22 which will be funded by FAA.

There is a basic philosophical difference in attitudes where development of the airport is concerned. DOT/PF has traditionally bas d capital project plans on actual need; that is, building to increase capacity only where that capacity has reached its uppermost limit. Advocates for developing the airport now also base their decisions on need. But the need they foresee is for construction and design of capital projects which will have to be in place in 1986 in order to satisfy the need that is projected.

In recent years a distinct change has occurred in the nature of air traffic patterns at Fairbanks; many international flights are being scheduled for technical fuel stops at Fairbanks International. The number of these flights is expected to increase. With the successful conclusion of a diligent marketing effort now in process, Fairbanks is expected to schedule several additional international stopovers.

In order for the Fairbanks airport to provide minimum safety standards for the wide-bodied aircraft most frequently

performing these functions, the improvements described in the master plan are needed. Increase in international flights is starting its buildup. Improvements need to be made now and be completed in time for the heavier traffic patterns. Timing is absolutely essential for the growth of the airport and the economic stability of Fairbanks.

This is a project supported by the community. There are many proponents, some of whose comments are attached to this memo.

Table 7-1

SUMMARY OF PROJECT REQUIREMENTS AND ESTIMATED COSTS
Fairbanks International Airport

PHASE I	Description	Estimated Base Year (1980) Project Costs[a]
1. Acquire Land Between New & Old Airport Way	27.5 Acres	$ 3,000,000
2. Acquire Land South of Proposed South Fairbanks Expressway	77.9 Acres	200,000[b]
3. Acquire Land North of US Postal Service	21.4 Acres	1,200,000
4. Acquire Land North of Flood Control Levee	155.0 Acres	200,000[b]
5. Acquire Land at Middle Marker	4.8 Acres	100,000[b]
6. Acquire Leasehold Lots 1 & 2, Block 1	6.2 Acres	1,300,000
7. Acquire Land North of Cartwright Road	15.0 Acres	150,000
8. Extend Runway 1L/19R & Taxiway T-1	1,400 L.F.	4,500,000
9. Overlay Runway 1L/19R	10,300 L.F.	2,600,000
10. Relocate Alaska Railroad	3,600 L.F.	700,000
11. Extend Runway 1R/19L & Widen	500 L.F.	900,000
12. Construct Taxiway T-5 & Convert T-3 to Gravel Landing Strip	3,700 L.F.	1,750,000
13. Widen & Reconstruct Exit Taxiways	- -	300,000
14. Pave & Light Taxiway T-16	450 L.F.	200,000

(a) Includes allowance of 20% to cover contingencies, architect/engineering fee and administration.
(b) Governmental transfer costs only $1.00 total value assumed.

15. Construct, Pave & Light Taxiway T-13	2,400 L.F.	1,300,000
16. Construct, Pave & Light Northwest Apron Taxiway (Stage I)	2,000 L.F.	1,000,000
17. Extend Float Pond	4,500 ft. x 400 ft.	4,300,000
18. Construct Float Plane Ramp	1 Job	200,000
19. Relocate Category II ILS Runway 1L	1 Job	2,000,000
20. Replace Towers on ALSF-1, Runway 19R	1 Job	500,000
21. Install VASI-2, Runways 1R and 19L and REIL, Runway 1R	1 Job	300,000
22. Upgrade Terminal Control Equipment	1 Job	80,000
23. Mark & Light West Helipad	1 Job	50,000
24. Mark & Light East Helipad	1 Job	50,000
25. Upgrade FSS & Other Equipment	1 Job	380,000
26. Expand West Apron	40,000 S.Y.	1,400,000
27. Expand Passenger Terminal Building (Stage I)	40,000 S.F.	6,000,000
28. Rehabilitate Existing Passenger Terminal Building	30,000 S.F.	2,500,000
29. Install Traffic Signalization in Terminal Area	1 Job	150,000
30. Construct Additional Curbside Lane at Passenger Terminal Building	1,800 L.F.	600,000
31. Relocate Airport Way	3,800 L.F.	900,000
32. Construct Front Road "A"	4,900 L.F.	700,000
33. Construct Gravel Service Road "I"	4,000 L.F.	100,000

34. Relocate & Extend Gravel Service Road "K"	3,400 L.F.	100,000
35. Construct Service Road "E"	10,500 L.F.	1,200,000
36. Construct Gravel Service Road "G"	1,600 L.F.	100,000
37. Construct Gravel Access Road "H"	2,000 L.F.	100,000
38. Expand Public Parking at Passenger Terminal (Stage I)	300 Spaces	750,000
39. Construct General Aviation Apron Auto Parking (Stage I)	150 Spaces	100,000
40. Construct General Aviation Apron (Stage I)	180 Spaces	1,300,000
41. Expand Float Pond to the East	81 Slips	3,500,000
42. Construct East Heliport	6 Spaces	300,000
43. Relocate FBO's Operating +12,500 lb. Aircraft to Northwest Apron	- -	3,000,000
44. Construct Two Rescue Boat Houses	500 S.F.	40,000
45. Construct Sand Storage Building	3,000 S.F.	150,000
46. Construct Vehicle Storage Building (Stage I)	15,000 S.F.	900,000
47. Extend & Relocate Hydrants at Passenger Terminal	1 Job	200,000
48. Extend Hydrant System to Air Cargo Apron (Stage I)	3,500 L.F.	700,000
49. Construct Air Cargo Apron (Stage I)	120,000 S.Y.	3,600,000
50. Electrical Service to East Side of Float Pond	7,600 L.F.	300,000
51. Expand Standby Generation	1 Job	300,000
52. Extend West Apron Drainage	1 Job	60,000

53. Drainage System for South End of Airport	1 Job	500,000
54. Develop Park & Trail System	1 Job	200,000
55. Relocate Security Fencing along Alaska Railroad	3,600 L.F.	60,000
56. Relocate Security Fencing in Old Post Office Area	1,200 L.F.	20,000
57. Relocate Security Fencing along Airport Way & Frontage Road "A"	8,400 L.F.	130,000
58. Landscape Terminal Entrance Road	1 Job	200,000
59. Landscape University Avenue Entrance	1 Job	100,000
TOTAL PHASE I:		$ 57,520,000

fairbanks north star borough
[illegible] 1267 [illegible] Fairbanks [illegible] as alaska 99707 907-452-4761

January 23, 1981

Senator Bettye Fahrenkamp
State of Alaska Legislature
Pouch V
Juneau, Alaska 99811

Dear Senator Fahrenkamp:

At its regular meeting of January 22, 1981, the Fairbanks North Star Borough Assembly unanimously adopted Resolution No. 81-4, A Resolution In Support Of The Draft Fairbanks International Airport Master Plan And Urging Early Appropriation For Capital Facilities Development.

A copy of this resolution is enclosed.

Sincerely,

Gaye J. Patrick
Borough Clerk

GJP:rlf

Enclosure:
as stated

Adopted: 01/22/81

RESOLUTION NO. 81-4

A RESOLUTION IN SUPPORT OF THE DRAFT FAIRBANKS INTERNATIONAL AIRPORT MASTER PLAN AND URGING EARLY APPROPRIATION FOR CAPITAL FACILITIES DEVELOPMENT

WHEREAS, the Fairbanks International Airport is a key element in the economy of the Fairbanks area and of Interior Alaska by serving as a major transportation link between this area and the rest of the world; and

WHEREAS, the State of Alaska has consistently managed the Fairbanks International Airport as a secondary and back-up facility, thereby allocating to it minimal funding for new capital facilities, maintenance, and passenger service development; and

WHEREAS, the Alaska Department of Transportation is now reviewing a draft Fairbanks International Airport Master Plan which proposes a twenty-year, $101 million development plan for the airport; and

WHEREAS, Fairbanks' highly advantageous geographical position equidistant from East Asia, Western Europe, and the East Coast of the United States coupled with the recent development of locally refined jet fuel have resulted in greatly increased demand by international air carriers for stop-overs in Fairbanks:

NOW, THEREFORE, BE IT RESOLVED by the Assembly of the Fairbanks North Star Borough that the Governor of the State of Alaska and appropriate cabinet members are urged to request accelerated funding for the 1981-82 fiscal year of no less than $50 million to begin implementation of Phase I and suitable portions of Phase II of the proposed Master Plan during the present calendar year; and

BE IT FURTHER RESOLVED that the Alaska Department of Transportation, in coordination with appropriate federal, state, and borough agencies, is requested to pursue as part of the implementation of the proposed Master Plan the issues of noise abatement, ice fog and other air pollution, land use and zoning, socio-economic projections, and future airport siting to insure the optimum social as well as economic utilization of the international airport facility.

PASSED AND APPROVED THIS 22ND DAY OF JANUARY, 1981.

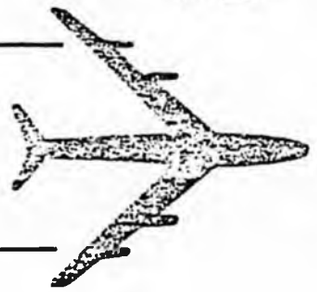
Presiding Officer

ATTEST:

Clerk of the Assembly

FILE

FAIRBANKS INTERNATIONAL AIRPORT
OPERATOR'S COUNCIL
P.O. Box 60009 Fairbanks, Alaska 99706



26 January 1981

Mr. Jerry Rafson
State of Alaska
Department of Transportation
and Public Facilities
600 University Avenue
Fairbanks, Alaska 99701

Dear Mr. Rafson:

At recent meetings of the Fairbanks International Airport Operator's Council the Draft Master Plan for the Airport has been reviewed and discussed. The AOC is in basic concurrence with the draft and hereby commends all concerned for their efforts in producing the document.

We do, however, disagree with some of the conclusions reached or recommended. In addition we are not in total agreement with the time tables proposed.

We take this opportunity to submit our comments for consideration and hopeful incorporation into the basic document.

The following singles out our areas of concern and speaks to each one individually:

Runway Extension

The Airport Operator's Council supports the concept of extending the present main runway. Our concern is that we have been unable to secure assurance that the Category II ILS can be made operational on the extended area. Our recommendation is that the present Category II ILS should not be disturbed and be operated as a displaced threshhold type if this is possible.

When the extension is completed a Category III ILS should be installed and certified. At that time, move the present Category II ILS to the other end of the runway to replace the present Category I equipment.

Under the above conditions we fully support the runway extension as the extension will result in many benefits including better noise abatement, safer operations and decreased operational costs due to shorter ground operation distances.

Cargo Aircraft Ramp

We recommend the present aircraft parking ramp (immediately south of present terminal) be expanded to include all areas bounded by the fence to the west, the terminal on the north, taxiway on the east and the CFR station on the south. The present buildings (weather and waste disposal) should be moved from the area. The expanded area should include all envisioned below ground plumbing, electrical, etc. prior to paving.

The AOC believes any additional cargo aircraft parking space should be developed at the north end. We do not agree with the proposed south end area.

Main Runway

We recommend the runway be resurfaced to accommodate the increased landing weights of aircraft now utilizing the airport. This action should be taken in conjunction with the following item.

Main Taxiway

AOC believes the present taxiway should be widened to 150 feet and resurfaced to accommodate the increased weight of present aircraft. This should be done prior to the main runway resurfacing so the taxiway can be utilized as a substitute runway during the time the main runway is out of service.

We request full consideration be given to assuring the main runway is not closed for extended periods. The work should be planned to accommodate wide body aircraft traffic during certain periods of each day. Narrow body aircraft can use the taxiway with no undue penalty.

Access/Service Roads

We recommend the service road be paved from the edge of the present parking area to the south end of the airport. Unpaved access roads between the service road and the west perimeter of the airport should also be paved. Paving is also necessary around the new hydrant fueling pump and storage buildings.

Hydrant System

Our recommendation is that the hydrant system be expanded to include an adequate number of service pits in the above noted cargo aircraft parking areas at both the south terminal area and the recommended north end of the airport area.

The hydrant system should also be expanded to include both Jet A and Jet B product capability at each hydrant service pit location. Adequate warm storage facilities should be included for required backup refuelers, along with

additional capacity for hydrant trucks. Hydrant operations personnel facilities should also be included in the plan. These facilities should include rest rooms with showers, locker/change room, lunch room and waiting room. An emergency eye wash and emergency shower should also be included.

Passenger Terminal

The AOC favors expansion of the present terminal facilities. We believe the expansion should be to the west (out over the parking area) and to the south west (along the terminal access road). We do not feel the terminal should be expanded to the south along the present building line as that will infringe on the present parking area.

We also believe there is an immediate need to relieve the congestion in the present baggage makeup area behind the ticket counters. The baggage makeup area is totally inadequate and has been for some time.

The AOC would like to see a more detailed plan of terminal expansion along the above guidelines.

An AOC special committee will be supplying the DOT/PF with a more detailed written comment on the terminal improvements deemed required.

East Ramp Area

The AOC has not evaluated the Draft Master Plan in detail as it applies to the east ramp area. We hope to have some east ramp operators supply either verbal testimony at hearings or written comments directly to DOT/PF.

In closing we again wish to convey our appreciation for the efforts of all concerned with the Draft Master Plan. We believe it is a good basic document to build from to assure orderly airport development.

The AOC also wishes to emphasize that we believe it is necessary to implement improvements on a faster basis than proposed.

If further information is desired, the AOC stands ready to help in any way practical.

Sincerely,

Ralph Brumbaugh
Chairman

mjs
cc: AOC Members

fairbanks north star borough
p.o. box 1267 - 520 fifth ave. — fairbanks, alaska 99707 - 907 - 452-4761

January 14, 1981

Mr. Heinrich Springer, Director
State of Alaska Department of
Transportation and Public Facilities
Division of Planning and Programming,
Western Region
University Plaza--West, Suite D
600 University Avenue
Fairbanks AK 99701

Dear Mr. Springer:

I am writing to respond to the newly released second draft of the Fairbanks International Airport Master Plan. This letter will serve as the basis for my testimony on January 26 and constitutes the Borough Administration's position on the Master Plan draft and the issue of airport development.

Last summer, I was very concerned by the scope and approach of the first Master Plan draft. On August 18, I wrote expressing my fundamental objections to that Master Plan draft, and subsequently met with Jerry Rafson and Larry Soden in September to discuss the Borough's concerns.

The discussions were intense but productive. I am frankly very pleased by the fundamental philosophical and procedural changes which have been included in the second draft. I would like to express my deep appreciation for your open-mindedness and flexibility in incorporating our recommendations.

Your concept of a $101 million capital development program over the next 20 years for the airport marks a radical--and welcome--re-alignment for state thinking. In implementing this program, I would like to recommend the following twofold approach.

First, I believe it would be highly desirable for the State to request as a lump-sum appropriation this year an amount of no less than $50 million to initiate Phase I and parts of Phase II of the Master Plan concept as the first step in a five-year Airport Capital Facilities

Program. This would allow the Alaska Department of Transportation to develop a coherent and logically implemented program for the construction of these facilities, while also permitting the State to have the capital reserve on hand to meet what the Borough believes are likely to be sudden escalations in demands on airport facilities and services over the next five to ten years.

By having access to the large amount of surplus monies in the International Airport Fund, the Anchorage International Airport has enjoyed a similar advantage of ready funding over the past 10-15 years. This has allowed that airport to respond quickly to new demands in international traffic and develop the necessary support infrastructure in a timely fashion.

Secondly, I would urge that, concurrent with the development and funding of capital projects in Phase I, the State through its Airport Master Plan consultants investigate and assess the feasibility of relocating the main airport terminal facility southeast toward the Tanana River, as well as looking into the possibility of an airport site south of the Tanana River.

In making this recommendation, I would like to stress that this study should proceed concurrently with the development of the necessary infrastructure and facilities under Phase I at the airport's present site. In no way should this request, or this relocation concept, be used to delay implementation of the first part of the present Master Plan concept.

I do not believe that we can talk realistically about tapping the potential of Alaska and Fairbanks as geographic crossroads between the Orient, Western Europe and eastern North America without seriously evaluating the relocation of Fairbanks airport facilities by the year 2000. Such a relocation should be devised to dovetail with existing operations at the present airport site, as well as being coordinated with the growth and centralization of general aviation operations in the Fairbanks area in coming decades.

In the discussions and communications which I have had with Jerry Rafson and Larry Soden, I urged that the completed Master Plan be at all times considered a living document and open to review should new or unanticipated conditions significantly change air transportation requirements. In this respect, I would like to see the appropriate state and federal agencies work with the Borough in either correcting or refining a number of technical deficiencies and questioned areas in the Master Plan draft. In particular, these problems include:

(a) the need for additional environmental assessment of noise, carbon monoxide, ice fog pollution;

(b) the lack of socio-economic projections concerning the scope and impact of the construction of large-scale airport facilities coinciding with the possible overlapping impacts of the ANGTS, the exploration and development of the northern section of the state, and the expansion of the Interior's tourism industry.

(c) insufficient focus on land-use and zoning issues affected by airport expansion.

Technical reviews by my staff have raised these points, and I believe that they will require a significant and ongoing level of technical attention to address adequately.

I do believe, however, that these issues can be resolved satisfactorily within the framework of the Master Plan second draft, and I look forward to a close and fruitful working relationship among you, the Alaska Department of Transportation, and the appropriate offices of the Fairbanks North Star Borough.

As well as continuing my own direct interest in airport development, I have designated the following Borough personnel to serve as liaison with you in their areas of expertise and responsibility:

Ben Harding, Policy Coordinator--Overall Borough approach and direction to airport development issues.

Richard Joy, Environmental Services--Borough environmental concerns, particularly air pollution, ice fog, and noise.

Don Goggin, Planning Director--Land use planning, ground access, and zoning impacts.

Karen Fox, Community Research Director--Socio-economic concerns, particularly employment and economic impact projections for construction and operation.

Sincerely,

John A. Carlson

JOHN A. CARLSON
Borough Mayor

JAC/sek

FAIRBANKS CENTRAL LABOR COUNCIL

A. F. of L. – C. I. O.

FAIRBANKS, ALASKA

—1—

January 30, 1981

Hon. Bettye Fahrenkamp
4016 Evergreen
Fairbanks, AK 99701

My Dear Senator:

On Monday, January 26, 1981, the AFL-CIO Crafts Council and the Fairbanks Central Labor Council met jointly and unanimously adopted the following resolution:

> "Resolved that the AFL-CIO Crafts Council and the Fairbanks Central Labor Council unanimously endorse the adoption of the new master plan for the Fairbanks International Airport and specifically request immediate implementation of said plan."

To summarize the discussion, we felt that we are six to ten years behind in development of the airport in Fairbanks, because all the development has been going to Anchorage. In an effort to not be passed by completely, we do not feel that further study is needed and certainly feel that such would only be a delay tactic as is now being threatened by Governor Hammond and Commissioner Ward. We feel that noise pollution will continue to diminish as it has over the past ten years, and air pollution stemming from the airport is basically a nonexistent factor. We want to urge all of our legislators to work as hard as possible for this development.

If you have any questions, please feel free to call me or any labor business agent in Fairbanks.

Sincerely,

ARTHUR L. ROBSON
Secretary
ALR:LAL



FEB 1 3 1981

Greater Fairbanks
CHAMBER OF COMMERCE

Member:
U. S. Chamber of Commerce
Alaska State Chamber of Commerce

In Association With
Fairbanks Visitor & Convention Bureau
Fairbanks Industrial Development Corporation

(907) 452-1105 550 First Avenue
FAIRBANKS
ALASKA 99701

February 12, 1981

Senator Bettye Fahrenkamp
Alaska State Senate
Pouch V
Juneau, Alaska 99811

Dear Bettye:

The Aviation Committee of the Fairbanks Chamber has studied at great length the Fairbanks International Airport Master Plan. The attached is a copy of the testimony presented at the Master Plan Hearing held at the Noel Wien Library on January 26, 1981.

In addtion to the testimony, we would like to point to several other concerns and reasons that development should begin in 1981.

1. The need to create additional employment through construction projects during this perio of high unemployment.
2. The available labor force and the lack of other work in the immediate area.
3. Bidding will be much more competitive for this work if done now than if we were to wait a year or two when we anticipate the gas pipeline will start up.
4. We would like to suggest that the design work be done on a contractual basis rather than by DOT to expedite that particular phase.

In the Chamber's Program of Work for 1981 we have placed as top priority items the expansion of the Fairbanks International Airport and the development of a first class hotel. The hotel is the first step in providing addtional infrastructure to serve expanded airport facilities.

Sincerely,

Ron Davis
President

Enlosure
RAD/sh

The GOLDEN HEART City 49th

THE NEW GREATER FAIRBANKS CHAMBER OF COMMERCE
1981 Fairbanks International Airport Position on
The Airport Master Plan

The Fairbanks International Airport has grown with the added activities of international carriers and the domestic development of the oil and gas exploration on the North Slope, for which the airport is used as a major staging area.

In 1979 the Legislature passed an appropriation of $8.5 million to further develop the airport at a time when international carriers were just starting to come to Fairbanks. Of that, approximately $2.1 million remains uncommitted. Before the Legislature now is Senate Bill 34 for $57 million which covers Phase I of the Master Plan. Additionally, Senate Bill 37 has been filed, converting the $8.5 million 1979 revenue bond bill that passed to general funding.

The Master Plan as presented is broken out into three phases: Phase I covering the period 1980 through 1985; Phase II, 1986 through 1990; and Phase III, 1991-2000. These three phases cover $101,710,000 if they are to be followed using 1980 dollars. The Chamber has tried to take an objective point of view on the Master Plan and supports the Master Plan as presented in its entirety as being a fine document to allow this community, DOT, and those involved with transportation and tourism, economic development. However, we must take grave issue with the time frame associated with the three phases; therefore, the Chamber has broken out Phase I into three basic areas: Paving, Terminal, and Land.

Paving: Paving is an item that can be initiated during the 1981 construction season. Some of the items included in the 59 items of Phase I are expansion of the present south ramp apron to accommodate the increased wide body aircraft, paving of the service road in front of the fire station, paving of the main taxiway (T-1) and widening thereof and associated drainage work. filling, and road work around the airport.

The extension of the main runway by 1400 feet and the retention of the Category II or newer Category IIIC landing system should be commenced not later than the spring of 1982 with adequate planning and the previously resurfaced taxiway T-1 and widening thereof. This item is crucial for the continuation of activities and expansion thereof as presently Boeing 747/F-200 aircraft are taking weight penalties from 5000 to 40,000 pounds due to the runway length. Additionally, this will allow these large aircraft and newer generation aircraft to depart to the south over the Tanana Flats with much less noise impact upon the community.

Terminal Expansion/Renovation: Expansion of the south end of the terminal building to accommodate two wide body aircraft simultaneously, including passenger loading bridges, renovation of the main terminal building to be consistent with the expansion, and a permanent mini master plan of the terminal building from this point through the year 2000, including such items as an additional jetway for the present international holding area, automatic doors at curbside, conference room, nursery room, additional concession areas, renovation of the utilities system to allow an updated, energy-efficient heating and air conditioning system, and an expansion of the domestic ticket counter area to eliminate congestion.

Land: To allow for the orderly acquisition of land as depicted in the Master Plan, and specifically those areas under federal and state government controls where the acquisition would be a matter of land transfer to the airport reserve.

We feel that if DOTPF was given the preliminary go-ahead for preconstruction design and architectural work with the carriers and community in a positive manner, we could see implementation of the various activities outlined in the Master Plan as a positive step forward for growth in the community and future economic development of the Tanana Valley.

The above testimony was submitted to the final Master Plan hearing on the Fairbanks International Airport in the Noel Wien Memorial Library on January 26, 1981.

Respectfully,

Tom Owen, Vice Chairman
Board of Directors
Fairbanks Chamber of Commerce

Don O'Connor, Chairman
Air Commerce Committee
Fairbanks Chamber of Commerce

See page 2 #6

Alaska

STATE CHAMBER of COMMERCE

310 Second Street
Juneau, Alaska 99801
Phone 586-2323

January 5, 1981

1981 LEGISLATIVE GOALS OF THE ALASKA STATE CHAMBER OF COMMERCE

STATE SPENDING LIMIT, TAX RELIEF, BONDING

1. Limit state spending as proposed in the Alaska State Chamber of Commerce's current initiative by establishing Fiscal Year 1981 as the base year and tieing future expenditures to population and per capita income.

2. Exempt the first $250,000 in taxable corporate profits for all Alaskan corporations.

3. Eliminate future bonding and support capital improvements from the general fund as long as revenues are available. Require all projects over one million dollars to have voter approval so as to create public awareness.

4. Increase state revenue sharing to municipalities to cut or end property taxes.

5. Conduct comprehensive review of all oil and gas taxes, including a study of the windfall tax exemption for oil and gas companies.

ECONOMIC DEVELOPMENT GOALS

1. Establish a permanent power fund for statewide power projects.

2. Appropriate funds for electrical grid interties to stabalize power supplies statewide.

3. Support state encouragement for petrochemical industry development in Alaska.

4. Implement long term sales of state royalty oil and gas at prevailing rates to supply in-state refineries at maximum capacity.

5. Support full public use of the state highway from the Yukon River to Dietrich Pass (commonly called the "haul road") effective June 1, 1981. Support immediate action to provide adequate funding to bring this highway up to secondary road standards and properly maintained for the full length of the highway. Paving of this entire highway as soon as possible is in the best public interest.

(continued)

6. Recommends that integrated policy boards be established to administer the International Airport Revenue Fund composed of a majority of private business interests with the authority and responsibility to provide technical and policy direction in the development, planning, and operation of the airports to the Department of Transportation and Public Facilities. Further, that a comprehensive capital improvements program be established and funded through the general fund to support the facilities necessary for current demands as well as latent potential.

7. Endorse accelerated coal development in Alaska.

8. Propose the Department of Natural Resources rewrite state regulations to encourage timber, petroleum and mining development.

9. Request a rewrite of the U. S. Interior Department regulations to allow tourism, mineral, and oil exploration on national monuments.

10. Urge the state take a firm stand to encourage all possible domestic manufacture of forest products from public lands. Exceptions to primary manufacture should only be made when it can be clearly shown through the hearing process there are no possible domestic markets.

LABOR LEGISLATION

Encouraged by the preliminary work of the legislature's Workers' Compensation Study Commission, we support their efforts to improve the administration of the system and make the compensation program more competitive.

The Chamber further believes that their recommendations must also encourage realistic benefit revisions necessary to restore the incentive for injured workers to return to productive employment and to remove the excesses in employers workers' compensation costs.

GENERAL LEGISLATION

1. Institute a national campaign to improve Alaska's image and boost Alaska tourism.

2. Develop without delay a ten year capital improvement plan

3. Increase vocational training at the University of Alaska.

4. Abolish the Alaska Public Offices Commission.

5. Encourage state government to assist and support private enterprise in meeting the needs of the public. We further encourage state government to provide direct services only when it has been proven that private enterprise cannot fill the needs of the public.

6. Recommend the Alaska Renewable Resources Corporation be limited to equity or venture capital investment and grants, not loans in connection with equity capital investments. Allow not just renewable, but also non-renewable equity participation. The investment agreement should be more specific in the buy-out option (Example - Salamontof Seafood problem). ARRC should develop a banker-borrower relationship, not be both.

FEB 16 1981

North Pole Refining P.O. Box 5028, North Pole, Alaska 99705

DIVISION OF EARTH RESOURCES COMPANY OF ALASKA

907/488-2741
907/488-2742

10 February 1981

Senator Bettye Fahrenkamp
State Capitol
Pouch V
Juneau, Alaska 99811

Dear ~~Senator Fahrenkamp~~ Bettye:

Attached are two separate written testimonies submitted to the State regarding the draft Master Plan for Fairbanks International Airport. These testimonies were prepared one by myself and the other by Mr. James Healey, who is the Senior Economic Analyst here at North Pole Refining, and these comments reflect the position of North Pole Refining.

If you have any questions at all regarding information which we might supply, please contact us at any time.

Regards

Chuck

Attachment

Charles G. McConnell
Vice President/General Manager

COMMENTS REGARDING FAIRBANKS INTERNATIONAL AIRPORT

DRAFT MASTER PLAN

FEBRUARY 9, 1981

My name is James F. Healey and I live at 1/2 Mile Newby Road, North Pole, Alaska. I am Senior Planning Analyst for NORTH POLE REFINING and would like to comment on two parts of the facilities development outlined in the Draft Master Plan - facilities for the handling of International wide-body aircraft and passengers, and runway conditions sufficient to handle wide-body aircraft maximum take-off payloads.

Facilities for handling international wide-body aircraft and passengers:

At the present time, passenger traffic at FAI is solely of a domestic nature. To date, no international passenger traffic of a non-diversionary nature has utilized FAI. This fact need not be the case, and strong air carrier oriented economic arguments suggest that international passenger traffic through FAI is inevitable.

Several factors have thus far prevented the initiation of such service. These are summarized as follows: (1) Prior to January 1979, non-availability of a competitively priced fuel; (2) prior to the present, the lack of any facilities to accommodate the international passenger flight stop-over; and (3) the current inadequate facilities (not all airport related) to accommodate large scale international passenger traffic.

It is evident that both the issue of competitively priced fuel and the completion of some passenger facilities have been addressed and have, or are nearing, an initial resolution.

The need to address the ability of FAI to handle large scale (that is, more than one flight at a time) international passenger traffic follows from the international air carriers considerations concerning a shift of operations from Anchorage to Fairbanks. First, most international carriers transiting Anchorage cannot accommodate two distinct operations - its either Anchorage or Fairbanks. This is a function of carrier size, frequency of service, fixed base costs and the operational advantages of each location. Second, the cost of a carriers operation is significantly reduced with the sharing of many facilities and services with other carriers. This applies to refueling, food catering, ground handling, community infrastructure, and a wide variety of other considerations. Third, in the event of a non scheduled layover, access to the flights of competing carriers is an essential ingredient to maintaining market share in the highly competitive passenger arena. The inadequacy of Fairbanks' intrastructure to accommodate a wide-body unscheduled overnighter during the height of the tourist season is considerably alleviated when flight continuation on another carrier's flight is possible.

These issues acting to constrain the entrance of international passenger traffic through Fairbanks must be weighed against the rather substantial economic incentives for a carrier to shift operations from Anchorage. Fuel in Fairbanks is and will be competitive with Anchorage. Given simularly priced fuel, the direct operating cost advantages of a shift to Fairbanks to a carrier operating a polar route (Europe to Far East) currently amounts to over $1,500 per flight. This is equal to almost $1 million annually to a carrier operating as few as five round-trips weekly.

Further acting to encourage polar routing via Fairbanks is the expected increase in world jet fuel prices - a real

growth of at least eight percent annually based on crude cost increase projections by the OPEC Pricing Committee. This increases the benefit of transiting Fairbanks an additional 50 percent every five years, in 1981 dollars. Nominal fuel cost increases have averaged over 25% annually for the past several years, doubling the nominal savings in three years. It is obvious from the discussion above that strong incentives act to encourage international carriers to shift polar passenger traffic to Fairbanks. Currently, almost all polar cargo flights are routed through Fairbanks. 1/

The polar passenger shift will occur. NORTH POLE REFINING has had on-going discussions with the home offices of several international carriers for the past few months. These discussions have repeatedly addressed both the economic advantage of polar passenger flights through Fairbanks and the need to construct facilities to accommodate these flights. The facilities must be in place prior to the initiation of flights. In at least one case, passenger traffic will commence during the summer of 1981.

1/ The polar cargo flights remaining in Anchorage are those of European carriers who cannot economically justify a shift to Fairbanks for one or two weekly cargo flights while maintaining passenger flights in Anchorage. JAL also continues a NY-Far East cargo flight in Anchorage because it picks up/delivers freight to Anchorage.

Runway conditions sufficient to handle wide-body aircraft maximum take off payloads.

The length of runway 1L/19R, currently 10,300 linear feet, is sufficient to accommodate wide-body (mainly Boeing 747) maximum take-off payloads during most days of the year. However, during a significant portion of the time, due mainly to icy conditions and summer time temperatures, payloads must be reduced by as much as 40,000 pounds. Payload reductions are an economic dis-incentive to an air carrier for continued or expanded operations from Fairbanks. This is especially true for cargo flights when either freight and/or fuel load factors are high. This is the case on the polar cargo route, which has shown remarkable growth (23% in 1979 and 12% in 1980: Source IATA) and extremely high load factors (the highest of any international route).

The need exists for a runway extension sufficient to handle maximum payloads during adverse conditions if Fairbanks is to retain polar cargo flights. Lufthansa personnel have cited runway conditions as the primary reason for not shifting its cargo and passenger/cargo combination flights to Fairbanks.

Summary

The need for Fairbanks International Airport to become the major transit point for polar traffic increases daily. Economic factors and competitive pressures are acting upon carriers to optimize aircraft utilization and routing. Fairbanks is geographically positioned to benefit from this opportunity, but in order to do so, facilities development

must occur. The need for this development is not a function of historical trends, but of the economics of today, economics that will increasingly tilt the optimization of polar flight routing to Fairbanks. Alaska should, indeed, ensure that facilities are in place to provide the most efficient service possible to one of its very important world-wide and large scale revenue sources and job producing industries - the international stopover business.

We urge you to incorporate these factors into the initial phase of the Draft Master Plan, to ensure that both FAI and Fairbanks do not lose this opportunity for economic expansion.

JFH/gw

CC: All members of the Interior delegation

STATE OF ALASKA

PUBLIC HEARING ON

FAIRBANKS INTERNATIONAL AIRPORT MASTER PLAN

January 26th, 1981

My name is Charles G. McConnell. I am Vice President and General Manager of North Pole Refining, North Pole Alaska. My address is 7.7 Mile Chena Ridge Road, Fairbanks, Alaska.

The purpose of my comments at this public hearing regarding the State's Master Plan for Fairbanks International Airport development is to ensure that some of the questions that have recently been raised in the public regarding future international air traffic are answered, or at least spoken to.

One recurring question has been "If the Fairbanks International Airport is developed to be able to handle international passenger flights, will the international air carriers come to Fairbanks and will they stay in Fairbanks?" The best information and analysis now at hand indicates that the answer to both of these questions is "Yes".

There are several key elements which bear heavily on the choice of an international air carrier as to which airport, Fairbanks or Anchorage, is an acceptable location for refueling stops. The air carrier has to know that a reliable source of fuel is available at the airport's location, he has to know that this fuel is priced competitively with the fuel at the other airport; the international carrier also will look at the overall cost of operation for using either one or the other of these airports for his refueling stop, and finally, he will have to know whether the facilities are in place at the airport to accommodate his company's needs.

In the past two years several of these questions have been answered. First of all, the fuel availability from the North Pole refinery has been proven to be reliable and is adequate to meet the needs of the international air carriers for their polar and great circle route passenger flights. The price of that fuel has been, and in all likelihood will continue to be, competitive with the other refineries' jet fuel prices within the State. Regarding operating costs for the polar flights, that is the flights originating in Europe and destined to Asia or vice versa, a significant net operating cost savings results in using the Fairbanks International Airport. And finally, the question regarding facilities is one which is left, at this time, unanswered. Current international passenger facilities at the airport are adequate for only a small percentage of those flights which now utilize Alaska for a refueling stopover.

Why should the State of Alaska be concerned with having adequate facilities at Fairbanks to meet the needs of the international air carriers in the future? The answer to this question is complex but some of the elements can be described in a very simple economic sense. One of the answers to this question can be easily seen in the number of jobs which are generated by the international passenger and cargo flights which stop in Alaska. The jobs are in two forms. Direct jobs with the air lines and indirect jobs with the services that are required to support these international flights. Further, there is a great deal of revenue generated by the landing fees, fuel flowage fees, taxes and so forth that are attendant to these landings. There is also a certain amount of existent and potential tourism spin off associated with the passenger flights. Tourism is one of Alaska's greatest industries and one of Alaska's cleanest industries and with international polar passenger traffic predicted to increase at 10% per year for the next few years, this is also a growth industry.

The Airport Master Plan calls for a broad range of improvements and development at Fairbanks International Airport encompassing domestic passenger, general aviation and international air traffic. On balance, the spending indicated in the Master Plan is well divided between these three general areas and will provide benefits to all. My comments have been directed at the international portion because that is the area of the Master Plan about which I am most familiar. However, as a citizen I am firmly convinced that the domestic passenger and general aviation improvements are also well thought out and sorely needed.

I wish to indicate, in closing, my complete support for the Master Plan project proposals and to encourage the State to accelerate the time frame, particularly of Phase 1 spending, to ensure that these services, most of which have been needed for some years now, are implemented to take maximum advantage and give the greatest benefit.

SB

40

Alaska State Legislature

House

JUNEAU ALASKA

TRANSPORTATION COMMITTEE

SB 40 An Act relating to local service roads and trails; e.d. (Rules by request of the Govenor)

This bill is amending various provisions of the Local Service Roads and Trails Act (AS 19.30)

AS 19.30.171 (b) This section is amended transfers costs and fees incurred in land acquisition from to local governments rather than project, with or without local road powers.

AS 19.30.181 is repealed. Project Agreements--the previous Stat read that as soon as practicable after a specific project has been approved by the commissioner, the commissioner shall enter into a formal project agreement with a qualified local government concerning the construction of th project (Ch 84, SLA '71). Ch 158 SLA'80 amended this section to read that a local government which has assumed local road powers may enter into a formal project agreement with the commissioner for the construction of a specific project. The section in this bill amends the previous revisions by stating "in writing" only with the commissioner, and adding (b) A local government without road powers shall agree in writing with the commissioner to construct a specific project.

AS 19.30.211 (b) Maintenance. The underlining in this section is what amends it, i.e. this is additional language to the Stats. The initial language in (b) was amended in Ch 158'80 to present state.

This bill would effect not only the LSR&T program of D.O.T., but I would guessestimate that it would also effect the recent bond issue approved by voters in November to place 10. mil to enhance program.

Note: The following is the initial language of AS 19.30.211 Maintenance. Department shall maintain, or cause to be maintained, any project constructed under the provisions of 111-241 of this Chapter, except that upon mutual agreement of the Commissioner and the local government the responsibility for maintenance may be transferred to thelocal government if it is authorized to assume road maintenance pwers (Ch 84 SLA'71).

SB

57

Alaska State Legislature

House

JUNEAU ALASKA

TRANSPORTATION COMMITTEE

CSSB 57 (Trsp) An Act relating to transportation safety; and providing for and effective date. (Original Sponsors: Ray & Ferguson)

Senate History:

Senate Judiciary: Committee considered bill on 4/6; Senators Rodey, Ray, & Parr signed "Do Pass;" Sen Hohman signed "no rec;" referred to Trsp Committee

Senate Transportation: CS reported out with Senators Ray, Gilman, Kerttula, and Dankworth signing "Do Pass" with fiscal note

CS: page 1, line 18, Sec. 2--Statute changed from AS 44.19.025 to AS 44.99.001

page 2, line 6 & 7 originally read (a) There is established in the Department of Public Safety the Transportation Safety Commission" which was amened and should have said in the draft "The Governor's Transportation Safety Commission is established:

page 2, line 15 was amended to add the following language "with at least one on from each house"

page 3, line 8, Sec. (b) was added, and sections renumbered accordingly

page 4, line 14, the following language was added "and the Federal Highway Safety Act of 1966 (P.L. 89-504, 80 Stat. 731).

Sent to Rules for calendar4/14.

Rules schedued CSSB 57 for 4/20; Sen. Ray asked for referral to Finance

Senate Finance: Considered CSSB 57 and attached new fiscal note; Senators Bennett, Sturgulewski, Eliason, Sackett and Stimson signed "No Rec;" Senators Dankwork and Ferguson signed "Do Pass" 4/27 to Rules

Senate Rules: CSSB 57 be placed on 4/27 calendar, signed Kelly, Ziegler, & Ferguson

Senate Floor Vote on CSSB 57: 19-1 (Sackett voting nay)

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

ALASKAN REGION
701 C STREET BOX 14
ANCHORAGE, ALASKA 99513

FEB 5 1981

The Honorable Bill Ray
Alaska Senate
Chairman, Transportation Committee
Pouch V, State Capitol
Juneau, Alaska 99811

Dear Senator Ray:

The Federal Aviation Administration wholeheartedly endorses Sec. 09.65.092 of SB 57.

For your information, on December 15, 1980, the enclosed letter was sent to each member of the legislature urging passage of a bill similar to the one you are now considering. We have for some time encouraged a program of free aircraft maintenance inspection clinics. At these clinics, FAA-licensed aircraft and powerplant mechanics have performed "courtesy" inspections of general aviation aircraft. Possible liability from an act or omission creates reluctance on the part of mechanics to participate in the safety inspections. This bill would provide the needed relief from liability and allow this worthy program to continue.

If there is something further I can do to encourage passage of this legislation or assist you in any way, please call me at 271-5645.

Sincerely,

Robert L. Faith
Director

Enclosure

DEC 15 1980

Dear Sir:

In the past days of the 1980 legislature, an important Bill (CS for CS for SB 377--copy enclosed) designed to enhance aviation safety in Alaska was not enacted. It did, however, successfully pass the House, but never reached the Senate for their approval prior to the end of the legislative session.

Several years ago, a group of volunteers dedicated to the prevention of aviation accidents held free safety inspection clinics for aircraft and instruction sessions for pilots and owners. This group was sanctioned by the Federal Aviation Administration and in 1979 and the first part of 1980 the FAA provided air transportation and per diem for those volunteers when inspections and clinics were held outside the Anchorage area. In these sessions, aircraft were inspected and owners were instructed in finding hidden aircraft damage. During 1978 and 1979, an estimated 400 to 500 aircraft inspections per year were held. Between 50 and 60 of these aircraft were found to have structural damage which would have gone unnoticed without the help of trained observers. In some cases, the damage was so severe that the aircraft could have lost a vital component when subject to normal flight loads. One aircraft was found to have the vertical tailpost corroded all the way through. Here in the Anchorage area, there has been extremely high winds over the last two years which have caused a lot of minor to major damage to aircraft because of tiedown procedures, contact with other objects, and methods of control surface restraint.

These inspections were halted approximately a year ago because of the possible liability for volunteers growing out of a claim if an accident occurred following one of these inspections. To protect these volunteers, and better serve the cause of aviation safety, a Bill was introduced in the Alaska Legislature which provided a measure of "Good Samaritan" protection for the involved volunteers (SB 377). As we have mentioned above, this Bill did not get to the floor of the Senate for a vote before the end of the 1980 session. The importance of this Bill to all Alaskans is easily seen when one considers the state has a ratio of pilots to population some ten times that of the national ratio and some 85 percent of the state area is served by light aircraft for transportation and acquiring necessities. Only a small percentage of the state's aircraft operators have the service of an approved repair station close by. The adverse operating conditions in remote areas require these aircraft to need more, rather then less, attention to provide protection to the flying public. The volunteer inspection program does something concrete to reduce the accident risk by encouraging continued inspection of the aircraft and instruction of pilots in finding problems in critical areas before they cause mishaps.

We the undersigned, therefore, urgently request that this enabling legislation be enacted as soon as possible to get this program moving forward again. This action would not obligate the State to provide any funds for this activity. Because of the critical safety problems facing the Alaskan flying public, we urge your support in the introduction and early passage of this legislation. Your assistance is clearly appreciated.

Wayne Davis

SIGNED: Wayne Davis
President, Alaskan Aviation Safety Group

Orin D. Seybert
Chairman of the Board
Alaskan Air Carriers Association

Robert Sutherlin, President
Alaskan Airmen Association

ENDORSED by: Robert L. Faith
Director, Federal Aviation Administration

Bud Walters
Alaska Repair Station
Representative

POSITION PAPER/Department of Health & Social Service

POSITION PAPER

CS for Senate Bill No. 57 (Transportation)

"An Act relating to transportation safety; and providing for an effective date."

This Act provides:

1) Immunity from liability for voluntary aircraft inspectors;

2) That the Governor may designate a person to serve as his highway safety representative to deal with the federal government with respect to programs and activities under the Federal Highway Safety Act of 1966; and to coordinate the activities relating to highway safety of state departments, agencies and subdivisions, and of the Governor's Commission on Transportation Safety.

3) Establishment of the Governor's Commission on Transportation Safety as the state planning agency to assist the Governor in the exercise of his powers and duties relating to the Federal Highway Safety Act, and to investigate state and local transportation safety needs.

The Department of Health and Social Services strongly supports the concept of this bill. Automobile, aircraft, and boating accidents are major contributors to the accidental death rate in Alaska. The proposed Transportation Safety Commission could assist in finding means to reduce transportation accidents and the associated death, disability, and property loss. The Department recommends that, if a Transportation Safety Commission is established, it should work with, and not duplicate, the activities of the State Advisory Council for Emergency Medical Services.

Recommended by: David Bruce

David Bruce, Deputy Director
Division of Public Health

Date: April 16, 1981

Approved by: Helen D. Beirne

Helen D. Beirne
Commissioner

Date: 4-29-81

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. CS for Senate Bill No. 57 (Transportation)
Title "An Act relating to transportation safety; and providing for an effective date."
Requested by Commissioner's Office Date 4/16/81

II. FISCAL DETAIL
Agency Affected Department of Health and Social Services
Program Category Affected Division of Public Health
BRU, Program, or Subprogram(s) Affected
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 81	FY 82	FY 83	FY 84	FY 85	FY 86
100 PERSONAL SERVICES	0	0	0	0	0	0
200 TRAVEL	0	0	0	0	0	0
300 CONTRACTUAL	0	0	0	0	0	0
400 COMMODITIES	0	0	0	0	0	0
500 EQUIPMENT	0	0	0	0	0	0
600 LAND & STRUCTURES	0	0	0	0	0	0
700 GRANTS, CLAIMS, ETC.	0	0	0	0	0	0
	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0

FUNDING (Thousands of Dollars)

GENERAL FUND	0	0	0	0	0	0
FEDERAL FUNDS	0	0	0	0	0	0
OTHER (Specify Fund Source)	0	0	0	0	0	0

POSITIONS

FULL TIME	0	0	0	0	0	0
PART TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

IV. DATE 4/16/81 PREPARED BY Mark Johnson
AGENCY Dept. of Health & Social Services
PHONE 465-3027

Original: Legislative Finance
cc: Budget and Management

POSITION PAPER/Department of Health & Social Services

POSITION PAPER

SENATE BILL NO. 57

"An Act relating to transportation safety; and providing for an effective date."

This Act will establish in the Department of Public Safety a Transportation Safety Commission to investigate state and local transportation safety needs and seek financing for development of programs and techniques to:

(1) alleviate and prevent all types of transportation accidents;

(2) aid the court system in the adjudication of traffic cases;

(3) aid peace officers in the enforcement of transportation laws;

(4) rehabilitate and prevent recidivism of traffic offenders.

The Department of Health and Social Services strongly supports the concept of this bill. Automobile, aircraft and boating accidents are major contributors to the accidental death rate in Alaska. The proposed Transportation Safety Commission could assist in finding means to reduce transportation accidents and the associated death, disability and property loss.

Recommended by: David Bruce
David Bruce, Deputy Director
Division of Public Health

Date: January 22, 1980

Approved by: Helen D. Beirne
Helen D. Beirne
Commissioner

Date: 2/2/81

THE LEGISLATURE OF THE STATE OF ALASKA
ELEVENTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. Senate Bill No. 57
Title "An Act relating to transportation safety..."
Requested by Commissioner's Office Date 01/21/81

II. FISCAL DETAIL
Agency Affected Department of Health & Social Services
Program Category Affected Health/Division of Public Health
BRU, Program, or Subprogram(s) Affected Emergency Medical Services
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 80	FY 81	FY 82	FY 83	FY 84	FY 85
100 PERSONAL SERVICES	0	0	0	0	0	0
200 TRAVEL	0	0	0	0	0	0
300 CONTRACTUAL	0	0	0	0	0	0
400 COMMODITIES	0	0	0	0	0	0
500 EQUIPMENT	0	0	0	0	0	0
600 LAND & STRUCTURES	0	0	0	0	0	0
700 GRANTS, CLAIMS, ETC.	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0

FUNDING (Thousands of Dollars)

GENERAL FUND	0	0	0	0	0	0
FEDERAL FUNDS	0	0	0	0	0	0
OTHER (Specify Fund Source)	0	0	0	0	0	0

POSITIONS

FULL TIME	0	0	0	0	0	0
PART TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

DATE 01/21/81 PREPARED BY Mark S. Johnson
AGENCY Emergency Medical Services Div. Public Health
PHONE

(Rev. 12/79)

FISCAL NOTE

I. REQUEST

Bill/Resolution No. SB 57

Title An Act Relating to Highway Safety

Requested by Senators Ray, Ferguson Date 04/25/81

II. FISCAL DETAIL

Agency Affected Department of Public Safety

Program Category Affected Public Protection

BRU, Program, or Subprogram(s) Affected Traffic Safety Improvement

(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 81	FY 82	FY 83	FY 84	FY85	FY 86
100 PERSONAL SERVICES						
200 TRAVEL		10.7	10.7	10.7	10.7	10.7
300 CONTRACTUAL		10.0				
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL		20.7	10.7	10.7	10.7	10.7

FUNDING (Thousands of Dollars)

GENERAL FUND		20.7	10.7	10.7	10.7	10.7
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

Funds will provide travel and per diem expenses to the fifteen members of the Highway Safety Commission as per AS.99.001 for the purpose of conducting conferences for planning enforcement and adjudication, and offender rehabilitation. An inflation factor of seven per cent is added for the succeeding years.

The 10.0 in contractual will be to assist the Agency in hosting the 1982 National Conference of Governors' Highway Safety Representatives in Anchorage September 13 through 17, 1982. Past conferences have attracted between 375 and 700 participants, depending on location. Alaska should attract a fairly large number.

IV. DATE 04/25/81 PREPARED BY M.E. Dankworth, Co-Chairman

AGENCY Senate Finance Committee

PHONE 465-3753

Original: Legislative Finance

cc: Budget and Management

Prime Sponsor (First Legislator Named)

33-001 (Rev. 12/79)

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST

Bill/Resolution No. SB 57

Title An Act Relating to Highway Safety

Requested by Senators Ray, Ferguson Date 04/07/81

II. FISCAL DETAIL

Agency Affected Department of Public Safety

Program Category Affected Public Protection

BRU, Program, or Subprogram(s) Affected Traffic Safety Improvement

(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

		FY 81	FY 82	FY 83	FY 84	FY 85	FY 86
100	PERSONAL SERVICES						
200	TRAVEL	10.0	10.7	11.5	12.3	13.2	14.1
300	CONTRACTUAL		10.0	10.0			
400	COMMODITIES						
500	EQUIPMENT						
600	LAND & STRUCTURES						
700	GRANTS, CLAIMS, ETC.						
	TOTAL						

FUNDING (Thousands of Dollars)

GENERAL FUND	10.0	10.7	11.5	12.3	13.2	14.1
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME	ø	ø	ø	ø	ø	ø
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

Funds will provide travel and per diem expenses to the fifteen members of the Highway Safety Commission as per AS 44.99.001 for the purpose of conducting conferences for planning, enforcement and adjudication, and offender rehabilitation. An inflation factor of seven per cent is added for the succeeding years.

The 10.0 in contractual will be to assist the Agency in hosting the 1982 National Conference of Governors' Highway Safety Representatives in Anchorage September 13 through 17, 1982. Past conferences have attracted between 375 and 700 participants, depending on location. Alaska should attract a fairly large number.

[illegible] DATE [illegible] PREPARED BY Charles A. Smith

AGENCY [illegible]

[illegible] PHONE [illegible]

[illegible] Finance

[illegible] Department

[illegible] Sponsor (First Legislator Named)

b) The Governor's Commission on Transportation Safety consists of ~~#~~ 11 members as follows:

(1) the attorney general, the commissioners of public safety, transportation, and public facilities, and health and social services;

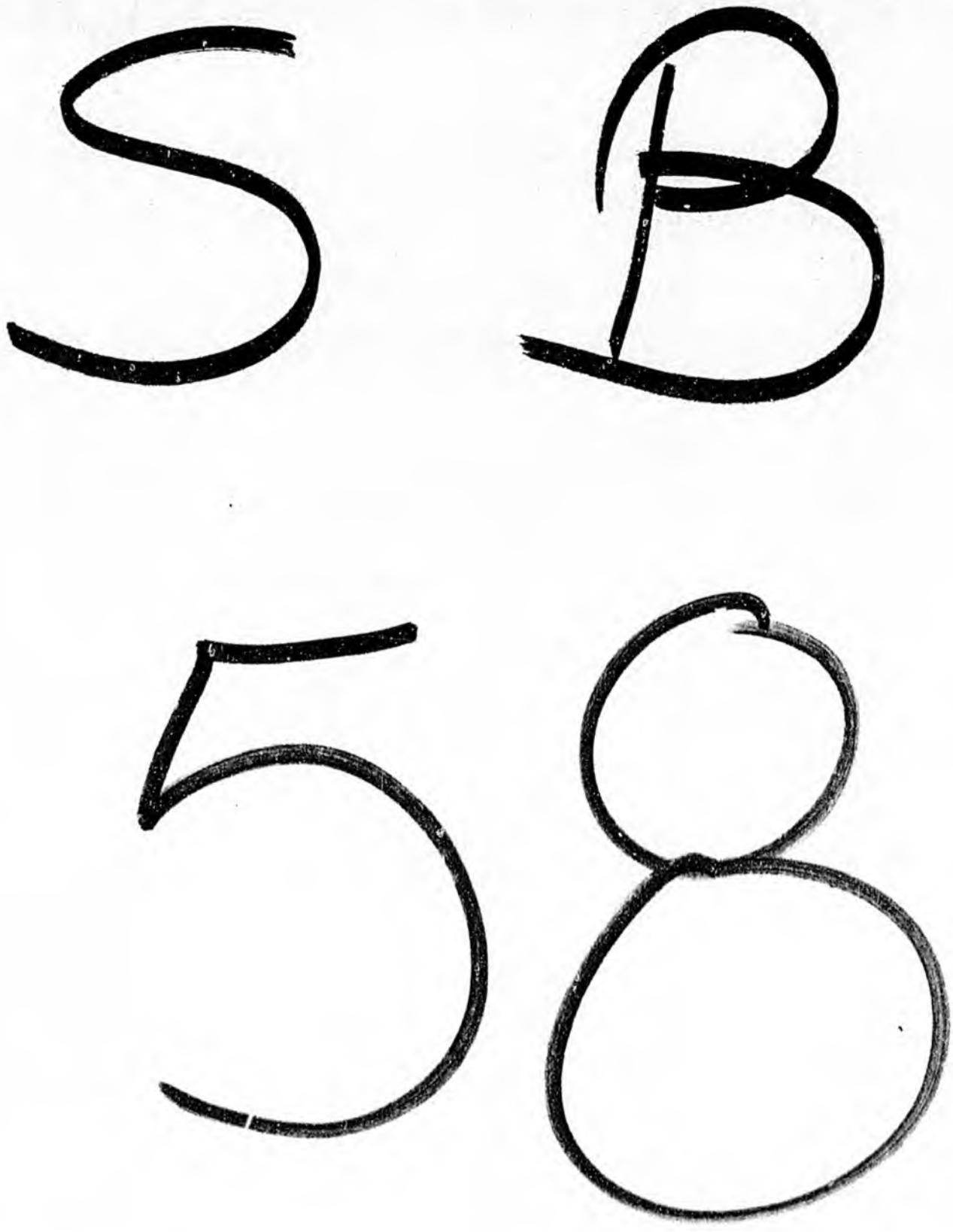
(2) four residents of the state selected by the governor based on geographic representation and population distribution;

(3) one superior court or district court judge experienced in the adjudication of traffic cases and appointed by the judicial council;

(4) two members of the legislature, one from each house and appointed by the presiding officers.

(c) A member of the commission appointed under (b)(1)-(2) of this section serves at the pleasure of the governor.

(d) A member of the commission appointed under (b)(3)-(4) of this section serves ~~at~~ for a period of two years.


SB
58

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWELFTH LEGISLATURE - FIRST SESSION

A BILL

For an Act entitled: "An Act relating to permits for overweight vehicles."

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

* Section 1. AS 19.10.060 is amended by adding a new paragraph to read:

(2) issue special written permits authorizing the operation of overweight vehicles;

* Sec. 2. AS 19.10.060 is amended by adding a new paragraph to read:

places it in DOT/PF

(4) operate motor vehicle weighing stations and establish regulations for the enforcement of size, weight, and load limitations.

* Sec. 3. AS 28.05.011(8) is repealed.

Note: 19.10.060(2) was repealed by HB 5 Ch 144, SLA '77

Chapter 10 relates to State Highway System

ROGERS & BABLER

A Division of Earth Resources
Company of Alaska

1391 East 64th Avenue, Anchorage, Alaska 99502
Phone:(907) 344-4547

January 26, 1981

Associated General Contractors
134 North Franklin Street
Juneau, Ak. 99801

Attn: Jean Kline

Dear Jean:

We have not had many problems obtaining trip permits from the Anchorage office. However, we can go to Palmer and obtain a permit to road a 988 Caterpillar Loader with bucket from Palmer to Chugiak. But we cannot get a like permit from the Anchorage Office. They make us remove the bucket. This is very costly to remove the bucket and some organizations do not have any lifting capabilities at the location where they would have to reinstall the bucket. Another rig would have to be hired just increasing costs to all. Some Contractors are required to remove rippers from tractor dozers. We don't think this is necessary, just an additiona cost.

As far as the scales go here in Anchorage, everybody has problems. As an example: 1) We will obtain a permit to move a piece of equipment and when we get to the scale if we are off on one axle weight, but the total axles are okay, they can jerk the permit then issue a ticket for not having a permit and another ticket for being over weight. We had to go to court on this example and one of the tickets was resended. 2) Another problem is that the D.O.T. Highways require the Contractors to weigh the loads on a scale with sufficient length that the total rig is weighed at one time. Then when the rig arrives at the scale, individual axles are weighed and if one axle is over then a ticket is issued. One inspector made a driver shift 500#'s of gravel because one axle was over but the total weight was okay. We have had the same truck & trailer inspected 3 times in a single day, taking a lot of time and costing at least $60.00 to $70.00 per hour. That is $1.00 per minute.

They also require the Contractors to have indentification signs on their trucks. The letters are to be 2½" in size. If you look at the DOT, Municipality, and the ARR trucks, their letters on their trucks are not 2½" in size. They are smaller.

We are not against safety, but believe the inspections are carried too far. In fact the legislature voted out the car inspections but still all trucks have to have all glass, lights, horn, wipers, & etc. in perfect condition at all times.

Some times when it is raining heavy we loose light bulbs in marker and tail lights. A ticket is issued if they burn out during the day.

Truckers are refusing to quote the Contractors by the ton haul from Eagle River, Chugiak or Eklutna due to the harassment at the scales. Assuming that 150,000 tons of aggregate is hauled into Anchorage the price has increased at least $1.00 per ton due to the harassment. This is costing the D.O.T., Municipality and other agencies in additional dollars which we all are forced to pay our share. The trucking industry doesn't care about permits, harassment, and etc. because they pass the costs on to the consumer.

Hope this helps you.

Very truly yours,

ROGERS & BABLER

Ted R. Cadman
Operations Manager

TRC/fmc

H & H Trucking Company
P. O. BOX 10-777 · ANCHORAGE, ALASKA 99511 · PHONE 344-0993

February 7, 1981

Senator Bill Ray
Senate Transportation Commission
Pouch V
Juneau, Alaska 99811

Dear Senator Ray:

I would like to take this opportunity to thank you and the other members of the committee for your genuine interest of the problems facing transportation of sand and gravel in the State of Alaska. As I testified before your committee, the double standards that we must satisfy are impossible to comply with because of the strict enforcement of the Department of Transportations' unit weight policies and the State Troopers' axle weight policies. It is not that the sand and gravel truckers are trying to circumvent the law, it is just an impossibility to serve two masters with total loyalty to both.

It was exceedingly gratifying to encounter a branch of government that is genuinely interested in the problems facing its constituents.

Thank you again for my opportunity to testify. I stand ready to do anything that would help correct this problem.

Sincerely,

H & H TRUCKING

John R. Dean
Vice President

JRD/era

✓cc: Jean Kline
Alaska Chapter - AGC

M-B CONTRACTING CO., INC.
7101 Debarr Rd., Anchorage, Alaska 99504 • Ph. (907) 333-5527 • Telex 26-528

January 28, 1981

Senate Transportation Committee
Juneau, Alaska

Gentlemen:

We are not satisfied with the issuance of "Overweight and Overlegnth Permits" as presently being done by the Department of Public Safety, Alaska State Troopers; nor are we satisfied with the operation of the scales by the State Troopers.

1. There seems to be different criteria used at different Permit issuing offices at different locations throught the State.

2. Some of the personnel (State Troopers) operating the scales and issuing citations were not completely familar with the Regulations and in most instances refused to check with his supervisor as to the correct interpretation.

We believe this operation could better be performed by the Department of Transportation.

Very truly yours,

M-B Contracting Co., Inc.

H. A. Leader

Harold A. Leader

OVERSIZE AND OVERWEIGHT COMMERCIAL VEHICLES, PERMITS -

BACKGROUND:

A.G.C.: The Alaska Chapter, Associated General Contractors represents a membership of over 520 firms within the state directly involved or associated with the Alaska construction industry. Highway and vehicle safety are of prime concern with the industry as shown through A.G.C. sponsored accident prevention programs, safety seminars and voluntary on-site project inspections.

SB 58 was introduced through the courtesy of Senator Bill Ray as a vehicle with which to focus legislative attention on a specific industry problem in the hope of securing statutory relief.

B.V.E.: Currently oversize, overweight permits, weigh stations and commercial vehicle inspections are under the jurisdiction of state troopers in the Bureau of Vehicle Enforcement, Department of Public Safety (see attached BRU document).

Formerly the permit section was operated by the Department of Highways, Division of Maintenance and the weigh stations/inspection fell under the authority of Weights and Measures Section, Department of Commerce.

PROBLEM:

Permits: (a) inconsistency in issuance (b) different and often conflicting criteria (c) rigidity of attitude and approach

Weigh Stations & Inspections: (a) restrictive interpretation of statutes and regulations (b) excessive, non-productive, nit picking enforcement (c) needless multiple inspections of vehicles (d) rigidity of attitude and approach

--specific examples of above are detailed in attached back-up material

EFFECT ON USERS:

The continuous response is one of frustration with burgeoning governmental bureaucracy.

The net result may be translated into a simple four letter word--COST. Cost not reflected in fees but lost time dollars in man hours and delayed delivery which could be the difference between profit and loss to the contractor. Those unable to absorb lost time dollars are faced with either a reduction of work force or eventually going out of business. The indirect results must be borne by the tax paying public through inflated material and project cost or an increased number on the state's unemployment rolls.

CONCLUSIONS:

By definition, state trooper duty is one of very rigid adherence to policy and prosecution, even in victimless violations within service delivery categories.

Commercial vehicle permitting and inspection could be appropriately assumed through civil enforcement with a more common sense approach and built in measure of flexibility in the regulatory and enforcement fields.

WORLD EQUIPMENT
P.O. BOX 4-GG
ANCHORAGE, ALASKA 99509
PHONE (907) XXXXXXX 272-9558

January 26, 1981

Associated General Contractors
134 Frankin
Juneau, Alaska 99801

Attention: Jeanie Kline

Dear M's Kline:

First let me say we have owned and operated trucks since 1968 and have been involved in trucking industry since 1966 in Anchorage. Operating one to twenty-five trucks, primary earthmoving but have also hauled freight.

Due to the harassment of the Alaska State Troopers we have consider just quitting. The cost of equipment and men being detained unnessarily is a factor that cann't be figured in hauling cost and beable to obtain work. And the cost is an unwarranted cost, the majority of our work in some manner is paid for by the State and most of our work is performed on State Highway and Road projects.

Attached is copies of permit and ticket issued last week. We were moving our D-6 Cat. from Eagle River to Anchorage. We purchased a wide load permit as a D-6 is a legal weight load; when reaching the scales the cat was not moved forward enough to place the weight properly on the axles. The back axle is legal for 42,000 lbs. When weighted, the back axle actually weighted 46,060 lbs. There was no scales to check the placement of the cat before reaching the scales. The wide-load permit was taken from the driver. A ticket was issued for 4,080 lbs. @.05 per lb. $204.00. Another permit had to be obtained for overwidth and if we did not want to unchain and re locate the cat 8" forward approximately, we could get any overload permit, which we did and took permit to the Glenn Highway, Mile 11 scales. Time involved was over two hours.

Due to not knowing exactly the weight distribution of the D-6 on the lowboy, the cost of a driver, permits, someone to deliver is $354.00, not counting time for equipment just sitting that rents for $95.00 per hour. The total cost for moving the D-6 should have been about $210.00, labor, permits and equipment rental. Instead we have costs of over $550.00.

Troopers maintain we should know weights and distribution on lowboy of each piece of equipment. ATC, also maintains the same. They are not considering the amount of fuel in equipment, dirt and mud on frame, dirt that builts up in the belly pans, all change the weight over the 2%, if they are in a good mood and allow the 2%. A truck can be cleaned and have a bare weight of 3,000 lbs. less than before cleaned. How much experience has anyone in Troopers and ATC had with moving heavy equipment and trucking?

In 1977, I had a trooper come to our office and compliment me on our trucking operation. Good equipment, legal loads, courteous drivers. He also commented that if all truckers and trucking companies followed our example, enforcement would not be needed. Our policys and most of the drivers are the same, only we have six trucks now and had twenty then and we have more lost time due to troopers now.

The fall of 1978 we had to sell all our trucks in order to survive. We had a contract with Rogers and Babler to haul gravel from Eklutna to their plant on Tudor Road, in Anchorage. Which meant going through the Glenn Highway, Mile 11, scales with over ten trucks approximately seven times a day. We didn't anticipate any problems. The first day we were written over $4,000.00 in tickets. Rogers and Babler did not have scales at the Eklutna pit, we were weighting the trucks and material at the plant. Rogers and Babler needed the material for crushing very badly so we kept trying to haul but hauling less per load to get the axle weight. By noon the second day all work had to stop. The time at the scales inspecting and weighting just could not be absorbed and it wasn't getting better. Some trucks being inspected two and three times in one day. Just different troopers that were on duty, they had two and sometimes three in the scales. We stopped hauling, I called the troopers office and tried to make an appointment with the supervisor, he wasn't available to talk via of phone or have a meeting. I went to the troopers office and met with a sargent. It was arranged to have trucks all inspected at our yard so not to have drivers sitting two hours waiting and mechanics being sent to the scales. The inspection never took place after three days the sargent called and said they could not inspect in our yard because then they would have to inspect everyones like that if requested using Sea-Land and freight companies as an example.

Rogers and Babler put in scales at the gravel pit in Eklutna, they were platform scales but we did have gross weight and would split weight them to try and get axle weight correct. This took additional time and at a commerical scales they will not take the time to do this.

We suffered serious losses in labor cost and non-production. A truck would be held up with driver two hours, we would

not be notified till the time had been lost. We had company radio's installed to try and help. Trucks would be held at the scales till repaired, a mechanic sent 24 miles one way, we were located in Sand Lake. Reflector and clearence lights to be replaced during the day time and had happened that day. We inspected every night, lights, tires and etc. The summer was a night mare and we had good equipment, and a good reputation for having our equipment in extra good working order. We were lucky a buyer from Washington and Oregon come in and bought all our trucks savings us from bankruptsy.

The work season of 1979, we bought and operated four trucks. We hauled mostly in the Sand Lake area, we did haul on the Rabbit Creek project for Stephan and Sons and our trucks had very little trouble. There was occasions when trucks would be stopped more than one time just to pull them over, look at weight ticket and check truck over. On one occassion a truck was stopped three times with a load from Glenn Highway, Mile 11 to Rabbit Creek. The truck was not cited any of the three times.

The 1980 season we have hauled and had to cross scales only on one job in October and again a nightmare. The gross weight legal, axle weight off, and no way to check at the scales before going to State scales. We were hauling approximately 25 ton and should have been hauling 29 ton if had been able to check axle weight at the loading area. The operators at the pit become upset when they are loading the same truck two and three times to try and get the load so the driver is not afraid to go to State Scales. We were hauling from a commerical pit and do not have control of the loading.

The cost to anyone needing gravel or anything hauled that entails a truck going through the scales is going to pay extra money and I think any gravel supplies from Eagle River and that area hauling into town is going to find that no one even wants to haul if anything else he can do. I found last fall couldn't get trucks to haul due to the scales and just harassment they had to contend with.

We have a lowboy and haul our heavy equipment. I have many calls asking us to do their hauling as unable to get equipment moved at a reasonable price and due to scales, the added cost, the price is so high when they are quoted they just cann't afford to pay twice what it should cost.

Again, moving our D-6 last week my husband was stopped. driving the truck our son usually drives. The truck was pulled over by Officer Dial, he looked surprised when he saw who was driving. There was no reason to be stopped, like moving violation, he wanted to see the permit, then stated the flagging was wrong and had to be shown on the permit that

the flagging was correct, the blade was measured and equipment inspected. A pilot car and lowboy were stopped ahalf hour to move the equipment one mile. The truck was stopped on a icy narrow side street with a wide load which in my judgement was unsafe and if equipment had been stalled in such a manner would have been very concerned for the safety of others. I feel the truck was stopped just for a personal vindetta, a number of citations have been issued to our son and he has obtained an attorney which Officer Dial has made remarks about to other truckers.

I have drivers tell me while they were stopped the officer discussing what he is going to do to such and such next time. What kind of enforcement of the law is that? Officers threating what they are going to do and a guy just driving a truck for wages and afraid he will lose his license.

After three years and the problem seems to have turned into a monster. While hauling for another trucker on the Elmendorf Access project a truck was weighted by the State at the pit at approximately 95,000 and legal. State scales weight him at 125,000+, he showd the weight ticket he had and it was fortunate the owner of trucking firm that we were hauling for was there and had to sweet talk trooper into weighting the truck again, they ure wouldn't have done it for him the driver stated as he had told them something had to be wrong. Next time over the scale with the same load he weighted 112,000 by 3rd or 4th time weight at scales reflected approximately the same weight as the state project scales. The time lost was approximately two hours. After the incident the scales were closed and troopers left. I have personal knowledge of two other cases the same thing has happened and in one case the trucker was cited and went to court.

While hauling on International Airport Road project a trooper followed a truck onto the project and at the dump site stopped him for an inspection, the finding was he couldn't move the truck, the brake shoes had to be replaced they were wore out. The driver radioed and the shop, advised him the brake shoes were new just replaced. The trooper let him go back to work.

The Dept. of Transportation and Highways will not buy gravel with axle weight. A scales most be platform and all axles on the scales at one time. Yet they can ticket a truck overwight at .05¢ per lb. from axle scales. The variance in pit scales and trooper axle scales also will reflect less weight as well as overweight we have found.

I have not been able to obtain from troopers a book or whatever that they come up with some of their regulations from. ATC gave me a book saying we have adopted part of these regulations. The book is a ICC book. One item in question is to check air for braking power. The engine is shut off and brakes applied. The air pressure can't drop over so much per minute or the truck is unsafe. The pounds per minute and etc. changes with the trooper.

Our son is the one on the road and if drivers stopped and a real problem, he intercedes, he is very knowledgeable of weights, equipment mechanics and the workings of a truck. He has stated that for his own benefit he is going to carry a small tape recorder to document threats and that regulations change with the troopers.

The personnel that is being used for enforcement I feel has allot to do with the problems. It's a out to get you thing and somewhere this has to be started and I hope now Stopped.

After reciting the figures you quoted this morning on the telephone that enforcement will double as dollars are going to double my husband stated if this is going to be the case we are going to take another avenue for our business.

We have a small family business and the employees we have are Alaska residents that have lived here a number of years. The pressure of everyday business is hard and we have felt the pressure from the trooper enforcement harder than anyother problem we have had, and I feel a unnessary burden on the business, drivers and cost for state projects and private development.

Sincerely,

WORLD EQUIPMENT, INC.

Charlotte Emerson

Charlotte Emerson
Sec/Tres.

STATE OF ALASKA
APPLICATION & PERMIT
TO TRANSPORT OVERSIZE OR OVERWEIGHT
VEHICLES OVER THE ALASKA HIGHWAY SYSTEM
AND OTHER DESIGNATED HIGHWAY

For Permit Office Use Only
Permit Office Palmer
Date Rec'd. 1/13/81
Fee Amount 20.00
Cash ____ Check ____ Charge ✓
Cert. Weight Ticket Attached Yes ☐ No ☐
Alaska Business License No. ____

Name of Owner/lessee Weld Equipment, Inc.
Address P.O. Box 4-66 Anchorage, Alaska 99509
Lisc. No.: Truck 92LR AT Trailer 36733TN Vehicle Type 453 ATC No: B32
Make & Model: Truck Kenworth Trailer Loadking
Load Lo W/ Blade Make & Model D-6 Cat

Dates of Move Jan 13
Time of Move daylight hrs only except pen stamp
Exact Origin Soaks-Glenn Highway Exact Destination Wasilla
Via Highways Glenn Highway, Muldoon, Tudor, Lake Otis, Parks Hwy

VEHICLE WEIGHTS

NO MOVEMENT IF VISION IS OBSCURED BY INCLEMENT WEATHER. ORIGINAL PERMIT MUST BE CARRIED IN ABOVE VEHICLE DURING MOVE.

OVERALL WHEEL BASE EQUALS ____ FEET

In Anchorage Area Between Potter & Fire Lake Overpass; From ____ to ____ A.M. & 4:30 to 6 P.M. Daylight Only on Saturday or anytime on Sundays or Holidays unless otherwise specifically stated.

('X' in axles by groups)					
Actual Weights	16,000	42,000	41,000		
Tire Width (in.)	10	10	16		
Tire Loading (No./in.)	500	350	391		

Actual Combined Vehicle Weight 99,000 Legal Combined Vehicle Weight 94,000
(Circle all values that are overweight)

VEHICLE SIZE

Overall Height: Legal Overall Width: 12' Overall Length: 75'
Overhangs: Front ____ Rear ____ Semi Trlr. Length: 56'
Over Height ____ Over Width 41 Over Length: 40'

CONDITIONS
(For Office Use Only)

Long/wide Load Sign: ☒ Front ☒ Rear ☐ Convoy
Pilot Cars: ☒ Front ☐ Rear ☒ Rotating Beacon ☐ Communication ☒ Red Flag ☐ Police Escort

Maximum Speed: (1.) Highways 45mph (2.) Bridges (a.) Max speed ____ (b.) No gear change ☒ (c.) No braking ☐

Other Conditions ____

CERTIFICATION: I, Colleen Johnson (Please Print) certify that:

1. The load has been reduced to a practical minimum size and weight.
2. All vehicle regulations will be complied with.
3. The State of Alaska will be held harmless from any and all liability that may arise from the authorized movement.
4. That all arrangements have been made with Public Utilities for the protection of utilities which may interfere with the authorized move.
5. That owner/lessee will be responsible for all damages to Public Utilities or any other facility incurred as a result of the move.

Signed Colleen Johnson Title Employee Date 1-13-81

Approval: Permission is hereby granted to move the above described vehicle and/or load over the designated highways subjected to the conditions designated above.

Signed Deanna Montoya Title Clerk Supervisor III Date 1/13/81

STATE OF ALASKA
PLAINTIFF

THIRD JUDICIAL DISTRICT } ss No. G 032023
SUMMONS

OF ALASKA
IN THE DISTRICT COURT OF ANCHORAGE

THE UNDERSIGNED, BEING DULY SWORN, UPON HIS OATH DEPOSES AND SAYS:

ON TUES THE 13 DAY OF JAN 19 81 AT 1:27 AM/PM

NAME DEFENDANT (LAST) (PLEASE PRINT) MAGRIMAN JAMES T (FIRST) (MIDDLE)

STREET 731 So. KLEVIN ST #2

CITY - STATE ANCHORAGE, AK PHONE 335-3101

AGE 25 BIRTH DATE 5-5-55 RACE WH SEX M HT. 6'5 WT 165

DRIV LIC NO AK UL 475710 / SS NO 574-52-0774

VEH LIC NO 72021T / 307377 STATE AK/AK YR 73 MAKE KW/CONT STYLE T/A CONV/LB CLASS GRN/GRN

UPON A PUBLIC HIGHWAY, NAMELY AT (LOCATION) Glenn Hwy 1/15 SCALES

PLACE OF EMPLOYMENT WORLD EQUIPMENT

DID UNLAWFULLY (PARK) (OPERATE) IN THE JUDICIAL DISTRICT AND STATE AFORESAID AND DID THEN AND THERE COMMIT THE FOLLOWING OFFENSE.

In violation of Sec 17AAC 25.060(2)
-OVERWEIGHT REAL AXLE GROUP 3)
TANDEM
46000 LBS ACTUAL
42000 LBS LEGAL
4050 LBS OVER

$ 125.00 $ 200.00 BAIL

☐ State Statute ☒ State Traffic Regulations ☐ Parking Violation
☐ Local Ordinance in such case made and provided ☐ Borough Ordinance

Condition that created Substance of Violation: ☒ SLIPPERY PAVEMENT ☐ DARKNESS ☐ OTHER TRAFFIC PRESENT
☒ Rain ☐ Snow ☐ Ice ☐ Night ☐ Fog ☐ Snow ☐ Cross ☐ Oncoming ☐ Pedestrian ☐ Same Direction
CAUSED PERSON TO DODGE ☐ Pedestrian ☐ Driver ☐ JUST MISSED ACCIDENT
TYPE ACCIDENT: PD ☐ PI ☐ FATAL ☐ Ped ☐ Vehicle Hit Fixed Object Right Angle Head on Sideswipe Rear end Ran off Roadway Intersection
HIGHWAY TYPE: ☐ Business ☐ Industrial ☐ School ☐ Residential ☒ Rural ☐ 2 lane ☐ 3 lane ☐ 4 lane ☒ 4 lane divided

THE UNDERSIGNED FURTHER STATES THAT HE HAS JUST AND REASONABLE GROUNDS TO BELIEVE AND DOES BELIEVE, THAT THE PERSON NAMED ABOVE COMMITTED THE OFFENSE HEREIN SET FORTH, CONTRARY TO LAW. J. MAGRIMAN

SWORN TO AND SUBSCRIBED BEFORE ME

DATE 19

(Name and title) WITNESS TROOPER (Ident No.) 6802

APPEARANCE DAY OF 19 AT M.

APPROVED BY COURT

JUDGE

NAME LAST FIRST MIDDLE

G 032023

SENATE COMMITTEE ON TRANSPORTATION

Meeting Minutes
January 29, 1981

The January 29, 1981 meeting of the Senate Committee on Transportation was called to order at 1:30 p.m. in the Butrovich Room located in the Capitol Building in Juneau, Alaska, by Senator Bill Ray, Chairman.

Present at the meeting were: Senators Ray, Gilman, Dankworth and Kerttula.

Absent from the meeting was: Senator Sackett (due to illness).

Senator Ray asked for testimony on Senate Bill 58, "An act relating to permits for overweight vehicles."

John Dean, representing H & H Trucking Co., Inc., testified in favor of the bill and brought up several points of concern. He felt there should be regular procedures for inspection of trucks because of lost money on time spent in Troopers inspections. He felt the jump scales used by the troopers are not accurate and not being used in an accurate method. There is also a problem with overweight Trooper inspection with the scales used. Senator Kerttula suggested that possibly a system could be devised to solve the overweight problem on the spot during inspections. Senator Dankworth asked if moving the permit section from Public Safety to DOT would solve the problems or did the regulations need to be revised. Mr. Dean felt they should and stated that moving the section wouldn't solve all their problems.

Lt. Kolivosky, representing the Department of Public Safety, testified in opposition to the bill. He states that the axle weight is the largest cause of road deterioration. He also stated that by regulation the Troopers are bound to go by the most restricted method. The jump scales, or portable scales, used were said to be accurate by the State of Washington, and Nevada also uses the scale. The scale house doesn't issue permits, the permit office does, because the scale house doesn't have road condition information needed and also there is a problem with keeping accurate records. He stated that the problems weren't going to be solved by moving the permit section.

Charlotte Emerson, representing World Equipment Inc., testified in favor of the bill. She objected to the time spent in obtaining permits and felt that since the Department of Public Safety is not responsible for anything after the permits are issued, the trucking company is, it didn't matter who issued permits. She thought truckers were over-regulated and over-policed and suggested that a current publication be available listing all of the rules and regulations concerning trucking. She also felt truckers should be allowed to adjust their loads and make them legal at the scale house, instead of having to go back to the permit office. Senator Dankworth again asked if moving the permit section is going to help or do the regulations need to be rewritten. Ms. Emerson said it didn't matter who gave out permits but she didn't think the permit section being in Public Safety was helping matters any. Ms. Emerson also reiterated several points brought out in the written testimony she had previously submitted.

Ms. T. J. Thrasher, representing the Alaska Trucking Association, testified in opposition to the bill. She felt the problems are with the regulations and they won't be solved by moving the permit section from one department to another. She would rather see the regulations improved, with a review of trucking operations.

Senator Ray asked if the Department of Transportation wanted the permit section within their department. DOT Commissioner Ward stated that he didn't feel the move would resolve any of the problems and he was more concerned with the regulations. He added that if the permit section was moved to his department, the enforcement efforts would continue because of his concern with the road conditions.

Senator Ray appointed Senator Kerttula to a subcommitte of one to investigate the City of Seward.

Senator Ray stated that Senate Bill 40 and Senate Bill 58 would be rescheduled for hearing on Tuesday, February 3.

There being no further business, the meeting was adjourned on January 29, 1981 at 3:25 p.m.

Committee 1/30/81 & 1/31/81
Sub-Committee 2/03/81
Checking w/ Ray's Office re: Specifics of action

Addendum

The additional trucking problems explained by the witnesses weren't part of the testimony on Senate Bill 58.

SB

97

Editorial Opinion and Comment of
FAIRBANKS DAILY NEWS-MINER
May 11, 1977

JAMES W. DALTON

Consistent with his mode of living during the previous six decades, a truly great Alaskan passed away at Fairbanks Memorial Hospital as this week began.

All Americans, particularly Alaskans, owe a great debt of gratitude to James W. Dalton, a dedicated individual with foresight and practical vision -- plus the ability to quietly translate his vision into reality. Unknown to all but a small handful of Alaskans was the fact that, among his other substantial contributions to our 49th state, Jim Dalton was largely responsible for making possible today's Prudhoe Bay petroleum development.

Several times during the past quarter century efforts have been made to recognize James Dalton as the catalyst who foresaw the value of petroleum deposits in northern Alaska. Quietly and methodically he initiated efforts which put into gear governmental machinery which opened up the Prudhoe Bay oil field for exploration and development. Whenever an occasion arose upon which it would have been proper to recognize Mr. Dalton's role in making it possible to utilize Alaska's northern petroleum resources, he had shied away and insisted that the spotlight of public recognition was directed upon others. An unusually modest man, Jim Dalton preferred to stay out of the lime light. He took quiet satisfaction in seeing his prophecies fulfilled, and was satisfied knowing that he was making substantial contributions to his Alaska.

James Dalton is no longer with us, and can no longer protest being recognized. It is fitting that at least a brief look is given to his accomplishments.

Son of Jack Dalton, for whom the Dalton Trail was named before the turn of the century, James W. Dalton was born 64 years ago. After graduating from our University of Alaska, Jim worked at his profession of mining engineer throughout interior and northern Alaska. Following military service during World War II, which included utilizing his professional engineering talents in Alaska military construction, Mr. Dalton joined the staff of Arctic Contractors, a joint contracting venture engaged by our United States Navy to explore petroleum resources contained within Naval Petroleum Reserve No. 4 in northern Alaska. During a seven year period while serving Arctic Contractors in several capacities, including chief engineer and general superintendent, Mr. Dalton became thoroughly familiar with petroleum potential in the northern sector of our state. As general superintendent of the project, employing more than 600 men, Mr. Dalton gained worldwide recognition for his outstanding capabilities in construction and related work in Arctic and sub-Arctic conditions.

During the period Mr. Dalton was supervising exploration of Naval Petroleum Reserve No. 4, he became convinced that northern Alaska contained very substantial petroleum resources -- not only within boundaries of

the 23 million acre Naval Petroleum Reserve, but also extending eastward through a section contained within Public Land Order 82, comprising 25 million acres, which had been withdrawn by the Secretary of the interior and closed to commercial development.

Mr. Dalton felt strongly that development of North Slope petroleum reserves would be in the best interest of Alaska and our United States; but obviously no development could take place unless a change was made in the status of either Naval Petroleum Reserve No. 4 or Public Land Order 82. He felt that if our federal government could be made aware of the North Slope's potential value to our country, it might be possible to change the status of Public Land Order 82 to allow commercial exploration. Factual data concerning Public Land Order 82 area existed, much of it contained in either James Dalton's head or his files, but had not been collated.

After exploring various possible approaches to initiating action on modification of Public Land Order 82, Mr. Dalton applied for and accepted a position with the then Territory of Alaska, Alaska Development Board. Early in 1954 Mr. Dalton became the manager of the "Rail Belt Branch Office, Alaska Development Board" (at a salary substantially less than that usually recognized as the criteria in his professional field.) His reason for accepting the position was to establish a base for a report emanating from a territorial government agency encompassing reasons why Public Land Order 82 should be modified.

Mr. Dalton subsequently compiled a comprehensive report on northern Alaska petroleum possibilities, well organized and concisely written. Subsequently presented to Secretary of the Interior Fred A. Seaton, Mr. Dalton's report was the basis for a modification order affecting Public Land Order 82 issued by the Secretary and making possible commercial exploration and development of what is now the Prudhoe Bay field. Subsequently he compiled a "Survey of the Future Growth of the Petroleum Industry in Alaska." Both publications, produced 20 years ago, are still valued reference for those engaged in petroleum development in our state.

Indicative of Mr. Dalton's character was the circumstance following modification of Public Land Order 82 (for which he had provided the motivating factors) when petroleum leases were made available to the general public. Asked why he did not personally make lease offers on some of the land available (leases which subsequently made "instant millionaires" of a sizeable group of Alaskans), Mr. Dalton replied: "If I made offers to lease (ground area within PLO 82) people might think that all I had in mind in writing the reports was to make a pile of money for myself. We can't have that. All I want to do is to help Alaska develop so that we Alaskans can stand on our own feet."

James Dalton achieved what he set out to accomplish. Alaska and Alaskans are forever in his debt.

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. S.B. 97
Title Naming the North Slope haul road after James Dalton
Requested by State Affairs Committee Date 1/20/81

II. FISCAL DETAIL
Agency Affected Department of Transportation and Public Facilities
Program Category Affected Transportation
BRU, Program, or Subprogram(s) Affected M&O- Interior Region, Highways
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 81	FY 82	FY 83	FY 84	FY 85	FY 86
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL		2.0				
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL	-0-	2.0	-0-	-0-	-0-	-0-

FUNDING (Thousands of Dollars)

GENERAL FUND		2.0				
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

Assumes costs associated with signs to indicate the new name.
Would be a one time cost.

IV. DATE January 22, 1981 PREPARED BY Ron B. Lind
AGENCY Dept. of Transportation & Public Facilities
PHONE 465-3900

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)

33-001 (Rev. 12/80


SB
98

AMENDMENT TO SB-98am BY ROGERS

IN THE TRANSPORTATION COMMITTEE

page 1 line 22 before "Vessels" insert "Marine"

page 2 line 23 add new sentence to read:

"River-going vessels must be given the name of an historic river-going vessel."

Opt. 1

WHEREAS, since 1974, in response to House Concurrent Resolution No. 52, the state marine highway system has provided for travel on ferries by persons 65 years of age and older on a space-available basis within Alaska without charge during the months of November to April, inclusive: and,

WHEREAS, last year, in response to Legislative Resolve No. 2, 1980, the period of free passage for older Alaskans aboard state marine highway vessels was extended to October 1 to May 15, inclusive; and

O N D J F M A M -8

Sep. Jun.

WHEREAS, this service has been used by increasing numbers of older Alaskans, permitting travel on the marine highway system at no cost while increasing the number of foot passengers on vessels of the system, and

WHEREAS, the policy of free passage for older Alaskans allows only passage during the "off-season" months and is not extended to other services for senior citizens traveling aboard vessels, and older persons pay full cost of lodging; and

WHEREAS, many senior citizens find it difficult to use vessels of the marine highway system because of the unavailability and high cost of lodging;

BE IT RESOLVED, that the Alaska State Legislature respectfully requests the Governor to direct the division of marine highways to extend free passage for senior citizens to permit older persons to travel between Alaskan ports during any month of the year, and to further investigate the possibilities of making lodging available to elderly at a reduced rate.

12 mo free passage

Opt. 2

WHEREAS, since 1974, in response to House Concurrent Resolution No. 52, the state marine highway system has provided for travel on ferries by persons 65 years of age and older on a space-available basis within Alaska without charge during the months of November to April, inclusive: and,

WHEREAS, last year, in response to Legislative Resolve No. 2, 1980, the period of free passage for older Alaskans aboard state marine highway vessels was extended to October 1 to May 15, inclusive; and

WHEREAS, this service has been used by increasing numbers of older Alaskans, permitting travel on the marine highway system at no cost while increasing the number of foot passengers on vessels of the system, and

WHEREAS, the policy of free passage for older Alaskans allows only passage during the "off-season" months of October 1 through May 15 and is not extended to other services for senior citizens traveling aboard vessels, and older persons pay the full cost of lodging; and

WHEREAS, it appears that the division could accommodate extension of the free period for older Alaskans by two months,

2 Additional A me.

BE IT RESOLVED that the Alaska State Legislature respectfully requests the Governor to direct the division of marine highways to expand the period during which older Alaskans may travel on vessels of the marine highway system without charge from Septmeber 1 to June 30 annually, and to further investigate the possibilities of making lodging available to elderly at a reduced rate.

\n - SONDJFMAMJ

Rep. Yeussendorf

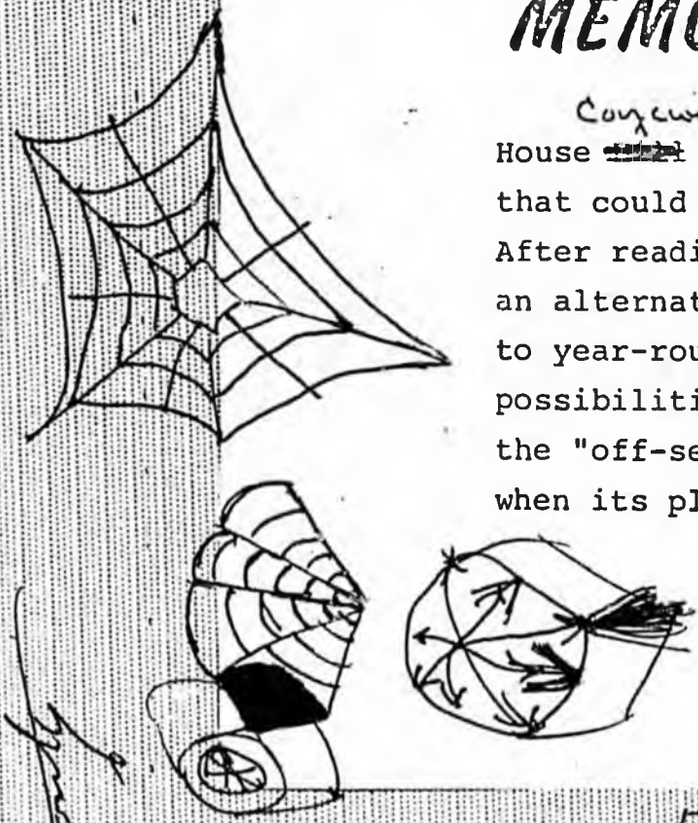
ALASKA

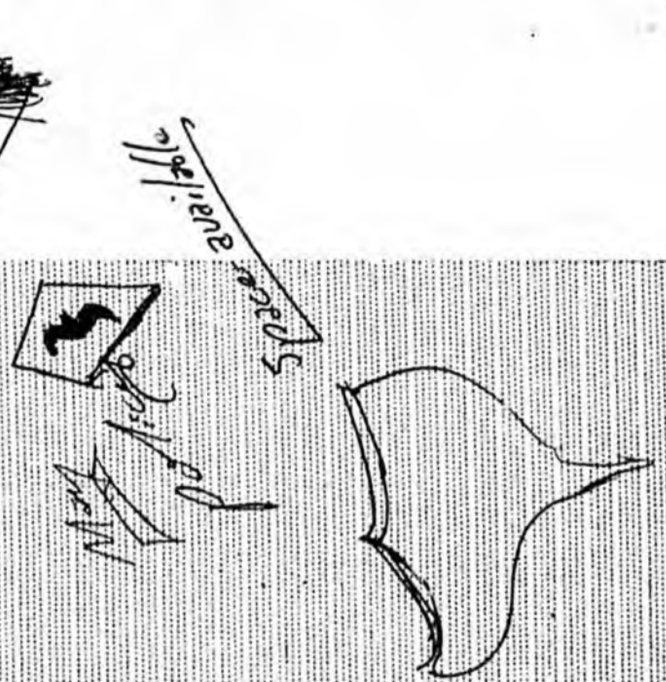
STATE LEGISLATURE

MEMORANDUM

Conçcurrent Resolution

House ~~Bill~~ 1 as originally presented is fraught with problems that could present the ferry personnel with nightmares. After reading the bill and thinking about it, I am proposing an alternative. Option #1 extends the elderly free travel to year-round and asks the division to investigate the possibilities of reduced lodging rates. Option #2 extends the "off-season" by two months to include some of the summer when its pleasant to travel in Southeast.





I. REQUEST

Bill/Resolution No. HCR 1 Relating to reduced rate travel for older Alaskans aboard vessels of the state marine highway systems.

Title

Requested by: Date

II. FISCAL DETAIL Public

Agency Affected Dept. of Transportation & Facilities, Division of Marine Highway Systems

Program Category Affected Transportation

BRU, Program, or Subprogram(s) Affected S.E. Vessels and S.W. Vessels

(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

		FY 81	FY 82	FY 83	FY 84	FY 85	FY 86
100	PERSONAL SERVICES						
200	TRAVEL						
300	CONTRACTUAL						
400	COMMODITIES						
500	EQUIPMENT						
600	LAND & STRUCTURES						
700	GRANTS, CLAIMS, ETC.						
	TOTAL						

FUNDING (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

House Concurrent Resolution No. 52 (1974) refers to all citizens sixty-five years of age (65) and older traveling between Alaskan ports during the winter (off-season) months and provides free foot-passenger fares only.

I. Assuming that House Concurrent Resolution No. 1 (1981) is to augment House Concurrent Resolution No. 52 (1974), the effect on passenger fares would only be reduced for the months from May 15 through September 30. All other sources of revenues would be affected throughout the year.

(continued)

James R. Eide

IV. DATE February 19, 1981 PREPARED BY James R. Eide, Director

AGENCY Division of Marine Highway Systems

PHONE 465-3951

Original: Legislative Finance

cc: Budget and Management

Prime Sponsor (First Legislator Named)

33-001 (Rev. 12/80

ALL SENIOR CITIZENS - ALASKA PORTS ONLY

	PASSAGE	VEHICLES	FOOD	STATEROOMS
May 15 through September 30:				
	$184.4	$ 91.4	$35.0	$29.9
October through May 15:				
	-0-	$ 62.1	$14.9	$15.4
TOTAL	$184.4	$153.5	$49.9	$45.3

For a twelve month reduction in revenue of: $433.1

360

II. If this were expanded to the use of the Southern Terminus (either Seattle or Prince Rupert), we could expect an increase in usage of the senior citizen pass procedure to reduce revenues as follows:

ALL SENIOR CITIZENS - ALL PORTS

	PASSAGE	VEHICLES	FOOD	STATEROOMS
May 15 through September:				
	$368.7	$182.8	$70.0	$59.7
October through May 15:				
	$ 38.2	$124.1	$29.9	$30.7
TOTAL	$406.9	$306.9	$99.9	$90.4

For a total of: $904.1

If expanded to include the Southern Terminus for all senior citizens with no space available limitations, the nationally well-organized senior citizen groups would tend to fill the vessels to the detriment of full-fare paying travelers. Because this plan would increase the average age of the traveling public, it would result in the expansion of service to meet the needs of the older passenger. It is anticipated this could be accomplished by the addition of two Steward personnel on each of the larger vessels, and one each on smaller vessels.

Yearly costs as follows:

M/V's COLUMBIA, MALASPINA, MATANUSKA	2 each	6 X $31,013 =	$186,078
M/V's TAKU, LeCONTE, AURORA	1 each	3 X $31,013 =	$ 93,038
M/V's TUSTUMENA and BARTLETT	1 each	2 X $33,575 =	$ 67,150
		TOTAL	$346,266

This could be expected to increase ten percent (10%) per year.

III. If the expansion of the senior citizen pass is intended to apply only to older Alaskans, we could expect a revenue reduction of:

ALASKAN PORTS ONLY - ALASKANS ONLY

	PASSAGE	VEHICLES	FOOD	STATEROOMS
May 15 through September:				
	$110.6	$54.8	$21.0	$17.9
Plus months of October through May:				
	-0-	$37.2	$ 9.0	$ 9.2
TOTAL	$110.6	$92.0	$30.0	$27.1

For a total revenue reduction of: $259.7

(Continued)

IV. If this policy were extended to [illegible] the Southern Terminus (Seattle and/or Prince Rupert), the following would apply:

	PASSAGE	VEHICLES	FOOD	STATEROOMS
May 15 through September:				
	$147.5	$ 73.1	$28.0	$23.9
October through May 15:				
	$ 30.6	$ 49.6	$11.9	$12.3
TOTAL	$178.1	$122.7	$39.9	$36.2

For a total in reduced revenue of: $376.9

The development of House Concurrent Resolution No. 1 (1981) would not create a large percentage decrease in projected revenues, between 1.1% to 3.8%. However, the Division of Marine Highway Systems has in the past tried to maintain a 2:1 ratio of expenditures:revenue, which would be affected by a reduction in revenue.

V. Assuming this service is intended to be offered on a space available basis, consideration must then be given to the complications which might arise if an elderly person were "bumped" and temporarily stranded in a port other than their destination, in order to accommodate full revenue passengers.

VI. Operational problems will be encountered in the management of this new rate structure especially as it applies to food service.

SB

135

MAY 28 1982

TELEGRAM

ALASCOM, INC.
PHONE 586-6442
JUNEAU, AK 99802

02456 NL ANCHORAGE ALASKA 30 05 27 0310P ADT

PMS REP BETTE CATO

JUNEAU 3206

SENAT CS FOR CS FOR HB12 WITH ITS QUOTE PIGGYBACK UNQUOTE OF SB135 IS EXTREMELY HARMFUL TO ENTIRE TRUCKING INDUSTRY AND WILL NOT PROVIDE ANY HELP TO OWNER/DRIVER. WE URGE YOUR CONCERTED EFFORT TO DEFEAT THIS MEASURE. LEGISLATION SUCH AS THIS WILL NOT HELP, BUT ONLY HINDER THE EFFORTS OF A LOT OF WELL-MEANING OWNER/DRIVERS. IF YOU SINCERELY DESIRE TO HELP THESE PEOPLE, DONT PASS HB12.

H. RUSSELL PAINTER, LYNDEN TRANSPORT

May 24, 1982 - Bette Cota, Mitch Abood & House Transportation Comm.
Once Again we ask you to please support SB135, or HB 12

MAY 28 1982

Print Name	Adress	Zip	Phone	Signature
V. Imig	659 W. 20th Anch	99503	264-3385	Jenny Imig
D.J. King	P.O. Box 2393 Anch	99510	279-4798	D.J. King
JOHNSON CHARLES E	SRA BOX 147-K	99502	344-3049	Charles Johnson
JAMES FENTON	3701 Eureka anch.	99503	279-9370	James Fenton
Barney Camp	2320 Belmont Dr	99503	272 2301	Barney Camp
James Wren	6850 Burlwood DR	99507	344-7939	James Wren
John Smart	1001 Boniface Sp 5 E B	99504	333-5470	John Smart
Carl F Hubb	3711 Caspian CT #2	99502	—	JACK HATHHORN
Richard E Kapp	9499 Braxton	99507	3498960	R Kapp
William C. Growden	124E 23RD-ANCH.	99503	272-0165	W.C. Growden
Barb Growden	124E 23 Anch	99503	272-0165	B Growden
Phyllis W. MATthews	244 E 23rd Ave ANCH	99503	277-4469	Phyllis W Matthews
BETTY BROSTE	P.O BOX 4-500	99509	279-2164	Betty Broste
Ruth L. Knuts	1037 W. 23 Anch.	99503	277-9439	Ruth L. Knutson
Joseph C Val	16TH E 8th	99504		Joseph C Valdez
PHILIP HAUS	4338 E. 9th Ave ANCH	99504	333 8129	Philip Haus
LEONARD STANLEY	1527 E JUNEAU ST ANCH	99501	277 4816	Leonard Stanley
STACY RAFTER	7102 E 17th AVE ANCH	99504	338 4720	Stacy Rafter
FRANKLIN HOLAND	5901 E 6th AVE. #66	99504	337-6465	Franklin C Holand
GARY SANFORD	13135 HIGHVIEW DR.	99502	345-4326	Gary Sanford

MAY 28 1982

May 25, 1982

Representative Bette M. Cato
Chairman
House Transportation Committee
Pouch V
Juneau, Alaska 99811

Madam Chairman:

I talked to you a little on the telecom last night from the Legislative Office in Fairbanks. I also listened to the other testimony. I would like to add a few things.

Sourdough, Lynden and the transportation lawyer said that it would be unconstitutional to give us Alaska truckers limited entry. This is the first time in over 35 years of trucking I have heard a carrier admit limited entry was, or is, unconstitutional. Because that is exactly what a "regulated carrier" permit is. It deprives me and thousands more owner/operators of our equal rights to free enterprize. No matter what it is called - limited entry, or common carrier - either way is unconstitutional.

The owner/operator needs the permit so he can be quaranteed a tool to use to negotiate a fair pay contract for work performed and equipment furnished. Common carrier, in plain words of the truckers of America, is "a permit to steal for a select few".

I also heard a carrier representative say there is also the right to free enterprize in our way of life. That is also right. But, when it comes to trucking and competing in the business of trucking, my equal rights are again taken away and given to the select few called "regulated carriers".

There needs to be a change not only in State laws but the ICC too.

Most of the so called regulated carriers don't exist anymore. A carrier has his company trucks and hires drivers. A broker leases equipment and drivers. Frontier Transportation and Consolidated Freightways are carriers. The rest are common carriers certificated, but have changed over to brokerage, and are illegal as far as being a true carrier. They are sub-contracting the actual hauling out therefore they, in fact,

are not the carrier. The subcontractor is the carrier. The subcontractor pays his own wages, taxes, FICA, withholding, unemployment insurance, truck and trailer payments, license fees, fuel, oil, tires, collision PL&PD insurance. All expenses except cargo insurance - but, in some cases, that is taken out of the truck revenue payed to the subcontractor too.

K&W sent a net profit of twenty-five million to St. Cloud, Minnesota last year. So that was pretty good for a brokerage firm.

Some of the companies have hired lawyers from Lincoln, Nebraska; Texas and Minnesota to break our Teamster Union. So now that we truckers don't have our Teamster bargaining unit, we lost our last bit of leverage for a fair shake with the carriers. WE NEED THE PERMIT.

The carrier broker using owner/operators is the culprit doing the rate cutting, because he has transferred his overhead to the subcontractor and keeps his percentage of the revenue in the black ink column. My column is in the red ink line. Everything has gone up in price in the past 7½ years I have been in Alaska trucking - except tariff rates.

My truck cost $37,000.00 in 1975, to replace it now I would have to pay $90,000.00. I still have my 1975 truck because I was smart enough to see I could not afford a new truck.

I heard one man say the carrier would get company trucks. If he was traying to scare someone he was mistaken. Everyone would be happy to drive a company truck. I would have more time for fishing and family if I didn't have to work on that darned truck all the time.

We need the limited entry permits to protect ourselves against the "boomers" as well as the regulated, certificated, brokers.

JUST GIVE US THE LIMITED ENTRY PERMIT. We will negotiate a fare share of the revenue. We don't need published rates because they are already published in the tariff books. We know what we need to make a profit, and we won't need more people hired to the ATC.

Our commercial fisherman have a limited entry permit, and it seems to be working.

The regulated carrier has a limited entry permit, and it works for them.

So why won't it work for the subcontractor? It is better than total deregulation.

Thank you,

Paul Gallagher

Paul Gallagher

TELEGRAM

ALASCOM, INC.
PHONE: 586-6442
JUNEAU, AK 99802

02001 ANCHORAGE AK 15 05-26 730A ADT

PMS REP BETTE CATO

JUNEAU 2648

I STRONGLY URGE YOU TO SUPPORT SB135. DONT LET YOUR FOLLOW

ALASKANS DOWN

DAVID SCHACHT

PO BOX 8332

ANCHORAGE AK 99508

PLEASE NOTE: THE FOLLOWING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT

MAY 3 1982

BOB PACKWOOD, OREG., CHAIRMAN
BARRY GOLDWATER, ARIZ. — HOWARD W. CANNON, NEV.
HARRISON H. SCHMITT, N. MEX. — RUSSELL B. LONG, LA.
JOHN C. DANFORTH, MO. — ERNEST F. HOLLINGS, S.C.
NANCY LANDON KASSEBAUM, KANS. — DANIEL K. INOUYE, HAWAII
LARRY PRESSLER, S. DAK. — WENDELL H. FORD, KY.
SLADE GORTON, WASH. — DONALD W. RIEGLE, JR., MICH.
TED STEVENS, ALASKA — J. JAMES EXON, NEBR.
BOB KASTEN, WIS. — HOWELL HEFLIN, ALA.
WILLIAM M. DIEFENDERFER, CHIEF COUNSEL
AUBREY L. SARVIS, MINORITY CHIEF COUNSEL
EDWIN K. HALL, MINORITY GENERAL COUNSEL

United States Senate
COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION
WASHINGTON, D.C. 20510

April 27, 1982

The Honorable Bette M. Cato
Chairman, House Transportation
Committee
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

Dear Bette:

Enclosed are copies of several public opinion messages to the House Transportation Committee which were delivered to my Anchorage office. Some Alaskan truckers are concerned about competition from Lower 48 truckers.

I informed each of the constituents that this is a State matter and is properly addressed at the State level; however, I would appreciate any information you could provide about your efforts to resolve this problem.

Thank you for your assistance.

With best wishes,

Cordially,

Ted Stevens

TED STEVENS

Enclosures

BC —
Interesting — McRule's
I can locate McRule's
P.O.M, but none of the
others, and I've been pulling
these out as we go along (see attached)

MAY - 5 1982

PUBLIC OPINION MESSAGE FORM

POMS are limited to 25 - 50 words. These messages are transmitted via omnicom to Juneau by our staff on a time-available basis.

* ONLY THOSE SINGLE MESSAGES DELIVERED BY THE SIGNING INDIVIDUAL TO THE
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* OMNICOM AS A PUBLIC OPINION MESSAGE. (Legislative Council Policy 6/81)

DATE 4/13/82

NAME Chris G. Stetson D.B.A. Cee-Gee Enterprises

REPRESENTING Self as teamster owner-operator

MAILING ADDRESS 5416 W Dimond # 1

Anch AK. ZIP 99502

PHONE (HOME) 345-7067 (WORK) 344-0812

TO House & Senate Transportation Committee

RE: Transportation Sub-contractor Proposal

MESSAGE: As a life-long Alaskan with a major investment in my livelihood & dependance on trucking, I have already had food taken from my plate last summer by dirt haulers solicited up from Minnesota, & seeing new rigs currently pouring into town from lower 48, rigs that can work for less because a dollar is worth more in lower 48, has made me feel very threatened in continuing to earn my livelihood, as many line-haulers started last winter, because of outside owner-operators brought in by K & W. If you can limit fishing, why not trucking? Chris G. Stetson

SIGNATURE

POM TRANSMITTED, DATE _____ TIME _____ OPERATOR _____

2

LAA/PS 6/22/81

PUBLIC OPINION MESSAGE FORM

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DATE 4/13/82

NAME Robert E Ervin - Ervin Trucking Inc.

REPRESENTING SELF AS TEAMSTER OWNER-OPERATOR

MAILING ADDRESS P.O. Box 4-1083 Anchorage

ALASKA ZIP 99504

PHONE (HOME) 248 5046 (WORK) 344-0812

TO House & Senate Transportation Committee

RE: Transportation Sub-Contractor Proposal

MESSAGE Having lived in Alaska all my life it seems time that the influx of people coming into the STATE, taking jobs from the people that live here By cutting prices Below what it takes to SERVICE is getting a bit out of hand.

I believe that this proposal could help ALASKANS

SIGNATURE Robert E Ervin

POM TRANSMITTED, DATE _____ TIME _____ OPERATOR _____

LAA/PS 6/22/81

PUBLIC OPINION MESSAGE FORM

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DATE APRIL 13, 82

NAME BEN RULE

REPRESENTING MYSELF AS A TEAMSTER OWNER-OPERATOR

MAILING ADDRESS 1727 BARTLETT DR.

ANCHORAGE, ALASKA ZIP 99507

PHONE (HOME) 344-5909 (WORK) 349-8624

TO HOUSE & SENATE TRANSPORTATION COMMITTEES

RE: TRANSPORTATION - SUBCONTRACTOR PROPOSAL

MESSAGE AS A 25 YEAR ALASKA I WISH TO SUPPORT THE PROPOSAL BY "WOMEN FOR ALASKAN OWNER-OPERATORS". BY MARCH 25, 82 K & W TRUCKING, ALONE, HAD BROUGHT IN 126 OUTSIDE OWNER OPERATORS, WHILE I SIT HOME.

THIS IS NEITHER FAIR NOR GOOD FOR ALASKA'S ECONOMY!

Rec'd 4/15/82 (a)

SIGNATURE Ben Rule

POM TRANSMITTED, DATE _____ TIME _____ OPERATOR _____

LAA/PS 6/22/81

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DATE 4-13-82

NAME Peter M. Strasenburgh

REPRESENTING Teamster Owner/operator

MAILING ADDRESS 8536 Hartzell Rd APT C6

Anchorage Ak ZIP 99507

PHONE (HOME) 277-8992 (WORK) 344-0512

TO House + Senate Transportation Committees

RE: Transportation Subcommittee Proposal

MESSAGE I am an Alaskan resident and owner/operator. The influx of outside trucks into the Anchorage area with operators bidding jobs at prices below what it costs to raise a family in Alaska, are putting tremendous financial pressure on myself and my family. The Alaskan fisherman are protected by limited entry as the Alaskan trucker should be.

SIGNATURE [signature]

POM TRANSMITTED, DATE _____ TIME _____ OPERATOR _____

LAA/PS 6/22/81

PUBLIC OPINION MESSAGE FORM

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* OMNICOM AS A PUBLIC OPINION MESSAGE. (Legislative Council Policy 6/81)

DATE 4/11/81

NAME Paul O Babcock

REPRESENTING Teamsters owner Operator

MAILING ADDRESS 5062 Fischer Ave

Anch Alaska ZIP 99502

PHONE (HOME) 344-0345 (WORK) 344-0812

TO House & Senate Transportation Committees

RE:

MESSAGE I have lived in Alaska for over 20 years But last year due to all the New truckers coming into alaska on Cutting prices I was forced to Sell out I would like to see some limit put on how many Truckers can come in from outside cutting prices then leaving with the money at end of Year

SIGNATURE Paul O Babcock

POM TRANSMITTED, DATE _____ TIME _____ OPERATOR _____

LAA/PS 6/22/81

PLEASE NOTE: THE PRECEDING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT.

Jerry's
Automotive
(907) 683-2281

Mile 248.5 Parks Highway
Box 34
Healy, Alaska 99743

McKinley
KOA Kampground
(907) 683-2379

APR 19 1982.

April 15, 1982

Honorable Bette M. Cato
Pouch V
Juneau, Alaska 99811

Dear Representative Cato,

I am requesting your support for the Transportation Subcontractor Proposal presented by the Women for Alaskan Owner/Operators Committee. I feel it is very important that you understand my position and the reasons for it.

I have lived in Alaska since 1966 and I have operated a business at Healy since 1967. I have been through good winters and bad winters both climatically and financially. I have operated school buses and trucks and I know what the overall costs are for a long period of time. I know the cost of wages, the hidden costs of employees, replacement costs, the escalating cost of oils and fuels, and I have learned how thin the profit line is.

The point is anyone can do anything for a short period of time and make a 'living' at it, but what is the ultimate end? People in all walks of life are flocking to Alaska the land of gold to become rich. Most of these people are destitute because of the economy Outside. How many of them realize what has caused it? In the trucking industry it has been a continual throat cutting process. Realistic tariffs and wages have not been maintained. I have nothing against competition but let me give you an example.

There are several Alaskan trucking companies presently on strike with the Teamster Union. Their reason is because they can't afford higher wages and operating expenses. Yet in the case of one trucking company K & W, they have been able to cut their tariff rates to Prudhoe Bay by $300.00. They then told their Outside drivers that they could only pay them approximately $2300.00 and they would have to buy their own fuel. The approximate cost for fuel round trip Prudhoe is $400.00. Therefore K & W has not experienced a profit loss by this rate cutting. The owner/operator is

Alaska State Legislature

House of Representatives

Committee on Transportation

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

Rep. Bette Cato, Chairman

March 26, 1982

Gary Atwood
Business Manager
General Teamsters Local 959
P.O. Box 2092
Anchorage, Alaska 99510

Dear Mr. Atwood,

Thank you for your letter outlining the situation with regard to Canadian trucking companies bringing freight into Alaska from Canada and the Lower 48.

First of all, we are unable to find any State of Alaska policy or requirement allowing Canadian firms to haul to the border and then be transloaded onto Alaska carriers. As such, I am unable to address the questions you raise on that particular issue.

I am sympathetic to your concerns. However, it appears that there is very little the Alaska Legislature can do since international and interstate trucking operations are regulated by the Interstate Commerce Commission. I believe you should direct your comments to them and possibly to our Congressmen.

Sincerely,

Bette Cato

Bette Cato
State Representative
Alaska State Legislature

BC:jt

Speaker of the House of Representatives

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-3720

Official Business

March 5, 1982

Gary Atwood,
Business Manager
General Teamsters Local 959
P. O. Box 2092
Anchorage, Alaska
99510

Dear Mr. Atwood:

Thank you very much for your letter of February 19 with regard to Canadian trucking companies bringing freight into Alaska from Canada and the Lower 48.

With regard to the policy which you refer, paragraph 3, line 2, we can find no such policy or requirement. Could you please refer us to the source of this policy so that we may research this matter further.

At first glance, however, it appears that there is very little that the Legislature can do in this matter. Unfortunately it is not within the purview of the State of Alaska. Interstate and intercontinental trucking is regulated by the Interstate Commerce Commission and your concern with regard to this matter should more properly be referred to that body.

Although there is little that I can do directly allow me to express my sympathy for you in this matter. Should you need additional assistance, please feel free to contact my office.

Very truly yours,

Joe Hayes,
Speaker of the House

JH:scl

General Teamsters Local 959 State of Alaska
Affiliated with the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America
ANCHORAGE, ALASKA 99510, P. O. Box 2092, (907) 276-4334 JESSE L. CARR (secretary/treasurer)

FAIRBANKS, ALASKA 99701, P. O. Box 609, (907) 452-8221
JUNEAU, ALASKA 99801, 306 Willoughby, (907) 586-3225
KENAI, ALASKA 99611, P. O. Box 610, (907) 283-4498

February 19, 1982

The Honorable Jay Hammond
Governor of the State of Alaska
Pouch A
Juneau, Alaska 99811

Dear Sir:

A situation has developed in our State that has had, and will continue to have, a detrimental affect on the trucking industry of Alaska. The situation I refer to is Canadian trucking firms bringing freight from the "Lower 48", or border points in Canada, to Alaskan destinations.

Governor Hammond the unemployment rate of Alaskan line drivers is at an all time high. Alaskan trucking firms cannot hire any additional employees, nor guarantee continued employment to those already working for them, due to lack of business. These companies have no work because the work is being done by Canadian firms. These line drivers are unemployed because their jobs are being done by Canadian citizens. These foreign carriers and their employees take all of their earnings back to Canada with Alaska being the loser all around in lost business, lost jobs and lost revenue.

This is not an old established system of bringing freight from Canada to Alaska. It is a recent development. During the pipeline Canadian carriers were not allowed to bring freight to destination points in Alaska. They hauled the freight through Canada to the Alaska/Canadian border where the freight was transloaded to an Alaskan carrier who then took it to its Alaskan point of delivery. This system worked beautifully. However, in recent years this procedure has first been circumvented and finally ignored completely. I don't understand why this has been allowed to happen. It might be that the people who were policing this system feel that with the completion of the pipeline that there would be no further need for close scrutiny - or, that with completion of the pipeline, these people were assigned elsewhere. In either case something needs to be done, and done soon.

This started in April of 1981 with a few trucks coming in from Canada and building slowly, with an estimated one hundred-fifty (150) loads being brought from Canada to Alaskan delivery points between September 1981 and February 1982. This, unfortunately, is just the beginning. If nothing is done the situation will get progressively worse - with Alaskan trucking firms, Alaskan citizens and the State of Alaska losing business, jobs and revenue as foreign carriers and their employees take away Alaskan's business, Alaskan's jobs, and the money they earn doing so out of Alaska.

I suggest that the policy of transloading at the Alaska/Canadian border to an Alaskan carrier be firmly reestablished and conscientiously policed. Or, if this policy cannot be reestablished and/or policed, to fix a tariff on freight brought into Alaska by foreign carriers high enough to discourage these foreign carriers from hauling in Alaska. Of these two solutions reestablishing the policy of transloading at the Alaska/Canadian border is by far the most beneficial to the greatest number of people and has proved successful in the past.

I hope Sir that we can count on you to take immediate steps to hasten the elimination of this problem to the benefit of us all. As Alaskan businesses and the Alaskan working men and women prosper so does our Great State of Alaska. It is the first duty of our elected representatives in the Legislature to protect them. I ask you, Governor Hammond, to lead the fight to protect Alaskan trucking firms and their employees from the incursion on their livelihood by foreign carriers.

Sincerely,

TEAMSTERS LOCAL 959

Gary Atwood
Business Manager

GA/dd

CC: Honorable Terry Miller, Lt. Governor State of Alaska
Common Carriers of Alaska
Anchorage Local 959

MAR 2 1982

General Teamsters Local 959 State of Alaska

Affiliated with the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America

ANCHORAGE, ALASKA 99510, P. O. Box 2092, (907) 276-4334 JESSE L. CARR (secretary/treasurer)

FAIRBANKS, ALASKA 99701, P. O. Box 609, (907) 452-8221
JUNEAU, ALASKA 99801, 306 Willoughby, (907) 586-3225
KENAI, ALASKA 99611, P. O. Box 619, (907) 283-4498

February 19, 1982

Representative Bette M. Cato
Pouch V
Juneau, Alaska 99801

Dear Representative Cato:

In recent months a situation has developed that is detrimental to the trucking industry of Alaska. The situation to which I refer is Canadian trucking companies bringing freight from Canada and the "Lower 48" to Alaskan destinations. This started early in 1981, with a few trucks coming in from Canada, and slowly building in volume to an estimated one hundred-fifty (150) loads brought in between September 1981 and February 1982. This situation will continue to escalate unless something is done, and done quickly.

The Alaskan trucking industry is in a sharp decline. The unemployment rate among Alaskan line drivers is at an all time high. Alaskan trucking firms do not have work because it is being done by Canadian firms. Alaskan line drivers do not have jobs because they are being done by Canadian citizens. These foreign carriers and their employees leave nothing behind them when they return home, they take all of their earnings back to Canada with Alaska being the loser in every respect - in lost business, lost jobs and lost revenue.

During the pipeline the State of Alaska established and enforced a policy that would allow Canadian firms to haul freight as far as the Alaska/Canadian border where it was transloaded to an Alaskan carrier who then hauled it to its Alaskan point of delivery. This system worked - and worked beautifully. Why this system is being ignored, and why the State of Alaska is allowing it to be ignored is a good question. Why foreign carriers and their employees are allowed to take business and jobs away from Alaskan carriers that are hard pressed to make ends meet and Alaskan

working men and women who are begging for jobs is also a good question. For our State Legislature to let the situation continue on is unconscionable.

There are two possible solutions to this problem. One is to reestablish the policy of allowing Canadian trucking firms to haul freight only to the Alaska/Canadian border and transload to an Alaskan carrier for delivery to its Alaskan destination. The second would be to establish a tariff rate on foreign carriers high enough to discourage them from hauling in the State. Of these two solutions the first is the most preferable as it benefits the greatest number of people and has proved to be successful in the past.

The time to act, however, is now. The problem will not go away if its ignored - but will get progressively worse. I would hope that as elected Representatives of the people of Alaska that the Legislature will not wait until the Alaskan trucking industry has been bled to death by foreign carriers and then wonder what happened - but rather will take immediate steps to solve the problem.

Sincerely,

TEAMSTERS LOCAL 959

Gary Atwood
Business Manager

GA/dd

CC: The Honorable Jay Hammond, Governor of Alaska
The Honorable Terry Miller, Lt. Governor of Alaska
Alaskan Common Carriers
Anchorage Teamsters Local 959

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LYNDEN TRANSPORT
Alaska

3027 Rampart Drive
Anchorage, Alaska 99501
(907) 276-4800

May 5, 1982

Dear Senator:

As a representative of one of Alaska's oldest surviving transportation companies who has been thoroughly involved in the history of owner-operators in Alaska, I feel compelled to explain the real economic factors behind the wild allegations being made in Juneau recently, by a group of truck owners.

There has been a lot of publicity, a lot of political pressure, a lot of table thumping, a lot of lobbying efforts in recent days loudly proclaiming that a group of people called "owner-operators of Alaska" have been discriminated against, cheated by their employers, and in general, are deprived of their rights by the State, you as legislators, and the trucking companies as employers.

Let the record show that this information circulated to you by paid advertisements, telegrams, phone calls, and personal visits does not reflect the true story at all!

During the construction of the now famous Trans Alaska Oil Pipeline, there was created a need for a very large fleet of trucks to move the huge volumes of supplies and construction material north out of Fairbanks, Alaska.

The trucking companies in existence in Alaska at the start of this enormous project were limited to their ability to provide the equipment and drivers necessary. Old, dormant, trucking company operating rights were revived, new companies were created overnight. The 350 mile road now known as the Dalton Highway was finished in a record 154 days. The Yukon River Bridge was completed.

The numbers are staggering! During the peak of construction, there were trucking firms in Fairbanks dispatching over 100 trucks per day!

The Teamsters Union in Alaska had demanded and put into agreement with the trucking firms, a wage guarantee for drivers running north from

5615 W. Marginal Way S.W.
Seattle, Washington 98106
(206) 764-6300

3001 Peger Road
Fairbanks, Alaska 99701
(907) 456-5535

Prudhoe Bay, Alaska
(907) 659-2644

P.O. Box 1007
Mineral Creek
Loop Road
Valdez, Alaska 99686
(907) 835-2018

P.O. Box 23
Kenai, Alaska 99611
(907) 283-8640

P.O. Box 2560
5401 Airport Way
Juneau, Alaska 99803
(907) 789-2018

P.O. Box 433
5401 Glacier Road
Edmonds, Washington 98020
(206) 774-2761

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Records show that an owner-operator will average over $10,000 per month North of Fairbanks with a trucking company that runs steady. Some of the high figures will reach $14,000 per month. These are the people that are demanding "more" from each of the trucking firms. These are the people who forced a strike on their employers. These are the people who are demanding that you "protect" them with legislation. These are the people who have created the situation that exists today. These are the people who, because of their own near sightedness, have brought upon themselves the situation you have been asked to correct.

The notion that Alaska's unemployed owner-operators are mistreated, underpaid, and abused, is absurd.

A long series of strikes and decertification petitions between Alaska's trucking companies and the Teamsters Union has created a situation today whereby approximately 70% of all Alaska trucking is non-union. This transfer of union to non-union trucking is the basis for the current level of unemployed truck owners. As carriers went on strike, they had to replace the striking drivers, and in so doing, new drivers and owner-operators entered the state and took the jobs of the striking drivers. We feel it is improper for the legislature to interfere with these strike issues by creating new regulations that are monopolistic, inflationary and anti free enterprise.

We trust that when making your decision concerning SB 135, you consider that the individuals who represent themselves as poor, starving, abused, owner-operators are actually "on strike" Teamsters who have been grossly overpaid since 1975, and who struck a very depressed Alaska trucking industry in an effort to further increase Alaska's transportation costs.

Sincerely yours,

LYNDEN TRANSPORT, INC.

Jim Jansen
President

JJ:amc

May 7, 1982

To: Members of the House

From: Senator Charles Parr

Regarding: CS SB 135 (Rules)

All members of the Senate recently received a form letter distributed by a transportation common carrier regarding SB 135 (legislation which deals with transportation subcontractors commonly known as "Owner-Operators"). Due to the importance of this bill I would like to clear up some misconceptions which may have been created by the information provided by the carrier.

The gravest inaccuracy is the obvious attempt to paint this issue as a union dispute. It has been clearly demonstrated in two Senate committee hearings that this is not the case. The owner operator is stuck between the union and the carrier. On the one hand, the owner operator under law must only work for a common or contract carrier and under a contract which has terms that are generally set by the carrier, on the other hand, in order to work for some carriers the operator must join the union.

Under Alaska Transportation Commission regulations, the carrier is allowed to deduct the employee wages and benefits as well as any truck expenses from the revenues paid to the owner operator for the leased vehicle. This means that the owner operator pays his own wage and benefit and union contributions as well as the employers contributions through deductions in the lease revenues. Any economic benefits that the union, if it is a union shop, negotiates for the employee are just further expenses to the owner operator which are backed off the revenues which are received for the lease of the vehicle.

It makes no sense for a owner operator to strike for the type of benefits which the union could provide, i.e., related to wages and benefits, because that money comes out of the truck revenues, revenues which are under a contract which the union plays no part in securing, a contract which is specifically and only between the carrier and the operator, and which provides the finances which allow the operator to pay vehicle expenses and living expenses.

The concern of the owner operators is that while carriers such as the one which distributed the letter in question are

posting record profits as the result of a highly protected industry, that numerous Alaskan owner operators who do not enjoy the same protection under the law are going out of business because they can no longer afford to operate their rigs at the level of revenues being offered by the carriers.

The carriers are cutting their tariffs (or not adjusting them to reflect the effects of inflation) but still maintaining the same or higher profits, while it is the owner operator, whom is unrecognized by ATC, that is receiving less and less revenue for the vehicle lease and is required to pick up more of the costs and risks related to the transportation of goods over Alaska's highways.

The result is that today, unlike the era prior to the pipeline, common carriers own few if any of their own vehicles, thus eliminating all risk related to maintaining or operating trucks, and that responsibility has been transferred to the owner operator. The carrier has an opportunity to work essentially as a broker, a broker who is in a monopolistic industry where the owner operators have to work for the carrier and where the carrier need not fear the entrance of other carriers into the market due to ATC protection.

The operators, under CS SB 135(rules) are provided a measure of protection, not the protection afforded the carriers, but the minimum protection which will allow competition to flourish within the Alaskan Economy.

CHARLIE PARR
ALASKA LEGISLATURE

S.R. Box 50599
Fairbanks, Alaska 99701
(907) 456-5029

Pouch V
Juneau, Alaska 99811
(907) 465-4907

CS SB 135 (Rules)

CS SB 135 (Rules) provides a measure of equal protection to a class of transportation operators not envisioned when the Alaska Motor Freight Carrier Act was developed. It is less protection than afforded the current class of carriers, but the minimum which will allow competition and fair trade to grow in this sector of the Alaskan Economy.

The primary reason for this legislation is the economic survival of the group providing more than 90% of Alaska's transportation services - the transportation subcontractor (commonly known the "owner operator").

At issue here is the question of minimum standards which will insure that transportation subcontractors receive reasonable consideration for the service and the equipment provided which is necessary to properly serve public needs in the Alaskan environment and economy.

If these people who provide necessary transportation services can not be assured of a certain minimum rate of return on their efforts, there is a danger that no one will provide the type of "adequate, complete, dependable and stable transportation in all its phases", as is assured the public under AS 42.10, the Alaska Motor Freight Carrier Act.

The bill provides the Alaska Transportation Commission with authority to:

-regulate at one level lower than it now does.

-provide licenses to those who are currently transportation subcontractors or who have operated in Alaska since 1976.

-apply standards of public convenience and necessity to the issuance of further licenses.

-provide for minimum and maximum rates

The licensing, grandfather, and rate provisions are modeled after the Alaskan system for common carriers and is a standard approach for a category of public utilities (the grouping in which transportation falls).

PLEASE NOTE: THE PRECEDING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT.

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE: 5/21/82 7pm
LOCATION: 112 Capitol
SUBJECT: SB 135

NAME	REPRESENTING	ADDRESS	PHONE	HERE TO TESTIFY	HERE TO OBSERVE
JOE GOODRICH	Myself	7509 Old Harbor Rd. Anch. 99504	333-8656	Yes	
Ben Rule	Myself	1727 Bartlett Anc 99507	344-5909	"	

CHARLIE PARR
ALASKA LEGISLATURE

S.R. Box 50599
Fairbanks, Alaska 99701
(907) 456-5029

Pouch V
Juneau, Alaska 99811
(907) 465-4907

MAY 10 1982

May 7, 1982

To: Members of the House

From: Senator Charles Parr

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The operators, under CS SB 135(rules) are provided a measure of protection, not the protection afforded the carriers, but the minimum protection which will allow competition to flourish within the Alaskan Economy.

ATOOCA

601 Hughes, Fairbanks, Alaska 99701
Phone (907) 452-5814 or (907) 452-5841

APR 15 1982

April 12, 1982

Representative Bette Cato
Chairman House Transportation
State Capitol
Pouch 5
Juneau, AK 99811

Dear Bette:

I am writing in regards to the Transportation Subcontractor Proposal presented to you by the Women for Alaskan Owner/Operators Committee. I have examined the entire proposal as well as the supporting documents and agree with nearly every detail. The Owner-Operator portion of the Alaskan transportation industry is in a crisis situation the results of which will have far reaching effects into the Alaskan economy. To understand the situation you need to know how this developed.

Prior to the pipeline days there were very few Owner-Operators in Alaska. Quite to the contrary 90 percent of the freight moving then was moved by carriers utilizing company owned equipment driven by employees of that carrier. As the pipeline project began to unfold these carriers increased the size of their fleets dramatically to accommodate the tremendous tonnages of freight to be moved. The rates were good and new or dormant carriers developed to fill the demand. Soon equipment became harder and harder to come by and the carriers began utilizing Owner-Operators to fill this need.

All went well during this period as the rates were adequate and the equipment leases and payments were liveable.

In the period following the peak of the pipeline project more and more competition developed over the decreasing demand (a natural thing) for transportation. The carriers began filing lower and lower tariff rates in order to get the work. As the rates declined companies with large numbers of company owned trucks found it not profitable to operate and began turning more and more to Owner-Operators. Many companies sold their trucks directly to the employees driving for them. There were many advantages in leasing from Owner-Operators, not the least of which, was that the company no longer had the overhead of shops, mechanics, or any of the repair responsibilities. The legal responsibility to insure equipment remained up to state and federal agency standards was and is still the carriers

responsibility. The cost of that standard, however, is borne by the Owner-Operator including any fines related to this. In some cases, even the public liability and cargo insurances required by law of the carrier are prorated and subtracted from the amounts paid on the leases.

Still during the demobilization period of the pipeline amounts received by Owner-Operators were adequate to maintain and operate the equipment. Then in 1979, under pressure by the carriers and over the objections of the Owner-Operators, the ATC revised the leasing regulations under 3AAC 64.070. This allowed the costs of the driver to be legally deducted from the lease revenues earned by the Owner-Operator. By so doing the carrier was further relieved from the expense of employees including, but not limited to wages, fringe benefits, the employers contributions for; social security, unemployment, and workmens compensation payments. Even then in 1979 the received amounts for the Owner-Operator were tolerable though very close to intolerable. Now came the inevitable.

Too many carriers, too little work. The carriers, protected by favorable laws and protected by leases that gave them impenetrable protection for their profits entered into cutthroat competition totally insulated from any losses. Certainly not all carriers were or are of this mind but faced with loss of business the alternatives were to get out of business or follow suit. Most followed suit. The Owner-Operator having no voice over the tariff rates and no voice in the price paid for his services reached the point of not enough money to maintain his equipment, his home and family.

Facing the inevitable loss of their equipment and or bankruptcy many Alaskan Owner-Operators withdrew their equipment asking for better leasing arrangements. Some reached agreements and were able to continue operating. Others were told either take what your getting or we will replace you.

Some companies based outside Alaska recognized the desperate economic conditions there and began an active recruiting effort in the lower 48, advertising a need for Owner-Operators in Alaska. The rates stated looked unbelievable to Owner-Operators there who have little or no understanding of the cost of operating in Alaska. Over the last six months literally hundreds of these Owner-Operators have come to Alaska as direct replacements for Alaskan Owner-Operators. Alaskans' equipment is sitting idle, unable to compete against outsiders who have no families here, no homes and no investment in Alaska. Their equipment is ill-equipped for Alaskan operating conditions yet carriers lease their equipment send them on the road overloaded and inexperienced. Much of the type of equipment now in use was previously refused for use by the carrier because it failed to meet their standards.

The Alaskan Owner-Operator is not asking for subsidies or hand outs. What Alaskan Owner-Operators are asking for is to be allowed to function and compete in Alaska's own economy. It would be hard to argue that Alaska doesn't have it's own distinct economy. Alaska has always been plagued by the flow of dollars out of our economy. Many Alaska businesses will be hurt if the present trend continues.

Alaskan Owner-Operators are a clearly identifiable industry of small businessmen who have proved their efficiency by the fact that approximately 90 percent of all freight moved by truck in Alaska is moved by an Owner-Operator. There are many similarities to the Alaska fisherman. Limited entry has helped Alaskan fishermen and Alaskan Owner-Operators need similar laws to allow this industry to function for Alaskans.

The Transportation Subcontractor Proposal is an excellent beginning for allowing this industry to function and to reach stability in these very unstable times. It is essential that this be brought before the legislature before this session ends. By next January the damage to these Alaskan small businessmen will be irrepairable. Many have already filed bankruptcy or are facing the loss of their equipment and personal possessions.

I urge you to bring the Transportation Subcontractor Proposal forward, to examine it closely, and pass it before this session ends.

The Alaskan Owner-Operator has earned and deserves your immediate attention to this industry of small businessmen. Please do not delay!

Sincerely,

Tim Gunderson

Tim Gunderson
President

gs/TG

Please don't allow this to wait.

Owner/Operator

MAY 5 1982



LYNDEN TRANSPORT

3027 Rampart Drive
Anchorage, Alaska 99501
(907) 276-4800

May 5, 1982

Dear Representative:

As a representative of one of Alaska's oldest surviving transportation companies who has been thoroughly involved in the history of owner-operators in Alaska, I feel compelled to explain the real economic factors behind the wild allegations being made in Juneau recently, by a group of truck owners.

There has been a lot of publicity, a lot of political pressure, a lot of table thumping, a lot of lobbying efforts in recent days loudly proclaiming that a group of people called "owner-operators of Alaska" have been discriminated against, cheated by their employers, and in general, are deprived of their rights by the State, you as legislators, and the trucking companies as employers.

Let the record show that this information circulated to you by paid advertisements, telegrams, phone calls, and personal visits does not reflect the true story at all!

During the construction of the now famous Trans Alaska Oil Pipeline, there was created a need for a very large fleet of trucks to move the huge volumes of supplies and construction material north out of Fairbanks, Alaska.

The trucking companies in existence in Alaska at the start of this enormous project were limited to their ability to provide the equipment and drivers necessary. Old, dormant, trucking company operating rights were revived, new companies were created overnight. The 350 mile road now known as the Dalton Highway was finished in a record 154 days. The Yukon River Bridge was completed.

The numbers are staggering! During the peak of construction, there were trucking firms in Fairbanks dispatching over 100 trucks per day!

The Teamsters Union in Alaska had demanded and put into agreement with the trucking firms, a wage guarantee for drivers running north from

5615 W. Marginal Way S.W.
Seattle, Washington 98106
(206) 764-6300

3001 Peger Road
Fairbanks, Alaska 99701
(907) 456-5935

Prudhoe Bay, Alaska
907) 659-2644

P.O. Box 1007
Mineral Creek
Loop Road
Valdez, Alaska 99686
(907) 835-2216

Rt. 1, Box 23
Kenai, Alaska 99611
907) 283-9640

P.O. Box 2580
8421 Airport Way
Juneau, Alaska 99803
(907) 789-0435

P.O. Box 433
8638 Depot Road
Lynden, Washington 98264
(206) 354-2101

Fairbanks to Prudhoe Bay. This totally unreasonable driving wage guaranteed that each driver would get eighteen hours of pay (8 streight time, 10 overtime) for each twenty four hours he was away from Fairbanks on a trip. This wage demand also included provisions that if a driver worked into a Sunday, his wage scale doubled and stayed that way until he returned to Fairbanks!

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The notion that Alaska's unemployed owner-operators are mistreated, underpaid, and abused, is absurd.

A long series of strikes and decertification petitions between Alaska's trucking companies and the Teamsters Union has created a situation today whereby approximately 70% of all Alaska trucking is non-union. This transfer of union to non-union trucking is the basis for the current level of unemployed truck owners. As carriers went on strike, they had to replace the striking drivers, and in so doing, new drivers and owner-operators entered the state and took the jobs of the striking drivers. We feel it is improper for the legislature to interfere with these strike issues by creating new regulations that are monopolistic, inflationary and anti free enterprise.

We trust that when making your decision concerning SB 135, you consider that the individuals who represent themselves as poor, starving, abused, owner-operators are actually "on strike" Teamsters who have been grossly overpaid since 1975, and who struck a very depressed Alaska trucking industry in an effort to further increase Alaska's transportation costs.

Sincerely yours,

LYNDEN TRANSPORT, INC.

Jim Jansen
President

JJ:amc

PLEASE NOTE: THE FOLLOWING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT

STATE OF ALASKA

DEPARTMENT OF COMMERCE & ECONOMIC DEVELOPMENT

ALASKA TRANSPORTATION COMMISSION

JAY S. HAMMOND, GOVERNOR

1000 MACKAY BUILDING
338 DENALI STREET
ANCHORAGE, ALASKA 99501
PHONE: 274-1691

May 18, 1982

Bill Zyback
c/o Senator Charles Parr
Alaska State Legislature
Pouch V
Juneau, AK 99811

Dear Mr. Zyback:

Reference you telephone call concerning possible problems with federal preemption if HCSCSSB 135 becomes law.

It is our opinion that as long as no attempt is made to impose the transportation sub-contractor regulations on ICC carriers or drivers hauling ICC freight, federal preemption should not be a problem. There is a possibility that if we attempt to impose the regulations for mixed loads, the question might be raised, but it would not appear to be a major problem as it has been held in many cases that the states have a regulatory say in such mixed movements.

If we can be of further service, please let me know.

Very truly yours

ALASKA TRANSPORTATION COMMISSION

Lawrence W. Michou
Executive Director

LWM/rm

STATE OF ALASKA
THE LEGISLATURE

LEGISLATIVE AFFAIRS AGENCY

POUCH Y - STATE CAPITOL
JUNEAU, ALASKA 99811
907-465-3800

MEMORANDUM

May 18, 1982

SUBJECT: Federal preemption
(Work Order No. 12-2850)

TO: Senator Charles H. Parr
Attn: Bill Zybach

FROM: Thomas A. Sofo TAS
Legislative Counsel

I understand that some concern has been voiced as to the constitutionality of HCS CSSB 135 (L&C). The potential problem involves the existence of statutes or regulations of the ICC which may be in conflict with certain provisions of the above referenced bill. Since I am unaware of any specific point of incongruity, this memorandum will merely outline the relevant rules which typically are applied when a question of this nature arises.

Article VI of the United States Constitution provides:

> This Constitution, and the laws of the United States which shall be made in pursuance thereof, and all treaties made, or which shall be made, under the authority of the United States, shall be the supreme law of the land and the judges in every state shall be bound thereby, anything in the Constitution or laws of any state to the contrary notwithstanding.

The supremacy clause of the federal constitution quoted above simply means that laws passed by state legislatures are ultimately subject to federal laws addressing the same subject. If we assume that a particular enactment of Congress is properly within the powers granted to Congress (and that presumption attaches to statutes and regulations concerning interstate commerce) the only remaining analysis is confined to whether or not the federal statute or regulation reflects an intention to preempt state activity in the field.

State legislation will typically be presumed to supplement federal laws if the two can be reconciled. In the event of a conflict, however, the supremacy clause requires that the federal act control. Typically, any inconsistencies which cannot be reconciled result in the state statute being considered invalid to the extent of the conflict. This also comports with our local rule concerning the severability of invalid provisions which may be contained in the state statutes.

A catch phrase which is often used in considering whether Congress has preempted the field is reflected in the determination as to whether a "uniform and comprehensive system completely occupying the field of legislation on the subject" has been enacted at the federal level. Usually, some affirmative proof is required to establish the intent of Congress to preempt state activity in a given field. The mere failure to address a question, in the absence of relevant legislative history to the contrary, is not usually considered to be evidence of congressional intent to deny state regulation of a particular aspect of a topic. For instance, the failure of the ICC to require minimum rates for motor carriers, if that is indeed true, is not necessarily an indication that the Congress has considered that providing for minimum rates would be inconsistent with the federal regulatory scheme.

A state statute cannot thwart or frustrate the operation of a federal statute on the same subject. Since the ICC is charged with regulation of interstate carriers any enactment by a single state which might affect interstate commerce would probably violate other provisions of the constitution as well, regarding noninterference with interstate commerce. It is a different matter if a state decides to enact a regulation concerning intrastate commerce since the federal government is typically without authority to regulate such matters unless they have an effect on interstate commerce.

Since the purpose of this memorandum is not to address specific inconsistencies between our local act and the federal law, no specific conclusion can be made as to whether or not we have included material in HCS CSSB 135 (L&C) which might be considered to be preempted by federal law. If a specific question does arise, the analysis above is the starting point for making a determination as to

whether state action on the specific subject will withstand later court challenge. In that regard, further work in this area will be inconclusive in the absence of treating a specific provision of the present bill in light of specific provisions of federal law which might appear to be contradicted by the bill under review.

TAS:ljb

PLEASE NOTE: THE PRECEDING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT.

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF COMMERCE &
ECONOMIC DEVELOPMENT

ALASKA TRANSPORTATION COMMISSION

1000 MACKAY BUILDING
338 DENALI STREET
ANCHORAGE, ALASKA 99501
PHONE: 279-1451

May 21, 1982

Steve Soenksen
Representative Betty Cato
Pouch V
Juneau, AK 99801

MAY 24 1982.

RE: SB 135

Dear Steve:

In regard to our telephone conversation of May 20, 1982, I understand that there are several questions relating to SB 135 about which you would like an opinion from the Attorney General's Office. These include:

1. The relations of the legislation to interstate regulation.

2. The antitrust implications, if any, of the legislation.

3. The feasibility of the definition of owner-operator in the legislation.

4. The effect of having the ATC set maximum and minimum tariffs.

I am aware of the legislation but have not reveiwed it in depth. As I told you, I will be out of town until Tuesday, May 25, 1982. I will contact you immediately upon my return.

Very truly yours,

Wilson L. Condon
Attorney General

By: Lawrence W. Nuck
G. Charles Schmidt
Assistant Attorney General

WC/GCS/rm

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF LAW
OFFICE OF THE ATTORNEY GENERAL

420 "L" STREET, SUITE 100
ANCHORAGE, ALASKA 99501

MAY 29 198

May 26, 1982

The Honorable Bette Cato
Chairman, House Transportation
Committee
House of Representatives
Pouch V
State Capitol
Juneau, Alaska 99811

Re: House CS for CS
for Senate Bill
No. 135(L&C)

Dear Representative Cato:

You have asked the Department of Law for its position in regard to the above bill. Because the amount of time to respond to your request has been limited, comments in this letter will be general but I hope that they will still be responsive to your requests.

First, there are several problems relating to technical drafting and interpretation in the bill. On a general level, it is not clear under the present drafting of the bill how "transportation subcontractors" fit in with the rest of the regulation provided for in AS 42.10. For example, 42.10.095(a) of the bill provides that the commission will regulate transportation subcontractors in regard to the filing of reports, the issuance of permits, and maximum and minimum rates. Nothing in the legislation speaks to other areas of regulation such as safety, weight fees, temporary authorities, or any of the other matters which are currently regulated by AS 42.10. Rather than deal with transportation subcontractors solely in one section, AS 42.10.095, it would be preferable to define "transportation subcontractors" as a subclassification of contract carriers and in those instances where transportation subcontractors are to be

regulated differently than other contract carriers to specifically provide for the scope of that regulation in the applicable section of AS 42.10. For example, the provisions of 42.10.095(g) should be made a new subsection of AS 42.10.130. Grant or denial of permit. Structuring the legislation in this manner will help clarify its scope and relation to the existing act.

On a more specific level, the standard of nonuse in (c) appears to be somewhat vague. Will one trip in two years meet the test? If some sort of substantial operations are required, must all the operations be in intrastate commerce to qualify? If a transportation subcontractor provides substantial tarnsportation in Alaska but some or even a large part of that transportation is interstate, will the carriage of interstate commerce be considered in determining if the permit is in active use?

There also is no specific standard of use necessary to receive grandfather rights under subsection (g). Is one trip between July 1, 1976 and the effective date of the act enough? Without a requirement of substantial and bona fide operations the provision may be subject to constitutional challenge on the grounds of equal protection, or substantive due process. The argument would be that the grandfather classification is not reasonable and does not have a fair and substantial relation to the object of legislation. The object is presumably to protect those who have actively worked as transportation subcontractors prior to regulation. However, the courts allow the legislature considerable leeway in formulating legislation and there is no requirement that classes set up by legislation be perfect. See e.g. Commercial Fisheries Entry Com'n. v. Apokedak, 606 P.2d 1255 (Alaska 1980).

In regard to the antitrust implications of the legislation, the simple answer is that carriers are exempt from the state antitrust provisions by AS 45.50.572(e). Thus, the inclusion of transportation

subcontractors under AS 42.10 as carriers would exempt them from state antitrust provisions. To the extent that the federal antitrust laws may be applicable, and without going into great detail, the Supreme Court of the United States has held that state action is exempt from the federal antitrust laws. To ensure that the federal antitrust laws do not apply, a policy section added to the bill stating that it is the intent of the legislature to substitute the regulation provided for in the bill for the marketplace and the reasons behind the regulation would be appropriate.

As to the relationship between federal transportation regulation and the proposed legislation, the legislation proposed would, of course, apply only to intrastate transportation. Interstate transportation by motor vehicle is controlled by the Interstate Commerce Commission (ICC). The chief potential conflict between state regulation and federal law would occur with "mixed loads", i.e., those truck loads which contained both interstate and intrastate freight. The Interstate Commerce Commission Act (49 U.S.C. § 11501) provides that the ICC may regulate intrastate transportation if that transportation is conducted in such a way that there is unreasonable discrimination against, or the imposition of an unreasonable burden on, interstate or foreign commerce. Thus the question would be whether or not the regulation of intrastate owner/operators could be construed to be unreasonable discrimination against or an unreasonable burden on interstate commerce. Since the legislation has no intent to directly affect interstate commerce, there would seem to be no unreasonable discrimination against interstate commerce. The state's interest in protecting its owner/operators to the extent of insuring that they receive a compensatory return for their services would not seem to be an unreasonable burden on interstate commerce. This conclusion is based on the following:

1. The state's interest in protecting compensatory payment to owner/operators is certainly legitimate.

2. The amount of mixed loads would be very small.

3. The only conflict would seem to be if under Alaska law owner/operators were required to receive a compensatory amount and under federal law carriers were allowed to pay less than a compensatory amount. The interest of a carrier conducting some interstate commerce to pay less than a compensatory amount to an owner/operator would not seem to outweigh the state's interest in insuring the stability of the transportation system by providing for compensatory pay.

In conclusion, there seems to be no substantial antitrust implications to the legislation.

From discussing this matter with Steve Soeksen I understand there is also some question about the provisions of (a) relating to maximum and minimum tariffs. There is no apparent legal problem with this approach although it may effect the agency's workload and personnel needs.

Mr. Soeksen also raised the issue of the viability of the definition of transportation subcontractor in subsection (e). There is no apparent legal problem with the definition, except as mentioned above, it would be better placed under 42.10.420(3) and made applicable to the chapter rather than the section. Also there is no need for the reference about taxicabs as the commission has no jurisdiction over taxis.

I hope that the above comments have answered your questions. If you have any further questions, please contact me.

Very truly yours,

WILSON L. CONDON
ATTORNEY GENERAL

By: Charles Schmidt
G. Charles Schmidt
Assistant Attorney General

GCS:dr

cc: Art Peterson
Assistant Attorney General
Juneau - AGO

Memo: S.B.135

To: : Steve Soenksen, Adm. Asst. to Representative Cato

From: Gene Kennedy, Washington LIO

I have waited three days for the ICC to return my call. It is symbolic of the Federal bureaucracy if they fear you will ask them a question they do not want to discuss or know anything about what you may ask, they never call you. It is an utterly disgusting performance.

However, I was referred to Mr. Ken Pearson of the Federal Highway Administration (202) 426-1790), who seems to be the most knowledgable person I have talked to in this quarter. Mr. Bill Higgins of the Association of State Highway and Transportation Officials referred me to Mr. Pearson.

Mr. Pearson heard my explanation of S.B.135 and explained it as follows. Owner-operator is rather an umbrella term for those who own and operate their own vehciles. There are, generally, two types. First are the term-leased operators who are leased to a carrier. These people usually lend their ICC licenses and operator under the aegis of the carrier - most in interstate trade - and the states do not regulate these. They are under the ICC.

The other type are owner-operators who carry agricultural commodities, livestock, fish profucts, horticultural products, etc. The ICC exempts them from economic regulation due to a historic decision to aid the farmer and free them from restrictions to the market place.

However, most states do have registeration of owner-operator vehicles, he said, for the following reasons:

1. Fuel Tax purposes
2. Regulation-Enforcement
3. Reciprocity of license plates

Mrw Pearson said that this did not mean that such a registration would regulate routes or anthing like that. Generally, he said, Federal Safety Requirement would apply to those owner-operators which cross state lines but State Safety Requirements apply to owner-operators in intra-state commerce. In addition, minimum Federal Financial Requirements are enforced by the Department of Transportation for those owner-operator vehicles crossing state lines but that the State can establish minimum financial requirements.

Most states can and do register and have some regulation as long as they stay clear of establishing and regulating certain routes and stay clear of setting rates of any kind.

Of course, I asked why there is a sudden desire for this kind of legislation by owner-operators and he said that it is quite obvious that there are more people coming into the market and, therefore, they are looking to the State to assist them in having some sort of registration or regulation to prevent ill-equipped, poorly-financed operations from entering the marketplace.

I would recommend that you recall Mr. Pearson's name should you need further information since he was so gracious and, indeed, invited me to call should I have additional requirements for information about this legislation. Now, here is a bureaucrat who belies the oft-felt image, a public servant of substance and intelligence.

Let me know if you need further information.

HOUSE TRANSPORTATION
STANDING COMMITTEE
May 21, 1982
7:00 p.m., Friday

Members Present: Rep. Cato, Chairman
Rep. Moss

Members Absent: Rep. Abood
Rep. Sutcliffe
Rep. Metcalfe
Rep. Zharoff
Rep. Duncan

COMMITTEE CALENDAR

CSSB 135 — Evening statewide teleconference on CSSB 135 relating to motor vehicles and carriers and providing for an effective date.

WITNESS REGISTER

Tim Burzinski
Anchorage
Position Statement: Supports CSSB 135

Donald Hennessey
Anchorage
Position Statement: Supports CSSB 135

Larry Kelly
Sourdough Express, Inc.
Fairbanks
Position Statement: Opposes CSSB 135

George Hillar
Valdez
Position Statement: Feels that something must be done for truckers.

Marty Holmes
Billiken Transfer, Inc.
Petersburg
Position Statement: Need to solve problems but let's not be hasty.

Harry Shade
Homer area
Position Statement: Supports CSSB 135

Wm. Haines
Haines Enterprize

Wrangell
Position Statement: Opposes CSSB 135

Mr. Wm Privett
Wrangell Oil and Heat Corp.
Wrangell
Position Statement: Opposes CSSB 135

James Davis
Sealand, General Manager
Anchorage
Position Statement: Opposes CSSB 135

Ken Williamson
Lyndon Transport
Fairbanks
Position Statement: Opposes CSSB 135

Earl Kloster
Wrangell
Position Statement: Opposes CSSB 135

Sam Privett
Union Oil
Wrangell
Position Statement: Opposes CSSB 135

Timothy Gunderson
ATOOCA
Fairbanks
Position Statement: Supports CSSB 135

Darryl Weide
Frontier Transportation
Fairbanks
Position Statement: Opposes CSSB 135

George Mathis
Wasilla, AK
Position Statement: Supports CSSB 135.

Swede Olson
Big State Motor, Inc.
Anchorage
Position Statement: Opposes CSSB 135

Paul Gallagher
Fairbanks
Position Statement: Supports CSSB 135

Shirley Willfard
Fairbanks
Position Statement: Supports CSSB 135

Andy Hoge
Anchorage
Position Statement: Expressed "problems" with bill.

Jim Stepp
Husthers Inc
Anchorage
Position Statement: Supports CSSB 135

Douglas Wridge
Fairbanks
Position Statement: Supports CSSB 135

Marion Fishell
Fairbanks
Position Statement: Supports CSSB 135

Wayne Lucore
Alaska Carriers Assn.
Anchorage
Position Statement: Opposes CSSB 135

Russell Painter
Anchorage
Position Statement: Opposed CSSB 135

James Elliott
Fairbanks
Position Statement: Supports CSSB 135

Ken Blagg
Alaska West Express
Fairbanks
Position Statement: Opposed to CSSB 135

Ted Harris
Owner Operators
Fairbanks
Position Statement: Asked Questions (seemed to support bill)

Marcie Denison
Anchorage
Position Statement: Supports CSSB 135

Madeline Holdorf
Anchorage
Position Statement: Spoke in favor of CSSB 135

Joe Rule
Anchorage
Position Statement: Supports CSSB 135

Ken Befie (spelling?)
Anchorage

Position Statement: Made general comments on bill; unsure of position.

PREVIOUS ACTION

CSSB 135 — No previous committee action to record.

ACTION NARRATIVE

Tape #23
Recording
Number 0002

Chairman Cato called the House Transportation meeting to order. Staff present were Steve Soenksen and Joyce Thoresen. Rep. Moss was in Delta Junction participating in the teleconference. Chairman Cato called on Tim Bruzinski to testify. He indicated his support for the bill stressing that it was important legislation for the owner-operators. He has had only four trips since the first of the year and alot of truckers are really hurting. "Something has to be done," he said. He felt there is no reason outside trucks should come in here to Alaska and that it was important to save the owner-operators.

Number 0091

Donald Hennessey, a 30 year resident, supports the bill, feeling it helps replace deregulation of ICC. Felt that outsiders are putting them out of business.

Number 0132

Larry Kelly, Sourdough Express, opposed the bill, commenting on five points that he sees as problems, including administration; regulating only 10% of freight; legal nightmare; causes uncompetitive situation; restricting ATC carriers. Felt it definitely needs more study. Rep. Cato asked several questions of Mr. Kelly.

Number 0200

George Hillar, lifetime Alaskan, supports concept of CSSB 135 agreeing it is a ticklish situation but feels something must be done.

Number 0221

Marty Holmes, born and raised in Southeast, only recently saw copy of bill but feel need to solve the problems but shouldn't be too hasty.

Number 0251 — Harry Shade supports the bill indicating that it is in the interest of all Alaskans to protect our industries.

Number 0262 — Mr. Haines doesn't believe in SB 135 because he feels it does away with free enterprise and competition. Feels is necessary before passing some open ended bill that it should be researched and defined rather than create havoc.

Number 0287 — Mr. Privitt of Wrangell concurred with others opposing the bill. Besides, he felt, this is too late to be considering such a bill.

Number 0298 — James Davis, General Manager of Sealand, feels bill would be harmful to the economy of state. Also it would create a double system foreign to free enterprise. He requested that this legislation be defeated.

Number 0365 — Ken Williamson of Lyndon Transport spoke in oppostion to the bill feeling there are too many open ended sentences in bill and that unconstitutional; also bordering on price fixing.

Number 0412 — Earl Kloster from Wrangell had real problems with bill because of its generalities and vagueness.

Number 0438 — Sam Privett also of Wrangell opposed to SB 135 feeling that if state sets rates this will increase costs considerably for consumer.

Number 0458 — Timothy Gunderson, President of Alaska Truckers Owner Operators Cooperative Association, felt there was a lot of misunderstanding of the bill. He gave more detail as to why it should be supported especially when Rep. Cato asked questions on constitutionality of bill and ICC regulation problems outside of Alaska's jurisdiction.

Number 0522 — Darryl Weide of Fairbanks spoke to specific items in the bill; he is a traffic analyst.

Number 0547 — George Mathis felt that CSSB 135 was a start and that these are little people and want to be operating and being forced out of business.

Number 0592 — Swede Olson spoke in opposition to bill feeling it would be a direct violation of Sherman anti-trust laws and that limited entry would be unconstitutional. If need something, then need to rewrite the bill.

Number 0610 — Paul Gallagher supports SB 135 saying limited entry works for fishermen. We should help subcontractors looking for work and help.

Number 0625 — Shirley Willfard also supports the bill expressing that she thinks too many people are misunderstanding the bill. She said it was not limited entry. She felt owner operators can no longer make a living with situation as is. Felt there is nothing unconstitutional about it. Rep. Cato asked several questions regarding how to set rates, etc.

Number 0706 — Rep. Moss asked questions of Ken Williamson of Lyndon Transport regarding how many of employes were Alaskans for at least 18 months.

Number 0730 — Andrew Hoge, Attorney for Alaska Trucking Assn. commented on specific section of bill questioning how set rates, problems with inter vs intra state transportation; raised constitutional questions and limited entry; creating a monster for Alaska Transportation Commission. Must look at reality of economics.

Number 0836 — Jim Stepp said they need help; got to do something.

Number 0852 — Douglas Wridge supports SB 135 saying there is a need to stabilize the industry; opposed to outsiders coming in which does nothing for the state.

Number 0874 — Marion Fishell testified that owner operators are losing money and something must be done.

Number 0878 — Wayne Lucord testified that this was a complicated situation and that costs would go up is this bill passed.

Number 0917 — Russell Painter of Lyndon Transport spoke in opposition to bill; sympathetic to their plight but history shows that with similar legislation this same group opposed it while

now when they are out of work they are supporting it.

Number 0975 — James Elliot supported SB 135 because opposed to outsiders getting all jobs.

Number 1013 — Ken Blagg was in opposition to bill because didn't want any more regulations; wants to be as independent as possible.

Number 1027 — Ted Harris asked question of Mr. Painter about who pays employe's benefits. Mr. Painter responded that company paid everything.

. mber 1049 — Marcie Denison, suffering from unemployment supports SB 135.

Number 1066 — Madeline Holdorf spoke in favor of SB 135. She is an unemployed driver. Said that big people are eating up the little people. This bill might give me work, she said.

Number 1080 — Joel Rule made some general comments in support of SB 135.

Number 1093 — Rep. Bette Cato commented on legislative situation and bill. Mr. Donald Hennessey added a few more comments about the costs of operating a truck. Mr. Mathis made some additional comments about other state's trucking problems. Joe Rule spoke again.

Number 1155 — Dave Wagner opposed the bill because permit not transferable. Tim Gunderson made a couple of more comments also.

Number 1216 — Ken Befie (spelling?) made several comments on how striking unions have openned the door for outsiders to come in.

Number 1225 — There being no further witnesses, the meeting was adjourned at 9:00 p.m..

STATE OF ALASKA
THE LEGISLATURE

LEGISLATIVE AFFAIRS AGENCY

POUCH Y · STATE CAPITOL
JUNEAU, ALASKA 99811
907-465-3800

M E M O R A N D U M

May 21, 1982

SUBJECT: Motor carriers legislation
(HCS CSSB 135 (L&C))

TO: Representative Bette M. Cato
Attn: Steve Soenksen

FROM: Thomas A. Sofo
Legislative Counsel

I understand that some concern has been voiced as to the constitutionality of HCS CSSB 135 (L&C). The potential problem involves the existence of statutes or regulations of the ICC which may be in conflict with certain provisions of the above referenced bill. Since I am unaware of any specific point of incongruity, this memorandum will merely outline the relevant rules which typically are applied when a question of this nature arises.

Article VI of the United States Constitution provides:

> This Constitution, and the laws of the United States which shall be made in pursuance thereof, and all treaties made, or which shall be made, under the authority of the United States, shall be the supreme law of the land and the judges in every state shall be bound thereby, anything in the Constitution or laws of any state to the contrary notwithstanding.

The supremacy clause of the federal constitution quoted above simply means that laws passed by state legislatures are ultimately subject to federal laws addressing the same subject. If we assume that a particular enactment of Congress is properly within the powers granted to Congress (and that presumption attaches to statutes and regulations concerning interstate commerce) the only remaining analysis is confined to whether or not the federal statute or regulation reflects an intention to preempt state activity in the field.

State legislation will typically be presumed to supplement federal laws if the two can be reconciled. In the event of a conflict, however, the supremacy clause requires that the federal act control. Typically, any inconsistencies which cannot be reconciled result in the state statute being considered invalid to the extent of the conflict. This also comports with our local rule concerning the severability of invalid provisions which may be contained in the state statutes.

A catch phrase which is often used in considering whether Congress has preempted the field is reflected in the determination as to whether a "uniform and comprehensive system completely occupying the field of legislation on the subject" has been enacted at the federal level. Usually, some affirmative proof is required to establish the intent of Congress to preempt state activity in a given field. The mere failure to address a question, in the absence of relevant legislative history to the contrary, is not usually considered to be evidence of congressional intent to deny state regulation of a particular aspect of a topic. For instance, the failure of the ICC to require minimum rates for motor carriers, if that is indeed true, is not necessarily an indication that the Congress has considered that providing for minimum rates would be inconsistent with the federal regulatory scheme.

A state statute cannot thwart or frustrate the operation of a federal statute on the same subject. Since the ICC is charged with regulation of interstate carriers any enactment by a single state which might affect interstate commerce would probably violate other provisions of the constitution as well, regarding noninterference with interstate commerce. It is a different matter if a state decides to enact a regulation concerning intrastate commerce since the federal government is typically without authority to regulate such matters unless they have an effect on interstate commerce.

Since the purpose of this memorandum is not to address specific inconsistencies between our local act and the federal law, no specific conclusion can be made as to whether or not we have included material in HCS CSSB 135 (L&C) which might be considered to be preempted by federal law. If a specific question does arise, the analysis above is the starting point for making a determination as to

whether state action on the specific subject will withstand later court challenge. In that regard, further work in this area will be inconclusive in the absence of treating a specific provision of the present bill in light of specific provisions of federal law which might appear to be contradicted by the bill under review.

TAS:ljb

CS SB 135 (Finance)

Senator Charles Parr
before the Senate Rules Committee
5/3/82

Powers of ATC

42.07.121

> The ATC "shall supervise and regulate transportation...and may do all things, whether specifically designated...or in addition thereto which are necessary or convenient in the exercise of this power and jurisdiction."

ATC has broad and general authority under Alaska statues.

Declaration of Policy

42.10.010

> "It is the puropose of this chapter to provide the shippers and receivers of freight in the state with a stabilized service and rate structure; to foster sound economic conditions among the carriers which will guarantee transportation in the public interest; to promote adequate, economical and efficient service by motor carriers, and reasonable charges without unjust discriminiation, undue preferences or advantages, or unfair or destructive competitive practices; to preserve the common carrier of commodities by motor carrier in the public interest; to improve and coordinate the relations between, and transportation by and regulation of, motor carriers and other carriers so that the highways of the state may be properly developed and preserved, and the public assured of adequate complete, dependable and stable transportation service in all its phases"(emphasis added).

The purpose of the Alaska Motor Freight Carrier Act, over which ATC has authority, specifically outlines responsibilities of the ATC; responsibilities which the ATC has clearly neglected or we would not be here today.

In Alaska today, ATC has not required motor carriers to post reasonable charges; unfair and destructive competition has resulted in rates which do not provide owner-operators in Alaska the financial reimbursement to equip, maintain, or operate their vehicles in such a way to "foster sound economic conditions" which "guarantee transportation in the public interest" or which "improve[s] and coordinate[s] the relations between, and the transportation by and regulation of, motor carriers".

The ATC has allowed unfair competition between private and common carriers, it has allowed the destabilization of the transportation industry by ignoring the plight of the owner-operators and has failed to ensure reasonable rates by only approving rates rather than setting rates which reflect the real and actual cost of transporting goods or providing services in Alaska. ATC has disregarded the petitioning of those who provide the majority of the motor freight service in Alaska, the owner-operators. The ATC has chosen to ignore the requests of pilot car services to address their freight transportation related problems.

Though given broad authority, and being cognizant of the problems faced by the motor freight industry in Alaska today, the ATC has failed to respond to what is now a crisis situation.

In shirking its responsibility, the ATC has also failed to suggest to the legislature what action, if any, the law-making branch should take to assist the ATC in accomplishing its responsibilities. As a result, we have SB 135 before us today.

The Amendment to HB 586 was requested and added in the Senate Finance committee in order to initiate regulations which would protect the pilot car industry from the unfair competition which it is now facing from Canadian pilot car companies which are entering Alaska and taking Alaskan jobs; Alaskans cannot similarly compete in Canada. In conjunction with the regulations which would be developed by the department of commerce to assist the pilot car operator, SJR 55 has been introduced to request the US Immigration Service to more fully implement regulations which should reduce this unfair competion.

The primary component of CS for SB 135 (Finance) is Section 1. which provides that the ATC shall regulate "owner operators":

> The intent of this section is to have ATC regulate at one level lower than is the current practice, to provide licenses for those who are currently "owner operators" in Alaska and then to apply standards of public convenience and necessity to the issuance of further licenses. It is hoped that this will reduce the influx of operators who are ill-equipped and willing to work at rates which are below the minimum necessary to reasonably operate a vehicle on a "owner operator" basis in Alaska. The intent is not to exclude anyone who is currently operating (or who has done so in the immediate past) but only to ensure that expansion of the pool of "owner operators" from henceforth be made in the same manner as common carrier licenses are now issued, on a basis of need.

Intergal in the intent of Section 1. is the amendment in Section 2. which requires carriers to file "maximum and minimum" rates:

> The intent of this section is to have the ATC do what it currently has the authority to to do, set rates, but which it has chosen not to do. Currently the ATC merely approves rates which are submitted by the carriers rather than considering whether they are fair in relation to the costs involved, and in particular, whether they reflect adequate reimbursement for the "owner operator".

Section 3. changes the definition of Private Carriers:

> The intent here is to preclude unfair treatment which allows private carriers to unequitably compete with common carriers. Currently some private carriers have taken advantage of the changes in the law (1973) which allow them to provide the services of a common carrier while avoiding the risks which a true private carrier would have i.e., inventory, distribution facility, etc. and avoiding the requirement related to being a licensed common carrier.

As the sponsor of this legislation, there are two modifications which I would request you make:

Amendment #1. Delete the following on page 1, line 19:

[construction contractor operators]

This group of licensees was inadvertently included by drafting.

Amendment #2. Remove the deletion on page 2, line 27 so it read as follows:

(A) a person who transports by motor vehicle, <u>with or</u>

Legislative Drafting has informed us that the deletion of [with or] from this definition would result in an impact which is broader than we intended. ATC has informed us that the other change which we suggest in this definition will be adequate to accomplish our intent.

May 24, 1982 MAY 26 1982

To: Bette Cato, Mitch Abood + the Transportion Committee of the house.
Once again we the undersigned ask you to please give your support to Senate Bill 135. This bill is desperately needed to help us survive.

Print Name	Address	Zip	Phone	Signature
Norieta Rule	1727 Bartlett Dr.	99507	344-5909	Norieta Rule
Denise Richereek	Box 252 Glennallen	99588	822-3929	Denise Richereek
Karen Hood	BOX 8649 Anch.	99508	337-3773	Karen Hood
Joseph Rule	5906 South Tahiri Loop.	99507	349-4793	JOSEPH RULE
Leslie L. Rule	" " "		"	Leslie L. Rule
Kay Kogele	P.O. Box 10-1972 Anch.	99511	345-3454	K. Kay Kogele
JACK ANDERSON	7200 TICONDEROGA ANCH	99507	243 3017	Jack Anderson
LEROY E BAER	2642 Lone Jay Dr Anch	99504	276-3136	LeRoy E. Baer
Robert Peterson	SRA 256 d	99507	345-5061	R. W. Peterson
BETTY PETERSEN	SRA Box 256-D	99507	345-5061	Betty Petersen
Joe JurKovich	SR Box 3300 WASILLA AK	99687	376-3195	Joe Jurkovich
E.M. PICKENS	1807 CLEVELAND		277-6762	E M Pickens
Sharon Lee	2825 Teleguana # 4		248-3181	Sharon Lee
Charles Hopkins	2 v 1105 Chugach Wy #2		272-5985	Charles Hopkins
Ron McLeVis	3703 Lois DR.		274-3883	Ron McLevis
Steve Fretwell	2205 Bonifacc Pky. #66		338-1361	Steve Fretwell
Ken THolen	3703 Lois DR.		274-3883	Kenneth Tholen
William Brown	Box 317 WASILLA AK.		745-2454	William J Brown
Roy NEWTOIN	829 ELAINE DR. ANCH AK		333-1929	Roy Newton
Bob Erickson	3005 W. 31st Anch AK.		248-4572	R. Erickson
JIM TROXELL	3840 JAMES DR. ANCH AK		333-0601	J Troxell
Ellen Green	1433 ATKINSON, ANCH. AK		333-1145	ELLEN GREEN
Nancy Trump	P.O. Box 396 Talkeetna, Ak.		733-2281	Nancy Trump
Bob Crossman	4432 Ames Ave. Anch. AK.		333-4322	Robert L. Crossman
Yvonne R. Crossman	4432 Ames Ave. Anch. Ak.		333-4322	YVONNE R. CROSSMAN
George C. Stinnett	6100 Blackberry Anch., Ak.		248-5170	George C. Stinnett
John Morgan	1407 Inlet Pl Anch AK		272-2619	John a Morgan
Gregory Bowman	1112 East 69th Anch. Ak.		349-2686	Gregory W. Bowman
Gregory Henderson	1566 Alaskan Anch. Ak		279-8397	Gregory Henderson
Glenn Crawford	1545 S. Hyt #60 Anch. Ak		333-0765	Glenn B. Crawford

5/24/82

To Bette Cato, Mitch Abood & House TRANSPORTATION Committee
We the undersigned ask you to support Senate Bill 135
& Pass Before This Session Closes. Thank You!

PRINT NAME	ADDRESS	ZIP	PHONE	SIGNATURE
DANA ADAMS	BOX 84, EAGLE RIVER, AK	99577	694-2966	Dana Adams
CARLTON, Kenneth	616 No Bliss. Anch	99504	279-7066	Ken Carlton
Doogan, James P.	3241 Montpelier ct. Anc	99503	279-0267	James P. Doogan
NAVE, ELAINE	9499 BRAYTON DR #214	ANC 99507		Elaine Nave
HINSON, BRUCE	1231 W. 7th	ANCHORAGE, AK		Bruce J. Hinson
ELAM, ROGER	317 N. BRAGAW, ANCH.			Roger Elam

PRINT NAME	Address	Zip	Phone	Signature
JAN KAPP	3785 Christensen	99504	278-278[illegible]	Jan Kapp
Jim Macomber	P.O. Box 6396 Anch AK	99502	243-2178	Jim Macomber
PAT MACOMBER	P.O. Box 6396, ANCH, AK 99502	99502	243-2178	Pat Macomber
CLINT HERZOG	P.O. BOX GENERAL DEL. ALASKA			Clint Herzog
BERNARD W. SCHWIEGER	11.2 Cost 10th	99501	279-1993	Bernard W. Schwieger
Doug L. Carp	1632-N Anch AK	99507	345-4358	Doug L. Carp
LAURIE R. DIONNE	SRA Box 934 ANCH AK	99502	337-9550	Laurie R. Dionne
Sylvia R. Fuentes	4131 LANA CT Anch, AK	99504	274-1400	Sylvia R. Fuentes
K.T. SAUKKALA	9361 ATELIER Dr.	99504	3371242	K.T. Saukkala
JEANNE WINNER	7505 GLEN HWY #65 ANCH	99504	333-2036	Jeanne Winner
JOHN. FORCESKIE	3030 BENNETT. ANC.	99503	243-2208	John. Forceskie
Betty Palmer	1101 La Land Cir.	AK 99504	338-9180	Betty Palmer
Sheleen L. Allen	4924 E 43rd Apt C-6 Anch	AK 99504	337-8029	Sheleen L. Allen
Eloy Guarderas	3324 Eide #2	Anch	276-5036	Eloy Guarderas
Robin Gurley	Box 887 Eagle River	99577	688-2576	
Dena A. Clinton	4213 Morphy Ct.	99504	333-2468	Dena A. Clinton
Lisa Clinton	4213 Morphy Ct.	99504	333-2468	Lisa Clinton
ROY GOODROW	Box 25 RT-1 Creekview Ln.	99507	694-3477	Roy Goodrow
Dave Edwards	3441 W. 88TH #12	99502	243-1981	Dave Edwards
JOE E. BALLESTEROS	19520 TWENTY GRAND CIRCLE EAGLE RIVER	99577	694-3854	Joe E. Ballesteros
Barbara Rule	1727 Bartlett Dr Anch AK. 99507	99507	344-4068	Barbara M. Rule
NANCY D SMYTH	SRA Box 77 C-Circle Anch AK 99507		3443746	Nancy D Smyth
P. Welch	7959 So. KLEVIN ANCH. 99504		338-1589	

May 24th 1982

Ms. Kelly Cole, Mitch Seaver & the Transportation Committee of the House

Once again we the undersigned ask you to please give your support to Senate Bill 135. This bill is desperately needed to help our economy.

PRINT NAME	ADDRESS	ZIP	PHONE	SIGNATURE
ERNEST DOHRMAN	5012 GARLAND CIRCLE	99504	333-4360	Ernest E Dohrman
BUNNY DOHRMAN	5012 GARLAND CIRCLE	99504	333-4360	Bunny Dohrman
Ted KNUTSON	BOX 4-1692	ANCHORAGE 99509	279-6251	Ted Knutson
Douglas Beal	1938 Eagle Ave Anch AK	99507	344 6392	Douglas L Beal
JIM GORDON	6014 DONOASTER DRIVE, ANCH, AK,		337-4247	J.D. Gordon
McCowan	6630 E 12th	Anch AK	333-0016	Jimmy L McCowan
D.J Schooley	2700 McCOLLIE AVE	99509	248-4475	D J Schooley
JERRY L DICKMAN	BOX 4-722 ANCH AK	99509	694-2074	Jerry L Dickman
HENRY OLMSTEAD	5303 E 30th Anch, AK	99504	337-0546	Henry Olmstead
Rodger HARRIS	5551 E 41st "		333-0121	Rodger Harris
Doug Snyder	3333 W 64 AVE.	99502	243-2468	Doug Snyder
Lewis BOTTOMS	6734 Linden Dr.	99502	243-1773	Lewis Bottoms
Darrel L. Hanson	BOX 4-1868		248 3828	D L Hanson
JIM GARRISON	2260 LAKE GEORGE DR		333-4084	Jim H Garrison
Tim Veneman	10044 Goodnews Cr		349-4734	T. Veneman
MIKE HARBACK	3531 E. 42nd #201		274-5256	Mike Harback
Peg Harback	3531 E. 42nd #201		274.5256	Peggy Harback
Lewis E Kedish	4110 Debar #126		333 2600	Lewis E Kedish
Dwaine L Kedish	4110 Debar Sp 126		333-2600	Dwaine L Kedish
JAMES F. STEELE	2221 Muldoon #372	Anch AK	337 9683	James F Steele
Peter D. Miller	SR2 Box 5775 Eagle River AK		278 4613	Peter D. Miller
Michael A. REAVES	2141 Daylight Ct Anch AK		274-5368	Michael A Reaves
CATHI M. SOUSA	BOX 10-1066 ANCH AK		264-1108	Cathi M. Sousa
LONNIE NAVE	9499 BRAYTON DR #204, ANC.		344-3917	Lonnie Nave
Joseph N. Moss	11324 Thompson #4 Anch AK	99504	276-0756	Joseph N. Moss
TERRANCE R. GUNETTI	4430 VIEW CIRCLE #3 ANCHORAGE AK	99507	272-6671	Terrance R Gunetti
Glenn E. Cooper	3255 Montpelier Ct. Anchorage, AK	99503	276-0758	Glenn E Cooper
DANIEL FISHER	5800 GLENN Highway ANCH. ALASKA		337-0273	Daniel Fisher
RITA WOLFE	P.O. BOX 1671 ANCH	99510	—	R. Wolfe
Tom Walker	Anch AK		2435954	Tom Walker
Dave Emerson	Anch AK		345 0267	Dave Emerson
Daisy McPheters	Anchorage		274-9102	Daisy McPheters
Glenn Nowlan	501 N. Bragaw		277-3388	Glenn Nowlan

5/24/82

Once Again We the Undersigned ask you to please give your support to Senate Bill 135. This bill is desperately needed to help us survive.

Print Name	Address	Zip	Phone	Signature
George Carter	SRA Box 3171 Anch.		—	George L Carter
GARY SIMPSON	P.O. Box 10561		344-7878	Gary Simpson
CARROLL ERICKSON	GEN DEL. CORDOVA			Carroll Erickson
DARRYL EMERSON	2906 W 32nd AVE		248-0267	Darryl Emerson
ED CARDINALE	1054 W 20th St Anchorage AK		279-1265	Ed Cardinale
SAM SIMMONS	SRA Box 190-D ANCH		344-7550	Samuel Simmons
Ellen Sprague	905 Muldoon Rd. A-49		333-6320	Ellen Sprague
FRANK RUSH	3003 WENDY'S WAY #6		243-7177	Frank Rush
RITA HAYES	734 W Strawberry 99502		349-3849	Rita D. Hayes
RUSS MYRE	2221 MULDOON RD SP#36		333-6852	Russ Myre
STEVE YARNOT	PO Box 513 CHUGIAKAIC		688-2418	Steve Yarnot
Lloyd Tyree	P.O. Box 3-4087 ANCH.		337-2398	Lloyd Tyree
Opal Toome	Star Route Box 2992 Wasilla		376-5525	Opal Toome
Paul A. Dunham	SRA Box 2060-W Anch 99507		349-7202	Paul A Dunham
TERRY ANDREWS	STAR RT A Box 1132		345-7158	Terry Andrews
Bob Morton	SRA Box 877C ANCH. AK.		345-5000	Robert L Morton
C.W. CHAPMAN	3500 MIVIEW DR ANC		274-4185	C.W. Chapman
Gerald King	5700 Glenn Hwy Anch.		337-5057	Gerald King
Stan Watson	5750 Raymond Dr. Anch		349-1455	Stan Watson
GERRY HUNT	6410 Askeland DR		349-5090	Gerry Hunt
GERALD L. WOOD	8500 Pioneer Drive		337-4005	Gerald Wood
Tim Armstrong	3001 W 33rd Anch. AK		243-1163	Tim Armstrong
EARL R HOLLAND	2701 FIRST AVE Anch		272-6306	Earl R. Holland
KENNETH E CONDE	3330 Creekside Anch AK 99504		337-3603	Kenneth Conde
S.R. PETERSON JR.	SRA Box 1136 ANC AK 99502		345-3644	S.R. Peterson
Sherrie Johnson	921 Jaynie Ct	907	344-0807	Sherrie Johnson
FLOYD MURRELL	1200 W Dimond Blvd 1108	99502	349-6375	Floyd Murrell
DOROTHY ZELLER	2613 Redwood St	99504	274-7863	Dorothy Zeller
Joyce D Hood	1200 W Dimond #811 Anchorage Alaska		344-0117	Joyce D Hood
Jon R Anderson	9959 BRAXTON #811 ANCH		344-6356	Jon R Anderson
BRUCE STEWART	1131 B Valley Anchorage		338-5202	Bruce Stewart
Margaret Olson	P.O. Box 8-180 Anch. AK	99508	337-2587	Margaret Olson
Cordelia Goodrich	7509 Old Harbor Ave	Anchorage 99504	333-5656	Cordelia Goodrich

To: Betty Cato, Mitch Abood + the Transportation Com. of the House.
May 24, 1982

PRINT NAME	ADDRESS	ZIP	PHONE	SIGNATURE
DALE WILLIAMS	4833 SANDERNIEMIC APT 307	99504	338-0762	Dale Williams
RICARDO ORTIZ	3605 ARCTIC BLVD	99503	272-2345	Ricardo Ortiz
JOE JORDAN	5141 Green St #5	99504	337-7501	Joseph Jordan
JERRY W NEW	1200 W Dimond	99502	344-4893	Jerry W New
James W. Dyer	1830 Aleutian			
RAY CARPENTER	1914 Fitzgerald		2749289	Ray Carpenter
Lacy L. Leffler	Eagle River	99577		Lacy L. Leffler
MARIO FIGUEROA	6901 E 6th Spirit Anch	99504	349-8393	
Wally Smith	8201 E 11 # 6 Anch	99501		Wally Smith
Sheri Bitton	4203 wilson #8	99503	277-8345	Sheri L Britton
Bonnie Shugart	6631 Weimer Dr. #A1	99502	248-2039	Bonnie Shugart
LARRY HOLE	640 NORMAN ST	99504	337 9076	Larry Hole
Ralph Mingo	1054 NORMAN ST	99504	3336831	Ralph Mingo
WARREN WHITE	3605 ARCTIC BLVD #306	99503	349 6037	Warren White
J N Curran	7821 Ray Mar Cir	99502	349 7845	J N CURRAN
MYRON WALKE	1103 NORTHERN #3	99503	248-1801	Myron Walke
ROY STONECIPHER	BOX 272 NIKOLAEVSK	99639	367 3446	Roy Stonecipher
AL HILSINGH	S.R. Box 5094 WASILLA AK 99654	99687	376-4231	A. E. Hilsingh
R Hornstein	PO Box 5015 Anch AK	99504	278-4467	
C. Winfree	5605 LAKE OTIS	99507	274-9341	
John C. Davis	3543 W 6th View Anch AK	99504	277-4552	John C Davis
ROY NUTTALL	2065 Campbell Pl	99507	349 1008	
JOHN KIEHN	2129 SUNRISE DR	99504	277 4437	
NORM SCHWALB	201 E 16th Ave Apt 4K	99501	276-4250	
Jerry Olson	P.O. Box 4-1693 Anch. Ak	99509	—	Jerry Olson
ERNESTINE DOHRMAN				
~~ERNESTINE~~	9010 GOLOVIN	99507	344-9337	Ernestine Dohrman
Jean King	3640 W 88th #204 anch ak	99502	243-1391	Jean L King
Leonard Kelly	801 Airport Hts #318	99504	279 0999	Leonard Kelly
HILTON JONES DAVE	3500 Kachemak Ranch	99502	344-0486	Hilton V Jones
STARKWEATHER	3241 MONTPELIER CT	99503	349 1724	Dave Starkweather
MEL GRAVES	446 E 3rd	99503	277 5990	Mel Graves
~~LEROY~~ J. Cavaleri	2600 Redwood ST Anch 99504	99504	274-7846	K. J. Cavaleri

May 24, Committee of the House. Once again we the undersigned ask you to please support Senate Bill 135. This bill is desperately needed to help us survive

PRINT NAME	ADDRESS	ZIP	PHONE	SIGNATURE
DON CHIODO	Box 1027 EAGLE RIVER, AK	99577	688-3567	Don Chiodo
LEE WINNER	7505 GLEN Hwy #85	99504	333-2036	Lee Winner
KRISTINA TORBUSH	7505 GLEN Hwy #85	99504	333-2036	Kristina Torbush
RANDAL WINNER	HUFFMAN TRL. PARK		N/A	Randal Winner
Lezley DOHRMAN	5012 Gayland Circle	99574	333-4360	Lezley Dohrman
CAROL DVORAK	1200 W Diamond	99503	344-5278	Carol Dvorak

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MAY 8 1982

MSG 82-00029359 PRTY 1 05/27/82 18:27:52 ORIG: LA05 IN= 0012 OUT= 007
FROM: CHERYL/ANCH TO: JNU INFO
TARGET: LJH2 SUBJ: POM

TO: ALL MEMBERS OF THE HOUSE

FROM: BOB STRONG
2009 SPAR AVE
ANCHORAGE AK 99501 279-9515

EMPHATICALLY URGE YOU TO VOTE NO ON HB 12. IF PASSED PUBLIC WILL SUFFER INCREASED RATES, DECREASED SERVICE. PASSAGE WOULD ALSO ALLOW TEAMSTERS UNION LEVERAGE TO WORK AGAINST THE BEST INTERESTS OF THE SHIPPING PUBLIC AND TRANSPORTATION INDUSTRY.

MSG 82-00029294 PRTY 1 05/27/82 15:13:05 ORIG: EA02 IN= 0006 OUT= 0053
FROM: CHERYL/ANCH TO: JNU INFO
TARGET: LJH2 SUBJ: POM PAGE 000/2

TO: ALL MEMBERS OF THE HOUSE

MAY 28 1982

FROM: DONALD BOVEE
ALASKA CHAIRMAN, OIL FIELDS SHIPPERS ASSOC/ANCH AREA DEMOCRATIC COUNCIL MEMBER
740 W 16TH
ANCHORAGE AK 99501 265-8396(W)

HB 12 WITH THE SENATE SUBSTITUTE AMENDED 5/26/82 WILL SERIOUSLY DAMAGE THE ALASKA TRUCKING INDUSTRY. IT WILL RAISE SHIPPING RATES AND GIVE THE TEAMSTERS UNION MANAGERIAL TOOLS THAT WORK AGAINST ALASKA'S SHIPPING PUBLIC. I URGE YOU TO DEFEAT THIS BILL BECAUSE THE FEDERAL MOVEMENT FOR DEREGULATION IS UNDERWAY.

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MSG 82-00022109 PRTY 1 04/19/82 19:09:42 ORIG: LA02 IN= 0016 OUT= 0120
FROM: CHERYL/ANCH TO: JNU INFO
TARGET: LJH2 SUBJ: FOM PAGE 0001

APR 19 1982

TO: SENATORS RAY GILMAN, DANKWORTH, KERTTULA, SACKETT, FISCHER, STIMSON, BRADLEY, KELLY, RODEY, STURGULEWSKI, COLLETTA
REPRESENTATIVES CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF, BEIRNE, CLOCKSIN, MEEKINS, CUDDY, COTTEN, HALFORD, MARTIN, PHILLIPS, BUCHHOLDT, ANDERSON, BARNES, BYLSMA, HAYES, MONTGOMERY

FROM: LISA SHIVERS SENDING FOR BEN RULE, TEAMSTER OWNER/OPERATOR
1727 BARTLETT DRIVE
ANCHORAGE AK 99507 344-5909(H) 349-8624(W)
RE: TRANSPORTATION SUBCONTRACTOR PROPOSAL

AS A 25 YEAR ALASKAN, I WISH TO SUPPORT THE PROPOSAL BY THE WOMEN FOR ALASKAN OWNER/OPERATORS. BY MARCH 25, 1982 K & W TRUCKING ALONE HAD BROUGHT IN 126 OUTSIDE OWNER/OPERATORS WHILE I SAT AT HOME. THIS IS NEITHER FAIR NOR GOOD FOR ALASKA'S ECONOMY.

Duplicate
see attached
sent 4-14-82
LD

TO: SENATORS RAY, GILMAN, DANKWORTH, KERTTULA, SACKETT, BRADLEY, COLLETTA FISCHER, KELLY, RODEY, STIMSON, STURGULEWSKI
REPRESENTATIVES CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF, ANDERSON, BARNES, BEIRNE, BUCHHOLDT, CLOCKSIN, COTT CUDDY, HALFORD, HAYES, MARTIN, MEEKINS, MONTGOMERY AND PHILLIPS

APR 15 PAID

FROM: BEN RULE, 1727 BARTLETT DR, ANCH., 99507 344-5909 HM

AS A 25 YR ALASKAN, I WISH TO SUPPORT THE PROPOSAL BY "WOMEN FOR ALASKAN OWNER-OPERATORS". BY MARCH 25, 1982 K AND W TRUCKING ALONE HAD BROUGHT IN 126 OUTSIDE OWNER-OPERATORS, WHILE I SIT HOME. THIS IS NEITHER FAIR NOR GOOD FOR ALASKA'S ECONOMY.

FROM: NORIETA RULE, 1727 BARTLETT DR, ANCH. 99507 344-5909 HM

APR 15 PAID

RE: TRANSPORTATION SUB CONTRACTOR PROPOSAL

AS A 25 YEAR ALASKAN, I WISH TO SUPPORT THE PROPOSAL "WOMEN FOR ALASKAN OWNER-OPERATORS". DUE TO THE LARGE INFLUX OF OUTSIDE OWNER-OPERATORS, MY HUSBAND HAS SAT HOME ALL WINTER. THESE OUTSIDERS ARE DESTROYING ALASKA'S ECONOMY.

FROM: DONALD M. HENNESSEY
D & J TRUCKING
8244 SEAVIEW 243-4473
ANCH., AK. 99502

AS A 30 YEAR RESIDENT TRUCK DRIVER (OWNER-OPERATOR), THE PRESENT RECESSI AND INFLUX OF TEMPORARY OWNER-OPERATORS HAS MADE IT OBVIOUS SOME FORM OF PRO-TECTION IS NECESSARY TO KEEP THE RESIDENT OWNER-OPERATOR FROM FINANCIAL RUIN ON A CONTINUING BASIS.

APR 15 PAID

FROM: NORMAN JOSTEN, JOSTEN'S TRUCKING, INC.
P.O. BOX 2736, ANCH. AK. 99510 248-0208

I AM IN FULL SUPPORT OF THE PROPOSAL BY "WOMEN FOR ALASKAN OWNER-OPERATOR AS A LIFE-TIME ALASKAN, I AM SICK OF SEEING "OUTSIDERS" COMING UP HERE TO MAKE BIG BUCKS, ONLY TO SEND THEIR PAYCHECKS RIGHT BACK OUTSIDE! WE NEED LAWS TO PROTECT ALASKAN OWNER-OPERATORS. VOTE LIMITED ENTRY!!

APR 15 PAID

MAY 1982

SB-135 and
related legislation

CONSTITUENT AND NON-CONSTITUENT
TELEGRAMS AND PUBLIC OPINION
MESSAGES

Office of
Rep. Bette Cato

OPPOSED TO

OPPOSED

TELEGRAM

ALASCOM, INC.
PHONE: 586-6442
JUNEAU, AK 99802

#

02132 ANCHORAGE AK 39 05-21 215P ADT

PMS REP BETTE CAT 2304 (FONE IMMY NEED BEFORE 5PM TODAY)

TRANSPORTATION AND LABOR AND COMMERCE COMMITTEE

MAY 24 1982

JUNEAU

THIS IS TO INFORM YOU THAT IAM VERY MUCH OPPOSED TO SB135.
IF PASSED, THIS BILL WILL INCREASE FREIGHT RATES TO ALASKA
IT WILL RESTRAIN THE FREE ENTERPRISE SYSTEM, IT IS AN
ANTI-TRUST VIOLATION AND IT WILL LIMIT ENTRY TO THE PUBLIC
IN THE TRANSPORTATION FIELD. PLEASE VOTE NO AGAINST THIS BILL.

PARLEY C MARTIN

3540 HAZEN CIR

ANCHORAGE AK 99502

TELEGRAM

ALASCOM, INC.
PHONE: 586-5442
JUNEAU, AK 99802

MAY 24 1982

02125 ANCHORAGE AK 35 05-21 315P ADT

PMS REP BETTE CATO (FONE IMMY NEED BEFORE 5PM TODAY)

2297

TRANSPORTATION AND LABOR AND COMMERCE COMMITTEE

JUNEAU

IAM OPPOSED TO THE PASSAGE OF SB135 AS THE LOSS OF ANOTHER FREEDOM. IT WILL INCREASE FREIGHT RATES IN ALASKA, RESTRAIN FREE ENTERPRISE, AND LIMIT ENTRY INTO THE TRANSPORTATION INDUSTRY. PLEASE VOTE NO.

WANDA GIBSON

3234 EAST 16TH AVE

ANCHORAGE AK 99504

TELEGRAM

ALASCOM INC.
PHONE: 586-6442
JUNEAU, AK 99802

02118 ANCHORAGE AK 39 05-21 215P ADT

PMS REP BETTE CAR[illegible] (PHONE IMMY NEED BEFORE 5PM TODAY)

2290

TRANSPORTATION AND LABOR AND COMMERCE COMMITTEE

JUNEAU

MAY 24 1982

PLEASE BE ADVISED THAT IAM AGAINST SB135. IT LIMITS ENTRY AND TO THE TRANSPORTATION INDUSTY IT ALSO STYMIES FREE ENTERPRISE, AND IT WILL INCREASE FREIGHT RATES INTO ALASKA. PLEASE VOTE AGAINST THIS BILL.

DOUG TIPTON

3884 CARAVELLE DR

ANCHORAGE AK 99502

TELEGRAM

ALASCOM, INC.
PHONE: 586-6442
JUNEAU, AK 99802

02111 ANCHORAGE AK 42 05-21 210P ADT

PMS REP BETTE CATO 2283 PLS PHONE IMMY BEFORE 5PM

MAY 24 1992

TRANSPORTATION AND LABOR AND COMMERCE COMMITTEE

JUNEAU

IN AN ERA WHEN NATIONALLY TRANSPORTATION IS UNDERGOING DEREGULATION MUCH THE BENEFIT OF THE CONSUMER, SB135F FLIES IN THE FACE OF THE NATIONAL TREND. IAM OPPOSED TO THIS BILL AND ASK THAT YOU VOTE AGAINST ITS PASSAGE.

DAVID DORSEY

6135 EASTWOOD COURT

ANCHORAGE AK 99504

TELEGRAM

ALASCOM, INC.
PHONE: 586-6442
JUNEAU, AK 99802

#

02211 ANCHORAGE AK 55 05-21 330P ADT

MAY 24 1982

PMS REP BETTE CATO

2323

JUNEAU

I WOULD LIKE TO URGE YOU TO VOTE NO AGAINST SENATE BILL 135

FOR THE FOLLOWING REASONS:

1. IT DEFIES THE FREE ENTERPRISE CONCEPT, THE MAIN CORNERSTONE OF OUR ECONOMIC SYSTEM.
2. BY LIMITING ENTRY INTO THE TRANSPORTATION INDUSTRY, COMPETITION WILL SUFFER.
3. DUE TO THIS BILL FREIGHT RATES WILL INCREASE.

JACKIE SOLLEE

PO BOX 4-1651

ANCHORAGE AK 99509

May 20, 1982

MAY 24 1982

Dear Representative Cato:

I want to urge you to vote against Senate Bill 135. The fact that committee hearings have not been held concerning this bill and that it was passed out of committee without input from the citizens of Alaska concerns me greatly, especially in the light that such a bill has a profound impact on the trucking industry within this state.

The passage of this bill in its present form could do great injury to the trucking industry within Alaska and I urge that the bill be returned to committee and that formal hearings be held.

In addition, House Bill 12 refers to regulation that in my opinion is unhealthy and would not hold down transportation costs.

I do not feel there was any need or justification for such haste in acting on these bills.

Sincerely,

S.A Walsh
3rd Stepping Lady
Alaska AK 99603

May 20, 1982

MAY 24 1982

Dear Representative Cato:

I want to urge you to vote against Senate Bill 135. The fact that committee hearings have not been held concerning this bill and that it was passed out of committee without input from the citizens of Alaska concerns me greatly, especially in the light that such a bill has a profound impact on the trucking industry within this state.

The passage of this bill in its present form could do great injury to the trucking industry within Alaska and I urge that the bill be returned to committee and that formal hearings be held.

In addition, House Bill 12 refers to regulation that in my opinion is unhealthy and would not hold down transportation costs.

I do not feel there was any need or justification for such haste in acting on these bills.

Sincerely,

E. Holmes

Elizabeth T. Holmes

9408 Canton Loop
Anchorage, Alaska 99502

May 20, 1982

MAY 24 1982

Dear Representative Cato:

I want to urge you to vote against Senate Bill 135. The fact that committee hearings have not been held concerning this bill and that it was passed out of committee without input from the citizens of Alaska concerns me greatly, especially in the light that such a bill has a profound impact on the trucking industry within this state.

The passage of this bill in its present form could do great injury to the trucking industry within Alaska and I urge that the bill be returned to committee and that formal hearings be held.

In addition, House Bill 12 refers to regulation that in my opinion is unhealthy and would not hold down transportation costs.

I do not feel there was any need or justification for such haste in acting on these bills.

Sincerely,

R. P. Mackel
256 W 23rd
Apt 2
Anchorage 99503

May 20, 1982

MAY 24 1982

Dear Representative Cato:

I want to urge you to vote against Senate Bill 135. The fact that committee hearings have not been held concerning this bill and that it was passed out of committee without input from the citizens of Alaska concerns me greatly, especially in the light that such a bill has a profound impact on the trucking industry within this state.

The passage of this bill in its present form could do great injury to the trucking industry within Alaska and I urge that the bill be returned to committee and that formal hearings be held.

In addition, House Bill 12 refers to regulation that in my opinion is unhealthy and would not hold down transportation costs.

I do not feel there was any need or justification for such haste in acting on these bills.

Sincerely,

P. A. Woare

3834 Helvetia Dr.
Anchorage, Alaska 99504

May 21, 1982

MAY 24 1982

House of Representatives
Juneau, Alaska

Dear Pete Pato,

As a resident of the State of Alaska, I am gravely concerned with the implications of Senate Bill 135 and House Bill 12. These bills will harm the Alaskan economy by increasing the cost of goods transported to Alaska.

These bills will also limit entry into the transportation industry while the United States Government is deregulating the transportation industry. These bills restrain the Free Enterprise System.

Please vote against these bills.

Sincerely,

[redacted]

May 20, 1982

MAY 24 1982

Dear Representative Cato:

I want to urge you to vote against Senate Bill 135. The fact that committee hearings have not been held concerning this bill and that it was passed out of committee without input from the citizens of Alaska concerns me greatly, especially in the light that such a bill has a profound impact on the trucking industry within this state.

The passage of this bill in its present form could do great injury to the trucking industry within Alaska and I urge that the bill be returned to committee and that formal hearings be held.

In addition, House Bill 12 refers to regulation that in my opinion is unhealthy and would not hold down transportation costs.

I do not feel there was any need or justification for such haste in acting on these bills.

Sincerely,

J. A. Karella

Box 10-2103
Anchorage, Alaska 99511

May ? 1982

MAY 24 1982

Dear Representative Cato:

I want to urge you to vote against Senate Bill 135. The fact that committee hearings have not been held concerning this bill and that it was passed out of committee without input from the citizens of Alaska concerns me greatly, especially in the light that such a bill has a profound impact on the trucking industry within this state.

The passage of this bill in its present form could do great injury to the trucking industry within Alaska and I urge that the bill be returned to committee and that formal hearings be held.

In addition, House Bill 12 refers to regulation that in my opinion is unhealthy and would not hold down transportation costs.

I do not feel there was any need or justification for such haste in acting on these bills.

Sincerely,

T. F. Coburn

SRA Box 614
Anchorage, Alaska 99507

May 20, 1982

MAY 24 1982

Dear Representative Cato:

I want to urge you to vote against Senate Bill 135. The fact that committee hearings have not been held concerning this bill and that it was passed out of committee without input from the citizens of Alaska concerns me greatly, especially in the light that such a bill has a profound impact on the trucking industry within this state.

The passage of this bill in its present form could do great injury to the trucking industry within Alaska and I urge that the bill be returned to committee and that formal hearings be held.

In addition, House Bill 12 refers to regulation that in my opinion is unhealthy and would not hold down transportation costs.

I do not feel there was any need or justific[illegible] for such haste in acting on these bills.

Sincere[illegible]

Karen Duzenbery
1079 Potlatch Circle
Anchorage, Alaska 99503

May 20, 1982

MAY 24 1982

Dear Representative Cato:

I want to urge you to vote against Senate Bill 135. The fact that committee hearings have not been held concerning this bill and that it was passed out of committee without input from the citizens of Alaska concerns me greatly, especially in the light that such a bill has a profound impact on the trucking industry within this state.

The passage of this bill in its present form could do great injury to the trucking industry within Alaska and I urge that the bill be returned to committee and that formal hearings be held.

In addition, House Bill 12 refers to regulation that in my opinion is unhealthy and would not hold down transportation costs.

I do not feel there was any need or justification for such haste in acting on these bills.

Sincerely,

John C. Cleveland

1013 Alaska Way
Apartment 49
Kenai, Alaska 99611

May 20, 1982

MAY 24 1982

Dear Representative Cato:

I want to urge you to vote against Senate Bill 135. The fact that committee hearings have not been held concerning this bill and that it was passed out of committee without input from the citizens of Alaska concerns me greatly, especially in the light that such a bill has a profound impact on the trucking industry within this state.

The passage of this bill in its present form could do great injury to the trucking industry within Alaska and I urge that the bill be returned to committee and that formal hearings be held.

In addition, House Bill 12 refers to regulation that in my opinion is unhealthy and would not hold down transportation costs.

I do not feel there was any need or justification for such haste in acting on these bills.

Sincerely,

T. R. Langley

2055 Cliffside Drive
Anchorage, Alaska 99504

May 21, 1982

MAY 24 1982

Dear Representative Cato:

I have been employed for 3 years for the transportation industry in Alaska. My firm is not now directly involved in trucking but we do utilze the services of numerous truckers to perform inland transportation within Alaska. I believe that I have a good overview of the Alaskan trucking industry and because of that I am greatly concerned with the provisions contained in Senate Bill 135.

I am familiar with the operation of numerous trucking firms within this State both now and in the past. I have noticed that those firms who had sound management and good productive, conscientious drivers prospered. Those who did not, failed.

The majority of owner/operators employed by reputable trucking firms in Alaska would by any standard undoubtedly be considered well paid. I am familiar with the "total package" paid to most owner/operators employed in the trucking industry. I am also familiar with the total cost of performing transporation. Alaska has some of the highest truck rates, particularly to the North Slope, in the United States. The large majority of those rates are caused by labor costs.

It is interesting to note that a considerable portion of the payments to owner/operators is withdrawn by the union which represents them to pay for the numerous programs the union offers to them. Those withdrawals were agreed to and voted on by the same drivers who now bemoan their net revenues.

It is interesting to note that more and more of the owner/operators in the State are now working for non-union trucking companies. The reason is obvious. The revenues paid to them by their employers is going into their pockets, not to the union hall.

It is my belief that Senate Bill 135 is an ill disguised attempt to force a monopolistic, price fixing, restraint of trade system upon the transportation industry in Alaska. Alaskans pride themselves for their independence and free enterprise economic system. In this age of deregulation there is no room for legislation such as Senate Bill 135.

I respectfully request that the House defeat this unwarranted legislation.

Very truly yours,

James V. Davis
4061 Edinburg
Anchorage, Alaska 99502

May 21, 1982

MAY 24 1982

House of Representatives
Juneau, Alaska

Dear Bette Cato,

As a resident of the State of Alaska, I am gravely concerned with the implications of Senate Bill 135 and House Bill 12. These bills will harm the Alaskan economy by increasing the cost of goods transported to Alaska.

These bills will also limit entry into the transportation industry while the United States Government is deregulating the transportation industry. These bills restrain the Free Enterprise System.

Please vote against these bills.

Sincerely,

[signature]

4910 Chuck Dr
Anch Ak 99507

May 21, 1982

MAY 24 1982

House of Representatives
Juneau, Alaska

Dear Bette Cato,

As a resident of the State of Alaska, I am gravely concerned with the implications of Senate Bill 135 and House Bill 12. These bills will harm the Alaskan economy by increasing the cost of goods transported to Alaska.

These bills will also limit entry into the transportation industry while the United States Government is deregulating the transportation industry. These bills restrain the Free Enterprise System.

Please vote against these bills.

Sincerely,

Douglas Taylor
3884 Carvell Dr
Anc, AK 99502

May 21, 1982

MAY 24 1982

House of Representatives
Juneau, Alaska

Dear Bette Cato,

As a resident of the State of Alaska, I am gravely concerned with the implications of Senate Bill 135 and House Bill 12. These bills will harm the Alaskan economy by increasing the cost of goods transported to Alaska.

These bills will also limit entry into the transportation industry while the United States Government is deregulating the transportation industry. These bills restrain the Free Enterprise System.

Please vote against these bills.

Sincerely,

P E Martin
3590 Hayes Cir
Anch, Ak, 99502

May 21, 1982

House of Representatives
Juneau, Alaska

MAY 24 1982

Dear Lt. Gov.,

As a resident of the State of Alaska, I am gravely concerned with the implications of Senate Bill 135 and House Bill 12. These bills will harm the Alaskan economy by increasing the cost of goods transported to Alaska.

These bills will also limit entry into the transportation industry while the United States Government is deregulating the transportation industry. These bills restrain the Free Enterprise System.

Please vote against these bills.

Sincerely,

Linda Gibson
3234 E 16th Ave
Anchorage Alaska 99504

May 21, 1982

MAY 24 1982

House of Representatives
Juneau, Alaska

Dear Sirs,

As a resident of the State of Alaska, I am gravely concerned with the implications of Senate Bill 135 and House Bill 12. These bills will harm the Alaskan economy by increasing the cost of goods transported to Alaska.

These bills will also limit entry into the transportation industry while the United States Government is deregulating the transportation industry. These bills restrain the Free Enterprise System.

Please vote against these bills.

Sincerely,

M. Miller
P.O. Box 1378
Kas AK 99657

May 21, 1982

MAY 24 1982

House of Representatives
Juneau, Alaska

Dear Ms Cato,

As a resident of the State of Alaska, I am gravely concerned with the implications of Senate Bill 135 and House Bill 12. These bills will harm the Alaskan economy by increasing the cost of goods transported to Alaska.

These bills will also limit entry into the transportation industry while the United States Government is deregulating the transportation industry. These bills restrain the Free Enterprise System.

Please vote against these bills.

Sincerely,

David T Dorsey
6135 Eastwood Court
Anchorage Alaska 99504

May 21, 1982

House of Representatives
Juneau, Alaska

MAY 24 1982

Dear Bette Cito,

As a resident of the State of Alaska, I am gravely concerned with the implications of Senate Bill 135 and House Bill 12. These bills will harm the Alaskan economy by increasing the cost of goods transported to Alaska.

These bills will also limit entry into the transportation industry while the United States Government is deregulating the transportation industry. These bills restrain the Free Enterprise System.

Please vote against these bills.

Sincerely,

Jackie Sitka
Box 4-1651
Anchorage Ak 99509

May 21, 1982

MAY 24 1982

House of Representatives
Juneau, Alaska

Dear Bette Cato,

As a resident of the State of Alaska, I am gravely concerned with the implications of Senate Bill 135 and House Bill 12. These bills will harm the Alaskan economy by increasing the cost of goods transported to Alaska.

These bills will also limit entry into the transportation industry while the United States Government is deregulating the transportation industry. These bills restrain the Free Enterprise System.

Please vote against these bills.

Sincerely,

C H Hoffman
4244 Kingston Dr.
Anchorage, AK 99504

May 20, 1982

Dear Representative Cato:

MAY 24 1982

I want to urge you to vote against Senate Bill 135. The fact that committee hearings have not been held concerning this bill and that it was passed out of committee without input from the citizens of Alaska concerns me greatly, especially in the light that such a bill has a profound impact on the trucking industry within this state.

The passage of this bill in its present form could do great injury to the trucking industry within Alaska and I urge that the bill be returned to committee and that formal hearings be held.

In addition, House Bill 12 refers to regulation that in my opinion is unhealthy and would not hold down transportation costs.

I do not feel there was any need or justification for such haste in acting on these bills.

Sincerely,

Don W. Singleton

241 E. 23rd
Anchorage, Alaska 99503

May 21, 1982

House of Representatives
Juneau, Alaska

Dear Bette Cato,

As a resident of the State of Alaska, I am gravely concerned with the implications of Senate Bill 135 and House Bill 12. These bills will harm the Alaskan economy by increasing the cost of goods transported to Alaska.

These bills will also limit entry into the transportation industry while the United States Government is deregulating the transportation industry. These bills restrain the Free Enterprise System.

Sincerely,

A. Brown
8810 Pioneer Dr.
Anc., Ak. 99504

TELEGRAM

ALASCOM, INC.
PHONE: 586-6442
JUNEAU, AK 99802

Con
SB 135

#

02305 ANCHORAGE ALASKA 109 05-11 0350P ADT

PMS REP BETTE CATO

JUN 0782

CS FOR SEANTE BILL 135 IN ITS PRESENT FORM. EXAMPLE QUOTE TRANSPORTATION SUBCONTRACTORS UNQUOTE IS A MINI VERSION OF WHAT THE ATC ATTEMPTED IN JUNE 1979 WITH THEIR PROPOSAL, DOCKET NBR 79-166-RR/1, TO ADOPT AND REPEAL CERTAIN REGULATIONS IN TITLE 3 OF THE ALASKA ADMINSTRATIVE CODE. THIS MOVE BY THE ATC IN 1979 BROUGHT ALMOST UNANIMOUS OPPOSITION BY CARRIERS AND OWNER OPERATORS AT THEIR PUBLIC HEARINGS HELD IN FAIRBANKS JULY 10, 1979 AND IN ANCHORAGE JULY 12, 1979.

LYNDEN TRANSPORT STRONGLY URGES CONTINUED OPPOSITION TO THE PASSAGE OF THIS BILL.

SUGGEST YOUR STAFF REVIEW ATC RECORDS ON SUBJECT. ATC FINALLY DROPPED PROPOSAL BECAUSE OF OVERWHELMING OPPOSITION.

H. RUSSELL PAINTER, DIRECTOR OF SAFETY PERSONNEL AND LINEHAUL
LYNDEN TRANSPORT

#5

TO: ALL MEMBERS OF THE SENATE
ALL MEMBERS OF THE HOUSE

MAY 10 1982

FROM: JACK THOMPSON, 2216 POST RD., ANCH. 99501 272-0536 WK

PLEASE VOTE NO ON SB 135. IT IS A SURREPTITIOUS ATTEMPT TO ELIMINATE OPERATING AUTHORITY REQUIREMENTS. DETRIMENTAL TO CONSUMERS AND TRUCKING INDUSTRY.

135

MSG 82-00024818 PRTY 1 05/04/82 15:08:02 ORIG: LA02 IN= 0008 OUT= 0081
FROM: MARCIE, ANC INFO TO: POM, JUNEAU INFO
TARGET: LJH2 SUBJ: P O M PAGE 0002

TO: ALL MEMBERS OF THE LEGISLATURE

FROM: JOE SIMMONS, 705 MULDOON, SPACE 107, ANCHORAGE 99504 (344-9550)

VOTE NO ON SENATE BILL 135.

1982

FROM: LEONARD J. MOSER, 4441 DARTMOUTH, FAIRBANKS 99701 479-6192 (-1)

I AM A 20 YEAR RESIDENT. FOR 15 YEARS I HAVE OPERATED COMPANY-OWNED EQUIPMENT
I WILL BE DENIED A SUBCONTRACTOR'S PERMIT. LIMITED ENTRY IS OF VITAL CONCERN,
BUT DO NOT EXCLUDE ME FROM DOING BUSINESS AS A SUBCONTRACTOR IN THE FUTURE.

DO NOT PASS IN PRESENT FORM. NO

MSG 82-00026754 PRTY 1 05/14/82 12:07:35 ORIG: L000 IN= 0007 OUT= 0054
FROM: KODIAK TO: JUNEAU
TARGET: LJH2 SUBJ: PUBLIC OPINION MESSAGE PAGE 0001

TO: REPRESENTATIVE ZHAROFF, MARTIN, BYLSMA, GARDINER, RANDOLPH, ROGERS, CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, FULLER, HAYES, O'CONNELL, PHILLIPS, SMITH

FROM: SCOTT FORSTER(486-5354)
POUCH NVCA
KODIAK, ALASKA 99615

10 NEG

MAY 14 1982

RE: SB 135

I AM STRONGLY OPPOSED TO THE PASSING OF SB 135. IT WOULD DRAMATICALLY INJURE THE ALREADY ESTABLISHED TRUCKING FIRMS THROUGHOUT ALASKA AND THE ECONOMY RELATED THEREUNTO.

FROM: RONALD J. MONIGOLD (486-6418- 486-5354)
P.O. BOX 86
KODIAK, ALASKA 99615

MAY 14 1982

RE: SB 135

I AM STRONGLY OPPOSED TO THE PASSING OF SB 135. IT WOULD DRAMATICALLY INJURE THE ALREADY ESTABLISHED TRUCKING FIRMS THROUGHOUT ALASKA AND THE ECONOMY RELATED THEREUNTO.

FROM: WARREN MURPHY(486-5354)
P.O. BOX 2704
KODIAK, ALASKA 99615

MAY 14 1982

RE: SB 135

I AM STRONGLY OPPOSED TO THE PASSING OF SB 135. IT WOULD DRAMATICALLY INJURE THE ALREADY ESTABLISED TRUCKING FIRMS THROUGHOUT ALASKA AND THE ECONOMY RELATED THEREUNTO.

5/14/82
(-20

FROM: EUGENE E. ERWIN
P.O. BOX 1247
KODIAK, ALASKA 99615

MAY 14 1982

RE: SB 135

I AM STRONGLY OPPOSED TO THE PASSING OF SB 135. IT WOULD DRAMATICALLY INJURE THE ALREADY ESTABLISHED TRUCKING FIRMS THROUGHOUT ALASKA AND THE ECONOMY RELATED THEREUNTO.

FROM: KENNETH MONIGOLD(486-6418- 486-5354)
P.O. BOX 86
KODIAK, ALASKA 99615

MAY 14 1982

RE: SB 135

I AM STRONGLY OPPOSED TO THE PASSING OF SB 135. IT WOULD DRAMATICALLY INJURE THE ALREADY ESTABLISHED TRUCKING FIRMS THROUGHOUT ALASKA AND THE ECONOMY RELATED THEREUNTO.

TO: REPRESNTATIVE ZHAROFF, MARTIN, GARDINER, RANDOLPH, ROGERS, BYLSMA, CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, FULLER, HAYES, O'CONNELL, PHILLIPS, SMITH

FROM: ELLEN SIMMONS (486-2297- 486-5354)
P.O. BOX 814
KODIAK, ALASKA 99615

MAY 14 1982

RE: SB 135

I AM STRONGLY OPPOSED TO THE PASSING OF SB 135. IT WOULD DRAMATICALLY INJURE THE ALREADY ESTABLISHED TRUCKING FIRMS THROUGHOUT ALASKA AND THE ECONOMY RELATED THEREUNTO.

FROM: JIM BRADSHAW
P.O. BOX 952
KODIAK, AK. 99615
HM:486-3644, WK:486-5354

MAY 14 1982

RE: SB 135

I AM STRONGLY OPPOSED TO THE PASSING OF SENATE BILL 135. IT WOULD DRAMATICALLY INJURE THE ALREADY ESTABLISHED TRUCKING FIRMS THROUGHOUT ALASKA AND THE ECONOMY RELATED THEREUNTO.

FROM: MARIA NORMA VELONZA
P.O. BOX 2809
KODIAK, AK. 99615
HM:486-5174, WK:486-5358

MAY 14 1982

RE: SB 135

I AM STRONGLY OPPOSED TO THE PASSING OF SENATE BILL 135. IT WOULD DRAMATICALLY INJURE THE ALREADY ESTABLISHED TRUCKING FIRMS THROUGHOUT ALASKA AND THE ECONOMY RELATED THEREUNTO.

FROM: PERRY GINES
P.O. BOX 832
KODIAK, AK. 99615
HM:486-3793, WK:486-5354

MAY 14 1982

RE: SB 135

I AM STRONGLY OPPOSED TO THE PASSING OF SENATE BILL 135. IT WOULD DRAMATICALLY INJURE THE ALREADY ESTABLISHED TRUCKING FIRMS THROUGHOUT ALASKA AND THE ECONOMY RELATED THEREUNTO.

FROM: JEFF JUELSON(486-3696- 486-5354)
P.O. BOX 286
KODIAK, ALASKA 99615

MAY 14 1982

RE: SB 135

I AM STRONGLY OPPOSED TO THE PASSING OF SB 135. IT WOULD DRAMATICALLY INJURE THE ALREADY ESTABLISHED TRUCKING FIRMS THROUGHOUT ALASKA AND THE ECONOMY RELATED THEREUNTO.

MSG 82-00026745 PRTY 1 05/14/82 11:55:16 ORIG: L000 IN= 0004 OUT= 0037
FROM: KODIAK TO: JUNEAU
TARGET: LJH2 SUBJ: PUBLIC OPINION MESSAGE PAGE 0001

TO: REPRESENTATIVE ZHAROFF, MARTIN, BYLSMA, GARDINER, RANDOLPH, ROGERS, CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, FULLER, HAYES, O'CONNELL, PHILLIPS, SMITH

FROM: RICK KETCHUM(486-6370 OR 486-5354)
P.O. BOX 3141
KODIAK, ALASKA 99615

NEG.

RE: SB 135 MAY 14 1982

I AM STRONGLY OPPOSED TO THE PASSING OF SB 135. IT WOULD DRAMATICALLY INJURE THE ALREADY ESTABLISHED TRUCKING FIRMS THROUGHOUT ALASKA AND THE ECONOMY RELATED THEREUNTO.

MSG 82-00026615 PRTY 1 05/13/82 15:12:31 ORIG: LA02 IN= 0009 OUT= 0092
FROM: MARCIE, ANC INFO TO: POM, JUNEAU INFO
TARGET: LJH2 SUBJ: P O M PAGE 0002

TO: ALL MEMBERS OF THE HOUSE MAY 14 1982

FROM: TERRY BURRELL, 3716 WESLEYAN ANCHORAGE 99504 (333-2774)

AMEND CASH FOR ALASKANS BILL TO DISTRIBUTE ONLY CASH TO ADULTS WITH CHILDREN SHARE PAID PER CAPITA TO SCHOOL DISTRICT. UNFAIR TO BURDEN HOMEOWNERS AND STATE RESOURCES WITH ASTRONOMICAL SCHOOL COSTS AND NOT APPLY CHILDRENS SHARE TO REDUCE COSTS OF EDUCATION. A TRUST FOR THEIR EDUCATION. NO CASH FOR KIDS. FREE SCHOOL LUNCHES BUT NO DINNER AT THE RITZ.

FROM: DAVE ARNELL, 2013 HILLCREST CR, ANCH. 99503 272-1995

SB 135.....URGENT.....VOTE NO
HB 12.....URGENT.....VOTE NO

NEG.

TO: ALL MEMBERS OF THE HOUSE INCLUDING REP. CARNEY
FROM: PETE GREEN
PO BOX 776
PALMER 99645

MAY 14 1982

RE: SB 180
TOO MUCH POWER FOR SECOND CLASS BOROUGH. ALSO SHORT PLAT AS PRESENTED IS UNWORKABLE FOR WHAT IT WAS INTENDED. URGE YOUR DEFEATOF THIS BILL--BAD BILL IS WORSE THAN NO BILL AT ALL.
YOU COULD DO BETTER NEXT YEAR.

MORE _ BACK _ NXT MSG U/R/S _ PREV MSG U/R/S _ RESEND _ CANCEL _

TO: ALL MEMBERS OF THE HOUSE

FROM: CATHERIN V AND CLINTON E WOODARD
1381 HILLCREST DR #301
ANCH, 99503 277-2774

MAY 14 1982

NEG.

FOR CSSB 135, VOTE NO ON THAT BILL.

NEG.

FROM: WILLIAM WELDON, 711 H ST SUITE 501, 99501276-3070

CSCSHB 12AND CSSB 135

MAY 14 1982

MOST URGENTLY NEED 'NO ' VOTE ON ABOVE BILL TO STOP DESTRUCTION OF TRUCKING INDUSTRY.

SB 135 - NOT

MAY 13 1982

MSG 82-00026537 PRTY 1 05/13/82 12:54:25 ORIG: LA01 IN= 0004 OUT= 0052
FROM: CINDY, ANCH TO: JNU INFO
TARGET: LJH2 SUBJ: POM PAGE 0005

TO: ALL MEMBERS OF THE HOUSE

FROM: ACE W. OLSON, 3009 LAKE SHORE DR, ANCH. 99503 248-0471

RE: CSHB 12 AND SB 135

I URGE YOU TO VOTE NO ON THE ABOVE BILLS. PASSAGE OF THEM WOULD DESTROY THE TRANSPORTATION INDUSTRY IN ALASKA, RESULTING IN GREAT ECONOMIC LOSS TO THE STATE AND ENDANGER THE LIVES OF THE TRAVELING PUBLIC.
ABSOLUTE CHAOS WOULD RESULT.

FROM: NINA ANDERSON, 2255 SORBUS WAY, ANCH. 99504 274-8765 HM

RE: CSSB 135& CSCSHB 12

I URGE YOU TO VOTE "NO" ON THE ABOVE BILLS. PASSAGE OF THESE WOULD DESTROY THE TRANSPORTATION INDUSTRY IN THE STATE OF ALASKA, RESULTING IN GREAT ECONOMIC LOSS TO THE STATE AND TOTAL DISREGARD FOR THE SAFETY OF THE TRAVELING PUBLIC.

FROM: BOB RUSSELL, ATTORNEY, 610 W. 2 AVE, ANCH 99501 276-6967

RE: CSCSHB 12 AND CSSB 135

I URGE YOU TO VOTE NO. THESE BILLS WILL WRECK THE TRANSPORTATION INDUSTRY IN ALASKA AND RESULT IN GREAT ECONOMIC LOSS TO THE STATE. FURTHERMO IT WILL CAUSE DRIVING HAZARDS FOR THE GENERAL PUBLIC ON THE ROADS OF THE STA

(N) 135

PAGE 0004

TO: REPRESENTATIVES GRUSSENDORF, CATO, DUNCAN, FREEMAN, MILLER, & HAUGEN

FROM: ROGER HIGLEY
MANAGER, ARROWHEAD TRANSFER
BOX 177
SITKA, AK. 99835

MAY 14 1982

747-8647

PLEASE DO NOT PASS CSSB 135 (FIN).
###

TELEGRAM

ALASCOM INC.

PHONE:

JUNEAU, ALASKA

MAY 18 1982

#

02094 TDA KENAI AK 14 05-18 1027A ADT

PMS REP BETTE CATO

JUNEAU 1644

WE STRONGLY URGE YOUR SUPPORT TO HELP US DEFEAT SB135.

WEAVER BROTHERS

DRAWER P

KENAI AK 99611

PRO

5/14/82 am 136

PRO

TELEGRAM

TELECOM, INC.
PHONE: 586-6442
JUNEAU, AK 99802

+5

MAY 14 1982.

#

02041 POM ANCHORAGE AK 15 05-13 1107P ADT

PMS REP BETTE CATO

JUNEAU

WE ARE IN SUPPORT OF SB135 WISH TO HAVE BILL PASSED

BEFORE THE SENATE CLOSES

JACK A WALLACE STARN ENTERPRISES

SR 140

VALDEZ AK 99686

TELEGRAM

ALASCOM, INC.
PHONE: 586-6442
JUNEAU, AK 99802

MAY 14 1982

#

02066 POM ANCHORAGE AK 15 05-13 412P ADT

PMS REP BETTE CATO

JUNEAU

PLEASE PASS SB135 THIS SESSION. HELP FELLOW ALASKANS TO

MAINTAIN GOOD STANDARD OF LIVING

JAMES KESTIN OWNER J AND R TIRE SERVICE

1511 OXFORD DR

ANCHORAGE AK 99503

TELEGRAM

MAY 14 1982

ALASCOM, INC.
PHONE: 586-6442
JUNEAU, AK 99802

#

02064 POM ANCHORAGE AK 15 05-13 412P ADT

PMS REP BETTE CATO

JUNEAU

URGE YOU PASS SB135 THIS LEGISLATIVE SESSION

LOLLY FAIRBANKS INTERSTATE EXPRESS

135 POST RD

ANCHORAGE AK 99501

TELEGRAM

ALASCOM, INC.
PHONE: 586-6442
JUNEAU, AK 99802

MAY 14 1982

#

02044 POM ANCHORAGE AK 15 05-13 1107P ADT

PMS REP BETTE CATO

JUNEAU

WE ARE IN SUPPORT OF SB135 WISH TO HAVE BILL PASSED

BEFORE THE SENATE CLOSES

GLENN H STARN STARN ENTERPRISES

3309 NORTHSHORE DR

ANCHORAGE AK 99502

TELEGRAM

ALASCOM, INC.
PHONE: 586-6442
JUNEAU, AK 99802

MAY 14 1982

#

02004 NL ANCHORAGE AK 50 05-13 2210 ADT

PMS REP BETTE CATO

JUN 1155

PLEASE SUPPORT SB-135 AND HELP PASS IT BEFORE THIS SESSION ENDS. DESPERATELY NEEDED FOR ALL OF ALASKA THOSE RUNNING THEIR TRUCKS FOR SUCH LOW RATE CANT PAY FOR THEIR REPAIRS AND LIVING EXPENSES TOO.

PLEASE GIVE 135 YOU VOTE.

BEN AND NORIETA RULE DBA RULE TRUCKING

1727 BARTLETT DR

ANCH., AK 99507

1024 N. 6TH

278-3668

PUBLIC OPINION MESSAGE FORM

APR 21 1982

POMS are limited to 25 - 50 words. These messages are transmitted via omnicom to Juneau by our staff on a time-available basis.

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* THE LEGISLATIVE INFORMATION OFFICE WILL BE ACCEPTED FOR TRANSMISSION VIA
* OMNICOM AS A PUBLIC OPINION MESSAGE. (Legislative Council Policy 6/81)

DATE April 15 1982

NAME JOSEPH GOODRICH

REPRESENTING SELF

MAILING ADDRESS 7509 Old Harbor Rd.

Anchorage Alaska ZIP 99504

PHONE (HOME) 333 5656 (WORK) Unemployed

TO House & Senate Transportation Committees & Anchorage Delegation

RE: Transportation SubContractor Proposal ~~Support~~

MESSAGE ~~The~~ proposal ~~made~~ ~~by~~ ~~the~~ ~~Truckers~~

~~For~~ ~~Western~~ Owner Operators,

~~There~~ ~~are~~ ~~many~~ ~~many~~ Alaskan ~~Truck~~

drivers who have been here ~~for~~ many

years & losing jobs because ~~of~~ ~~the~~

invasion of outside truck owners ~~from~~

~~to~~ ~~Alaska~~. ~~They~~ are desperate because

~~of~~ bad economic facts elsewhere ~~and~~

are willing to cut rates to survive.

~~The~~ legislators ~~that~~ ~~are~~ voted in

should do something to salvage this

"mess" before all of us lose jobs.

SIGNATURE Joseph Goodrich

POM TRANSMITTED, DATE _____ TIME _____ OPERATOR _____

LAA/PS 6/22/81

1024 Jr. 6 78
99501

278-3668

APR 21 1982

PUBLIC OPINION MESSAGE FORM

POMS are limited to 25 - 50 words. These messages are transmitted via omnicom to Juneau by our staff on a time-available basis.

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* THE LEGISLATIVE INFORMATION OFFICE WILL BE ACCEPTED FOR TRANSMISSION
* OMNICOM AS A PUBLIC OPINION MESSAGE. (Legislative Council Policy 6/81)

DATE 4-15-82

NAME RONALD SARTORI

REPRESENTING MYSELF (RONALD SARTORI)

MAILING ADDRESS 1702 BIRCHWOOD ST.

ANCHORAGE, ALASKA ZIP 99504

PHONE (HOME) 274-4263 (WORK) UNEMPLOYED

TO House & Senate Transportation Committees & Anchorage Delegation

RE: Transportation SubContractor Proposal

MESSAGE I ~~WANT~~ TO Support A Proposal ~~THAT~~ TO ~~YOU~~ By ~~THE~~ WOMEN FOR ALASKAN OWNER-OPERATORS. ~~I~~ AM TIRED OF SEEING OUTSIDE TRUCKERS COMING TO ALASKA TO MAKE ~~THE~~ "BIG BUCKS." AT THE PRESENT RATE ~~THE~~ OUTSIDE TRUCKERS ~~ARE SOMEONE THEY MIGHT KNOW~~ ~~OR~~ ARE TAKING ~~OUR~~ JOBS THERE WON'T BE MUCH WORK ~~LEFT~~ FOR THOSE ~~OF~~ ~~US~~ WHO HAVE LIVED + WORKED IN ALASKA FOR MANY YEARS

SIGNATURE Ronald Sartori

POM TRANSMITTED, DATE _____ TIME _____ OPERATOR _____

LAA/PS 6/22/81

MAY 12 1982

TELEGRAM

ALASCOM INC.
PHONE
JUNEAU, AK

#

02457 POM TDA GLENNALLEN ALASKA 15 0745P ADT

PMS REP BETTE CATO

JUN

PLEASE GIVE SB135 YOUR PRIORITY AND PASS THIS SESSION.

DENISE RICHCREEK

BOX 252

GLENNALLEN ALASKA 99588

PRO
SB-135

MAY 12 1982

#

02434 POM TDA VALDEZ ALASKA 15 05-11 0850P ADT

PMS REP BETTE CATO

JUN

URGE YOU TO VOTE FOR SB135.

RED AND MARION FERRIER

BOX 434

VALDEZ AK 99686

TELEGRAM

TELEGRAM

ALASCOM, INC.
PHONE: 586-6442
JUNEAU, AK 99802

#

MAY 12 1982

02349 POM TDA VALDEZ ALASKA 15 05-11 0545P ADT

PMS REP BETTE CATO

JUN

WOULD LIKE TO SEE SB135 PASSED SO PLEASE SUPPORT IT.

LARRY MICHAUD

BOX 52

VALDEZ AK 99686

TELEGRAM

MAY 12 1982

ALASCOM, INC.
PHONE: 586-6442
JUNEAU, AK 99802

#

02398 NL TDA MOOSE PASS ALASKA 50 05-11 0806P ADT

PMS REP BETTE CATO

JUN 0776

PLEASE GIVE SENATE BILL 135 YOUR PRIORITY AND PASS IT THIS SESSION.

ROBERT G WOODS, BOBS TOWING

BOX 367

MOOSE PASS AK 99631

MAY 12 1982

#

02478 POM ANCHORAGE ALASKA 15 05-11 0954P ADT

PMS REP BETTIE CATO

JUN

IT IS VERY IMPORTANT THAT SB135 BE PASSED THIS LEGISLATIVE SESSION

MICHAEL BURCINSKI

1200 WEST DIMOND SP 836

ANCHORAGE AK 99502

TELEGRAM

ALASCOM, INC.
PHONE: 586-6442
JUNEAU, AK 99802

MAY 12 1982

#

02364 POM ANCHORAGE ALASKA 15 05-10 0625P ADT

PMS REP BETTE CATO

JUN

IT IS VERY IMPORTANT THAT SENATE BILL 135 BE PASSED THIS

LEGISLATIVE SESSION.

JIM BURZINSKI

915 WEST 29TH APT 176

ANCHORAGE AK 99507

TELEGRAM

ALASCOM, INC.
PHONE: 586-6442
JUNEAU, AK 99802

#

02413 NL ANCHORAGE ALASKA 50 05-11 0719P ADT

MAY 12 1982

PMS REP BETTE CATO

MAY 12 1982

JUN 0786

VERY IMPORTANT THAT SB135 PASS THIS LEGISLATIVE SESSION.

TONY BURZINSKI

3204 MURIEL PLACE

ANCHORAGE AK 99503

#

02458 POM TDA MOOSE PASS ALASKA 15 05-11 0912P ADT

PMS REP BETTE CATO

MAY 12 1982

JUN

PLEASE GIVE SENATE BILL 135 YOUR PRIORITY AND PASS THIS SESSION.

ARLENE GIBBONS

SR BOX 545

SEWARD AK 99664

TELEGRAM

JUNEAU, AK

TELEGRAM

#

02460 POM TDA MOOSE PASS ALASKA 15 05-11 0912P ADT

PMS REP BETTE CATO

MAY 12 1982

JUN

PLEASE GIVE SENATE BILL 135 YOUR PRIORITY AND PASS THIS SESSION.

DAVID GIBBONS

SR BOX 545

SEWARD AK 99664

TELEGRAM

ALASCOM, INC.
PHONE: 586-6442
JUNEAU, AK 99802

#

02387 POM ANCHORAGE ALASKA 15 05-10 0658P ADT

PMS REP BETTE CATO

MAY 12 1982

JUN

IT IS VERY IMPORTANT THAT SENATE BILL 135 BE PASSED THIS LEGISLATIVE SESSION.

SCHANDERS TRUCKING, LARRY SCHANDER

9221 KAVIK ST

ANCHORAGE AK 99502

TELEGRAM

ALASCOM, INC.
PHONE: 586-6442
JUNEAU, AK 99802

MAY 12 1982

#

02369 POM ANCHORAGE ALASKA 15 05-10 0625P ADT

PMS REP BETTE CATO.

JUN

IT IS VERY URGENT THAT SB135 BE PASSED THIS SESSION TO HELP ALL OWNER OPERATORS.

TIM BURZINSKI OPERATING AT TJB LEASING

8021 NORTHWIND AVE

ANCHORAGE AK 99504

TELEGRAM

ALLSCOM, INC.
PHONE: 586-3442
JUNEAU, AK 99802

MAY 13 1982
MAY 12 1982

#

02267 NL TDA CHUGIAK ALASKA 50 05-12 0920P ADT

PMS REP BETTE CATO

0917

JUN

IT IS OF UTMOST IMPORTANCE THAT SENATE BILL 135 NOT BE ALLOWED TO DIE IN COMMITTEE. WE OWNER OPERATORS OF ALASKA NEED THIS BILL NOW. WE WOULD LIKE TO KNOW WE CAN COUNT ON YOUR SUPPORT.

GORDON MAHAR, VICE PRESIDENT OF ATOOKA

REPRESENTING 300 OWNER OPERATORS AND FAMILIES

TELEGRAM

ALASCOM, INC.
PHONE: 586-6442
JUNEAU, AK 99802

MAY 13 1982
~~MAY 12 1982~~

#

02261 NL ANCHORAGE ALASKA 50 05-12 0910P ADT

PMS REP BETTIE CATO

0920

JUN

VERY IMPORTANT THAT SENATE BILL 135 BE PASSED THIS LEGISLATIVE SESSION.

JACK LINSEMEYER, OWNER OPERATOR

2820 WILEY POST AVE

ANCHORAGE AK 99503

TELEGRAM

ALASCOM, INC.

PHONE: 563-5442

MAY 13 1982

02292 NL TDA WASILLA ALASKA 50 05-12 0930P ADT

PMS REP BETTE CATO

0910

JUN

I FEEL IT IS VERY IMPORTANT THAT SENATE BILL 135 BE PASSED THIS LEGISLATIVE SESSION.

LONNIE CRANOR

CC & L ENTERPRISES

ALASKAN OWNER OPERATOR 13 YEARS

#

02299 POM ANCHORAGE ALASKA 15 05-12 0936P ADT

MAY 13 1982

PMS REP BETTY CATO

JUN

I THINK BILL 135 NEEDS TO BE PASSED THIS SESSION.

BRUCE E SCHULTZ

OWNER OPERATOR LYNDEN TRANSPORT

PO BOX 10-2069

ANCHORAGE AK 99501

TELEGRAM

ALASCOM INC.
PHONE: 586-4442
JUNEAU, AK 99802

#

02295 NL TDA WASILLA ALASKA 50 05-12 0930P ADT

PMS REP BETTIE CATO

0913

JUN

I FEEL IT IS VERY IMPORTANT THAT SENATE BILL 135 BE PASSED

THIS LEGISLATIVE SESSION.

PEGGY J CRANOR

OWNER OF SUNFLOWER PILOT CAR SERVICE

ALASKAN OWNER OPERATOR

MAY 13 1982

TELEGRAM

ALASCOM, INC.
PHONE: 586-6442
JUNEAU, AK 99802

#

02002 POM ANCHORAGE AK 15 05-12 2359 ADT

PMS REP BETTE CATO

JUN

IT IS VERY IMPORTANT THAT SB-135 BE PASSED THIS SESSION.

TONY SHIVERS

5750 GLENN HGY SP-43

ANCH., AK. 99504

MAY 13 1982

TELEGRAM

ALASCOM INC.
PHONE: 586-6442
JUNEAU, AK 99802

#

02186 POM TDA VALDEZ AK 15 05-12 253P ADT

PMS REP BETTE CATO

JUNEAU

PLEASE VOTE YES ON SB135

RED AND MARION FERRIER

BOX 434

VALDEZ AK 99686

MAY 13 1982

TELEGRAM

ALASCOM, INC.
PHONE: 586-6442
JUNEAU, AK 99802

#

02318 POM ANCHORAGE ALASKA 15 05-12 0954P ADT

MAY 13 1982

PMS REP BETTE CATO

JUN

WE FIND IT VERY IMPORTANT THAT YOU GIVE SUPPORT TO SENATE BILL 135 AND PASS THIS BILL BEFORE THE SESSION CLOSES.

BEN RULE DOING BUSINESS AS RULE TRUCKING

TELEGRAM

ARASCOM INC.
[illegible]
[illegible], AK 99[illegible]

#

02315 POM ANCHORAGE ALASKA 15 05-12 0954P ADT

PMS REP BETTE CATO

JUN

MAY 13 1982

WE FIND IT VERY IMPORTANT THAT YOU GIVE SUPPORT TO SENATE BILL 135 AND PASS THIS BILL BEFORE THE SESSION CLOSES.

NORIETA RULE

1727 BARTLETT DRIVE

ANCHORAGE AK 99507

TELEGRAM

ALASCOM, INC.
PHONE: 586-6442
JUNEAU, AK 99802

#

MAY 13 1982

02275 POM ANCHORAGE ALASKA 15 05-12 0830P ADT

PMS REP BETTE CATO

JUN

TRUCKING IN ALASKA IS VITAL TO THE STATE. SUPPORT SB135 THE

OWNER OPERATORS OF ALASKA

DOHRMAN AND SON TRUCKING

5012 GARLAND CIRCLE

ANCHORAGE AK 99504

TELEGRAM

ALASCOM, INC.

PHONE: 586-0442

JUNEAU AK 99802

#

02336 POM ANCHORAGE ALASKA 13 05-12-1402P ADT

MAY 13 1982

PMS REP BETTE CATO

JUN

HAVE BILL 135 PASSED IN THIS SESSION.

ALKON MOBILE TRANSPORT

3500 MT VIEW DRIVE NBR 33

ANCHORAGE AK 99504

TELEGRAM

ALASCOM, INC.
PHONE: 586-6442
JUNEAU, AK 99802

#

02339 POM ANCHORAGE ALASKA 15 05-12 1112P ADT

PMS REP BETTE CATO

MAY 13 1982

JUN

PLEASE PASS SB135 THIS LEGISLATIVE SESSION. WOULD BE AN ASSET TO COMMUNITY AND OWNER OPERATORS.

TROY SPARKS DBA T AND C TRUCKING

4313 VANCE NBR 305

ANCHORAGE AK 99504

TELEGRAM

ALASCOM, INC.
PHONE: 586-6442
JUNEAU, AK 99802

#

02343 POM ANCHORAGE ALASKA 15 05-12 1125P ADT

PMS REP BETTE CATO

MAY 13 1982

JUN

PLEASE PASS SB135 THIS LEGISLATIVE SESSION AND SUPPORT

OWNER OPERATORS.

RICK HANSEN, HANSEN AND SONS TRUCKING

3922 ROBIN ST

ANCHORAGE AK 99504

TELEGRAM

#

02327 NL ANCHORAGE ALASKA 50 05-12 1030P ADT

PMS REP BETTE CATO

JUN 0892 MAY 13 1982

AS A CITIZEN OF ALASKA, I FEEL THAT BILL 135 IS NECESSARY

FOR THE SURVIVAL OF ALASKAS ECONOMY AND THE OWNER-OPERATOR.

TIM SMITH OWNER-OPERATOR

LIGHTFOOT TRUCKING

SRA BOX 493-C RABBIT CREEK

ANCHORAGE AK 99507

TELEGRAM

ALASCOM, INC.
PHONE: 586-6442

#

02320 NL ANCHORAGE ALASKA 5-13 12 1955 EDT

PMS REP BETTE CATO

JUN 0895 MAY 13 1982

AS A TWENTY-FIVE YEAR RESIDENT AND AN ALASKAN OWNER-OPERATOR,
I URGE YOU TO PASS SENATE BILL 135 IMMEDIATY. THANK YOU.

JOE RULE

DBA JDR TRUCKING

5906 SOUTH TAHITI LOOP

ANCHORAGE AK 99507

TELEGRAM

ALASCOM, INC.
PHONE: 586-0432
JUNEAU, AK 99802

#

02304 NL ANCHORAGE ALASKA 50 05-12 0940P ADT

PMS REP BETTE CATO

0298

JUN MAY 13 1982

IT IS VERY IMPORTANT THAT SENATE BILL 135 BE PASSED

THIS LEGISLATIVE SESSION.

TIM BURZINSKI

OPERATING AS T. J. B. LEASING

8021 NORTHWIND AVENUE

ANCHORAGE AK 99504

TELEGRAM

#

02307 NL ANCHORAGE ALASKA 50 05-12 0941P ADT

PMS REP BETTE CATO

JUN 0901 MAY 13 1982

AS AN ALASKAN OWNER OPERATOR I WOULD LIKE TO SEE BILL 135 PASSED IN THIS SESSION BECAUSE I DISLIKE HAVING PEOPLE COMING UP FROM OUTSIDE AND TAKING OUR FEW EMPLOYMENT OPPORTUNITIES AND CUTTING OUR ALREADY BREAK EVEN TARIFF. THANK YOU IN ANTICIPATION FOR ANY EFFORT YOU WILL PUT FORTH.

WAYNE TAYLOR, DBA TAYLOR AND SONS DISTRIBUTING AND SUPPLY INC.

1606 DOLINA CIRCLE

ANCHORAGE AK 99504

TELEGRAM

AL SOOM, INC.
PHONE: 586-3442
JUNEAU, AK 99802

#

02309 NL ANCHORAGE ALASKA 50 05-12 0947P ADT

PMS REP BETTE CATO

MAY 13 1982

JUN 0903

AS AN ALASKA OWNER OPERATOR I SUPPORT SENATE BILL 135.

WE NEED IT AS SOON AS POSSIBLE. PLEASE PASS IT IN THIS

LEGISLATIVE SESSION.

RON SARTORI, OWNER OPERATOR

TELEGRAM

ALASCOM, INC.
PHONE: 586-6442
JUNEAU, AK 99802

#

02255 NL ANCHORAGE ALASKA 50 05-12 0850P ADT

PMS REP BETTE CATO

JUN 0887

MAY 13 1982.

IT IS VERY CRITICAL FOR THE ECONOMIC SURVIVAL OF ALASKAN OWNER OPERATOR TRUCKERS THAT SENATE BILL 135 BE PASSED THIS LEGISLATIVE SESSION

LARRY SCHANDER DBA SCHANDERS TRUCKING

9221 KAVIK ST

ANCHORAGE AK 99502

TELEGRAM

ALASCOM, INC.
PHONE: 586-6442
JUNEAU, AK 99802

#

02341 NL ANCHORAGE ALASKA 50 05-12 1115P ADT

PMS REP BETTE CATO

0931

MAY 13 1982

JUN

PLEASE PASS HOUSE BILL 135 REGARDING OWNER OPERATORS. THIS BILL IS NECESSARY TO BOTH THE ECONOMY OF ALASKA AND THE OWNER OPERATORS.

WAYNE DUNNAGAN

4203 WILSON

ANCHORAGE AK 99503

TELEGRAM

ALASCOM, INC.
PHONE: 586-6442
JUNEAU, AK 99802

#

02333 NL ANCHORAGE ALASKA 50 05-12 1055P ADT

PMS REP BETTE CATO

0928

JUN

MAY 13 1982

AS A CITIZEN OF ALASKA I FEEL THAT BILL 135 IS NECESSARY FOR THE SURVIVAL OF THE ALASKA OWNER OPERATOR.

JIM SMITH, T & J ENTERPRISES

OWNER OPERATOR

TELEGRAM

ALASCOM, INC.
PHONE: 586-6442
JUNEAU, AK 99802

#

02346 NL TDA GIRDWOOD ALASKA 50 05-12 1130P ADT

PMS REP BETTE CATO

0933

JUN

MAY 13 1982

AS REGARDING SENATE BILL 135, I, AS AN OWNER-OPERATOR OF ALASKA, WOULD LIKE TO SEE THIS BILL PASSED THIS SESSION. THANK YOU.

JOHN FLETCHER

FLETCHER TRUCKING

GIRDWOOD ALASKA

TELEGRAM

ALASCOM INC.
JUNEAU, AK 99802

#

02330 NL ANCHORAGE ALASKA 50 05-12 1055P ADT

PMS REP BETTE CATO

0925 MAY 13 1982

JUN

I, AS AN OWNER-OPERATOR OF ALASKA, IN REFERENCE TO THE SENATE BILL 135 FEEL THAT THIS BILL SHOULD BE PASSED DURING THIS SESSION.

DOUG CATHER DBA D & G TRUCKING

521 MELLOW PLACE

ANCHORAGE AK 99504

SB135-AYE

TELEGRAM

ALASCOM, INC.
PHONE: 586-6442
JUNEAU, AK 99802

MAY 13 1982

#

02374 NL ANCHORAGE ALASKA 63 05-13 0617P ADT

PMS REP BETTE CATO

JUN 1088

I SUPPORT BILL 135 TO KEEP THE ECONOMY UP SO THE TRUCKERS CAN PAY THEIR BILLS, IVE BEEN A RESIDENT SINCE 1965 AND BEEN IN BUSINESS FOR 3 YEARS AND I CAN SEE THE CUT THROATS COMING IN AND PEOPLE NOT BEING ABLE TO PAY THEIR BILLS AND PUTTING ALASKANS OUT OF BUSINESS, AND I DO BELIEVE IN THIS BILL.

JOURNEYMAN TRUCK REPAIR

RAY PENIX AND MILTON GOODMAN

#

Ø2497 NL ANCHORAGE ALASKA 9Ø Ø5-21 1837P ADT

PMS REP BETTE CATO, CHAIRMAN

2360

TRANSPORTATION COMMITTEE

JUN

MAY 24 1982

TELECRAM
ALASCOM, INC.
PHONE: 586-5442
JUNEAU, AK 99802

MRS CATO

AS A 31 YEAR ALASKAN AND SMALL BUSINESSMAN I HAD TO LEAVE YOUR TELECOMMUNICATIONS MEETING BECAUSE OF THE NEGATIVE RESPONSE ON BILL 135. AS I WAS SITTING WATCHING SOME OF THE LARGER CARRIERS THAT WERE THE CULPRITS IN HIRING OUT OF STATE WORKERS, HERE, PLEASE PASS THIS BILL. AS FOR THE LEGALITY OF THIS BILL, THE FISH LIMITED ENTRY BILL ARE LEGAL, AREN'T THEY...? A CONCERNED ALASKA.

MR AND MRS OTTO KOGBLE

BOX 1Ø-1972, ANCHORAGE ALASKA 99511

May 19, 1982

House of Representatives
Pouch V
Juneau, Alaska 99811

MAY 24 1982

Dear Representative:

I am an Alaskan resident, I vote, pay taxes, and am proud of it. My family and I own a home in Anchorage. We buy all our food, household goods, yard ware, clothing, and vehicle here in Alaska. The money we earn we put back into Alaska's economy.

The truckers who are flocking up here from the lower 48, cutting the rates, and making it unfeasible for our owner-operators to stay in business certainly aren't contributing to our economy. Most of them send their incomes back outside to their families. They're here temporarily living in their trucks or small apartment just to get by. Their here today gone tomorrow.

If you care at all about Alaska's economy you'll pass HCS for CS for SB 135 this session. It is imperative this bill passes in order for us to continue to be constructive citizens and contribute to the communities we love.

Sincerely,

Linda M. Spohn

Linda M. Spohn
5321 Tudor Top Circle
Anchorage, Alaska 99507

MSG 82-00019079 PRTY 1 04/05/82 17:20:13 ORIG: LF00 IN= 0007 OUT= 0084
FROM: ANNIE IN FAIRBANKS TO: JUNEAU INFO.
TARGET: LJH2 SUBJ: POM PAGE 0001

TO: HOUSE TRANSPORTATION: REPS. CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF

FROM: EDARD C. DICKSON, DICKSON ENTERPRISES, S.R. BOX 50428, FAIRBANKS99701

RE: HB169

APR 6 1982

PLEASE PASS THIS BILL AS IT IS THE MOST PRACTICAL LAW THAT COULD COME ABOUT. AT THIS VERY MOMENT I FACE A PENALTY FOR A VIOLATION UNDER THE CURRENT LAW 42.104.20. I AM A LWA ABIDING RESIDENT AND JUST WANT TO MAKE A LIVING, WITHO FEAR OF BEING BUSTED BY A LAW THAT BENEFITS THE FEW WITH AUTHORITY WHILE PERSONS LIKE MYSELF WORK FOR THEM.

FROM: GWEN SUITER, S.R. BOX 70653, FAIRBANKS 99701 488-6818

APR 6 1982

RE: HB169 & EFFORTS FOR LIMITED ENTRY

WOULD LIKE TO HAVE A HEARING SET VERY SOON IF NOT IMMEDIATELY FOR THIS BILL. LET'S GET IT THROUGH IN THE BEST FORM POSSIBLE!! LIMITED ENTRY IS ESPECIALLY NEEDED BY OWNER-OPERATORS IN THE TRUCKING INDUSTRY. THE LIMITATIONS SET UPON THIS TYPE OF SMALL BUSINESS IS RUINING ANY CHANCES OF SUCCESS AND IS EXTREMELY DISCOURAGING. THE TIME, DOLLARS AND EFFORT ABOVE AND BEYOND THE CALL OF DUTY WAS PUT INTO THE PKG. EACH OF THE LEGISLATORS RECEIVED REGARDIN LIMITED ENTRY AND GETTING RID OF THE AXLES. THESE EFFORTS SHOULDN'T BE WASTED FROM NEGLECT OR SETTING ASIDE THIS INFORMATION PACKET. TAKE ACTION NOW AND ASSIGN A BILL NUMBER.

THE FOLLOWING POMS SHOULD ALL BE DELIVERED TO HOUSE AND SENATE TRANSPORTATION COMMITTEES AND THE FAIRBANKS DELEGATION:

REPS. CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF
SENS. RAY, GILMAN, DANKWORTH, KERTTULA, SACKETT
REPS. BETTISWORTH, BROWN, FANNING, ROGERS, SMITH, RANDOLPH
SENS. PARR, FAHRENKAMP, BENNETT

APR 12 1982

RE: ALL MESSAGES REGARD A TRANSPORTATION SUBCONTRACTOR PROPOSAL

FR: TED W. HARRIS, SR BOX 71140, FAIRBANKS, AK 99701

MS. I AM SUPPORTING THE TRANS. SUBCONTRACTOR PROPOSAL MADE BY THE WOMEN FOR ALASKA OWNER OPERATORS. I AM IN VERY STRONG SUPPORT OF A LIMITED ENTRY BILL FOR TRUCK OWNER OPERATORS EQUAL TO THE LIMITED ENTRY, THE FISHERMEN OF ALASKA NOW ENJOY. ----------EOM

APR 12 1982

FR:STEVEN WILLFORD, SR BOX 50233, FAIRBANKS, AK 99701 452-2842

MS. I WOULD LIKE TO VOICE MY SUPPORT FOR THE REVISION OF HB 169 AS SUPPLIED BY THE AK OWNER-OPERATORS POLITICAL ACTION GROUP. I BELIEVE THIS BILL WILL HELP US. I HAVE LIVED HERE 11 1/2 YEARS AND PLAN TO STAY. I FEEL WE ARE BEING SOLD DOWN THE RIVER BY SEVERAL OF THE COMMON CARRIERS AND WE NEED YOUR HELP TO STOP IT. I SEE MANY SOLID ALASKAN RESIDENTS BEING FORCED OUT OF BUSINESS. PLEASE MAKE SOME EFFORT TO HELP US FAST SO THAT WE MAY RESOLVE SOME OF THE PROBLEMS WE ARE FACED WITH. I FEEL IT AFFECTS THE GOOD OF FAIRBANKS AND ALASKA.
----------EOM

FR: GEORGE CARTER, BOX 55121, NORTH POLE, AK 99705 488-2873

MS. LEGISLATIVE ACTION IS NEEDED NOW, TO SAVE THE ALASKA OWNER-OPERATORS. I SUPPORT THE SUBCONTRACTOR PROPOSAL.

APR 12 1982

----------EOM

FR: CINDY CARTER, BOX 55486, NORTH POLE, AK 99705

MS. WE NEED LIMITED ENTRY FOR THE TRUCKING INDUSTRY. ACTION IS NEEDED NOW FROM THE LEGISLATION I SUPPORT SUBCONTRACTOR PROPOSAL.

APR 12 1982

----------EOM

FR: DOUGLAS CARTER, BOX 55486, NORTH POLE, AK 99705 488-6571

MS. LEGISLATIVE ACTION IS NEEDED NOW FOR WE NEED LIMITED ENTRY FOR THE TRUCKING INDUSTRY I SUPPORT SUB CONTRACTOR PROPOSAL

APR 12 1982

----------EOM

FR: WALTER WILSON, SR 70106, FAIRBANKS, AK 99701 488-3613

MS. I SUPPORT THE WOMEN FOR AK OWNER OPERATOR COMMITTEE FOR LIMITED ENTRY OF OUTSIDE (LOWER 48) OWNER OPERATORS AND/OR TRUCKERS. MY PERSONAL OPINION IS ALASKA IS FLOODED WITH OUTSIDE TRUCKERS WHO SEND THEIR MONIES OUTSIDE. THEY HAUL FOR LESS, NOT REALIZING THE OPERATING COSTS. CARRIERS HAVE THIS AS THEY CAN KEEP CUTTING RATES TO CORRAL FREIGHT WITHOUT ANY RESISTANCE FROM TRUCKERS. ALTHOUGH THEY ARE WORKING FOR THE RICHEST PEOPLE ON EARTH, IT SEEMS THERE IS NO END TO THIS CANCEROUS SITUATION.----------EOM

APR 12 1982

FR:JACK HELNER, 204 18TH AVE., FAIRBANKS, AK 99701 456-4828

MS. I SUPPORT WOMEN FOR ALASKAN OWNER OPERATORS AND TRUCKERS. BECAUSE AS TOO MANY TRUCKERS WILL REACH A SATURATED POINT, TO WHERE NO TRUCKER CAN POSSIBLY MAKE A LIVING AND PAY FOR HIS OR HER EXPENSIVE UNIT.

----------EOM APR 12 1982

FR: WALTER ROTH, 220 HAINES AVE, FAIRBANKS 99701

MS. I SUPPORT WOMEN FOR AK OWNER OPERATORS COMT. FOR LIMITED ENTRY OF OUTSIDE OWNER OPERATORS AND TRUCKERS. I STRONGLY BELIEVE IN ALASKAN WORK FOR ALASKAN PEOPLE. MUCH ECONOMIC HARDSHIP HAS BEEN SUFFERED BECAUSE OUTSIDE HELP HAS BEEN DOING OUR WORK. LIMITED ENTRY WOULD BE A WELCOME PIECE OF LEGISLATION AND IT'S LONG OVERDUE.
----------EOM APR 12 1982

FR: F. BERBEE, BOX 80965, FAIRBANKS, AK 99708 479-2420

MS. I SUPPORT WOMEN FOR ALASKAN OWNER OPERATORS COMT. FOR LIMITED ENTRY OF OUTSIDE OWNER OPERATORS AND OR TRUCKERS BECAUSE IF OUTSIDE PEOPLE KEEP COMING IN THEY'RE JEOPRODIZING MY JOB, MY RETIREMENT, AND EVERYONE ELSE WHO HAVE BEEN IN THIS LOCAL. IN MY CASE I HAVE SUPPORTED AK AND LOCAL 959 FOR OVER 26 YEARS.

----------EOM APR 12 1982

FR: JIM ATKINSON, SR BOX 70653, FAIRBANKS, AK 99701 488-6818

MS. IN SUPPORT OF WOMEN FOR ALASKAN OWNER OPERATORS COMTE. I AGREE AND STRONGLY SUPPORT THIS DESPERATELY NEEDED LIMITED ENTRY. NEXT YEAR IS TOO LATE AND WILL CAUSE MANY OWNER-OPERATORS TO FALL UNDER THE EXTREME UNFAIR OPPRESSION THAT IS PRESENT NOW. TAKE ACTION NOW! ----------EOM

FR: LOUIS H. CLARK, BOX 44795, NORTH POLE, AK 99705 488-0730

MS. I SUPPORT WOMEN FOR AK OWNER OPERATORS COMT. FOR LIMITED ENTRY OF OUTSIDE OWNER OPERATORS AND TRUCKERS BECAUSE IT'S IMPORTANT FOR THE RESIDENTS OF AK TO OBTAIN WORK HERE IN AK. AND GET THE UNEMPLOYMENT DOWN BEFORE GIVING THE WORK AVAILABLE TO NON-RESIDENTS COMING UP HERE LONG ENOUGH TO MAKE THE MONEY THAT'S RIGHTFULLY OURS AND TAKING IT BACK OUTSIDE.

APR 1 2 1982

----------EOM

FR: JOHN PUTCHARD, BOX 60511, FAIRBANKS, AK

MS. I SUPPORT THE ALASKA OWNER OPERATORS COMMITTEE FOR LIMITED ENTRY OF OUTSIDE OWNER OPERATORS BECAUSE THERE IS NO MONEY IN THE TRANSPORTATION OF FREIGHT TO PRUDHOE BAY OR ANYWHERE IN THE STATE.

IF THE FLOW OF OUTSIDE TRUCKERS ARE NOT STOPPED THERE WILL NOT BE A LIVING FOR ANYBODY.

----------EOM APR 12 1982

TO: SENATE AND HOUSE TRANSPORTATION COMTES.
FAIRBANKS DELEGATION
REPS. CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF
SENS. RAY, GILMAN, DANKWORTH, KERTTULA, SACKETT
REPS. BETTISWORTH, BROWN, FANNING, SMITH, ROGERS, RANDOLPH
SENS. PARR, FAHRENKAMP, BENNETT

RE: FOLLOWING MESSAGES ALL REGARD THE SUBCONTRACTOR PROPOSAL/TRANS. COMTE.

FR: SCOTT HALL BOX 705, FAIRBANKS, AK 99707 H. 488-6442 452-8686

MS.AS AN ALASKAN RESIDENT OF OVER 16 YEARS WHO HAS RECENTLY GONE IN DEBT TO THE TUNE OF $96,000, I REQUEST THE APPROVAL OF THIS PROPOSAL TO INSURE MY ABILITY TO PAY PAYMENTS AND MAINTAINENCE, ON THE TRACTOR I BOUGHT, TO THE LOCAL FINANCIAL INSTITUTION I HAVE BORROWED THIS MONEY FROM.
----------EOM

FR: FLOYD A. HALL, BOX 705, FAIRBANKS, AK 99707 H. 488-6442 W.452-8625

MS. I REQUEST YOUR SUPPORT OF THE ADOVR PROPOSAL, SUBMITTED BY THE WOMEN FOR ALASKAN OWNER/OPERATORS COMMITTEE. IN ORDER TO SAVE THE AK OWNER OPERATORS FROM FINANCIAL RUIN, THIS PROPOSAL MUST BE APPROVED BEFORE THE END OF THE SESSION. IF ALASKAN JOB LOSS CONTINUES, WHAT'S NEXT, LEGISLATORS FROM OUTSIDE?

----------EOM

FR: DANIEL J. FALKOWSKI, BOX 82321, COLLEGE, AK 99708 455-6778

MS. I AM AN ALASKAN TEAMSTER, HAVE BEEN FOR SOME TIME NOW, AND WILL BE FOR A LONG TIME TO COME. ALTHOUGH I AM NOT AN OWNER-OPERATOR AT PRESENT, THAT IS ONE OF MY GOALS. THAT IS WHY I AM IN FULL SUPPORT OF THE LEGISLATION TO LIMI THE ENTRY OF TRUCKERS IN OUR STATE. ----------EOM

FR:CRAIG WIDDIS, BOX 10265, FAIRBANKS, AK 99701 479-6708 452-4938

MS. I STRONGLY SUPPORT THE PROPOSAL MADE BY THE WOMEN FOR ALASKAN OWNER/ OPERATORS COMMITTEE. IT'S IMPERATIVE THAT IT BE BROUGHT BEFORE THE LEGISLATURE FOR APPROVAL THIS SESSION. OWNER/OPERATORS ARE RAPIDLY BEING REPLACED BY OWNER OPERATORS FROM THE LOWER 48. WITHOUT THIS LEGISLATION, LONG TIME ALASKANS WILL BE REPLACED BY OUTSIDERS WITH NO INTEREST IN ALASKA, WHICH WILL RUIN OUR ECONOMY.

MSG 82-00020352 PRTY 1 04/12/82 13:35:10 ORIG: LF00 IN= 0004 OUT= 0079
FROM: DEBBIE/FBX TO: JUNO INFO
TARGET: LJH2 SUBJ: POMS PAGE 0001

TO: HOUSE AND SEN. TRANSPORTATION
REPS. CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF
SENS. RAY, GILMAN, DANKWORTH, KERTTULA, SACKETT

RE: OWNER OPERATORS COMMITTEE PROPOSAL
FR: TAIBE JOSEPH, 1 MILE HURST RD., SR 80654, FAIRBANKS 99701 456-5387
MS. OWNER OPERATORS COMMITTEE FOR LIMITED ENTRY OF OUTSIDE OWNER OPERATORS AND TRUCKERS BECAUSE I THINK THE JOBS THAT ARE HERE BELONG TO PEOPLE THAT HAVE BEEN HERE FOR AWHILE-THERE ARE NOT ENOUGH JOBS TO GO AROUND.

----------EOM

FR: AARON DAVIS, 829 9TH AVE., FAIRBANKS, AK 99701

MS. I SUPPORT WORK FOR ALASKAN OWNER-OPERATOR COMMITTEE FOR LIMITED ENTRY. I WOULD LIKE TO SEE A LIMIT PUT ON THE NUMBER OF OPERATORS FROM OUTSIDE

FROM OUTSIDE COMING TO TAKE JOBS FROM OLD TIME ALASKANS.

FR: JERRY WILLIAMS, 537 SPRUCEWOOD, FAIRBANKS, 99701

MS. I SUPPORT THE OWNER OPERATORS AND I AM FOR LIMITED ENTRY OF OUTSIDE OWNER OPERATORS COMING INTO ALASKA AND TAKING OUR JOBS. I HAVE BEEN A RESIDENT OF FAIRBANKS, AK FOR THIRTY-FOUR YEARS AND AN OWNER OPERATOR FOR 7 YEARS.

EOM

TO: HOUSE TRANSPORTATION: REPRESENTATIVES: CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF AND REPRESENTATIVES: BETTISWORTH, BROWN, FANNING, RANDOLPH, ROGERS, AND SMITH

SENATE TRANSPORTATION: SENATORS: RAY, GILMAN, DANKWORTH, KERTTULA, AND SACKETT AND SENATORS: BENNETT, FAHRENKAMP, AND PARR

TRUCKERS

RE: WOMEN FOR ALASKAN LIMITED ENTRY OF OUTSIDE OWNER OPERATORS AND/OR TRUCKERS

FROM: L. KAY STOFER, 3074 RIVERVIEW DR., FAIRBANKS 99701 456-1178

I SUPPORT WOMEN FOR ALASKAN OWNER OPERATORS AND/OR TRUCKERS BECAUSE THEY ARE TAKING JOBS FROM ALASKANS!

FROM: ROY C. STONE, SR. 70742D, FAIRBANKS 99701 488-9832

I SUPPORT THE MEMBERSHIP AND OWNER OPERATORS FOR HAVING LIMITED ENTRY OF THESE OUTSIDE (SCABS) PEOPLE. BECAUSE, SOME OF US HAVE ENDURED THE WINTERS UPHERE AND KEEP OUR EARNINGS HERE, NOT BACK TO LOWER 48 AND FOREIGN COUNTRIES. POSSIBLE SOME TO RUSSIA!

FROM: DOUGLAS C. YORDY, 1904 CAPITOL AVE., FAIRBANKS 99701 452-3842

I SUPPORT WOMEN FOR ALASKAN OWNER OPERATORS COMMITTEE FOR LIMITED ENTRY OF OUTSIDE OWNER OPERATORS AND (OR) TRUCKERS. BECAUSE WE AS ALASKANS WHO LIVE HERE YEAR AROUND PUT UP WITH HARDSHIPS THAT PEOPLE IN LOWER 48 DON'T AND YET WE AS ALASKANS HAVE TO SIT AND WATCH NEW PEOPLE COME UP HERE AND TAKE OUR JOBS.

FROM: MURIL JOHNSON, S.R. BOX 90549-A, FAIRBANKS 99701 488-3010

WHY LET OUTSIDE PEOPLE COME INTO ALASKA AND TAKE WORK FROM PEOPLE THAT HAVE BEEN HERE FOR YEARS AND ARE NOW OUT OF WORK IT IS NOT FAIR AND I AM STRICKLY AGAINST LETTING OUTSIDERS COME INTO ALASKA AND WORK.

FROM: JAMES JOSEPH HAYER, 1831 TAMARACK ST., FAIRBANKS 99701 456-6262

I SUPPORT WOMEN FOR ALASKA OWNER OPERATORS COMM. FOR "LIMITED" ENTRY OF OUTSIDE OWNER OPERATORS AND/OR TRUCKERS BECAUSE AS A TRUCKER AND AN ALASKAN I FEEL THAT WE SHOULD HAVE AT LEAST FIRST CONSIDERATION IN ANY WORK SINCE, MOST OF US HAVE BEEN HERE FOR 10 YEARS OR MORE AND HAVE ALREADY SUFFERED THE GOOD AND BAD AND MOST OF US HAVE BOUGHT OR BUILT OUR HOMES HERE.

FROM: CHARLES P. MILLER, 1913 SOUTHERN, FAIRBANKS 99701 452-8401

I SUPPORT WOMEN FOR ALSAN OWNER OPERATORS COMMITTEE FOR LIMITED ENTRY OF OUTSIDE OWNER OPERATORS AND/OR TRUCKERS BECAUSE OF DEPRESSED TRUCKING IN THE LOWER STATES THE OWNER/OPERATORS CAN COME UP TO ALSKA AND UNDER CUT OUR PRICES THAT WE NEED TO RESIDE IN ALASKA.

MSG 82-00020276 PRTY 1 04/12/82 11:39:18 ORIG: LF00 IN= 0003 OUT= 0047
FROM: ANNIE IN FAIRBANKS TO: JUNEAU INFO.
TARGET: LJH2 SUBJ: POM
PAGE 0009

LIMITED ENTRY FOR TRUCKERS

FROM: EDWARD E. STURM, 1056 LAKEVIEW TERRACE, FAIRBANKS 99701 456-2561

I AM IN SUPPORT OF THE TRANSPORTATION SUB-CONTRACTOR PORPOSAL AND LIMITED ENTR FOR ALASKA TRUCK OWNER OPERATORS. INSTEAD OF LOCAL TRUCKING COMPANIES HIRING TRUCKS FROM THE LOWER 48, WHO DO NOT SPEND THEIR MONEY IN THE STATE. WE NEED HELP BEFORE THE END OF THIS LEGISLATIVE SESSION.

PLEASE HELP NOW!!!!!

FROM: DAVID BARTLETT, P. O. BOX 10289, FAIRBANKS 99707 456-2494

I WOULD LIKE TO SUPPORT THE PROPOSAL FOR LIMTED ENTRY FOR OWNER-OPERAOTRS. THIS WOULD PREVENT THE INFLUX OF OWNER OPERATORS COMING IN FROM OUT OF STATE AND TAKING JOBS FROM THOSE THAT ALREADY LIVE HERE AND HAVE EXPENSES AND INVESTMENTS IN ALASKA.

THANK YOU.

FROM: JESSIE C. BAKER, S. R. 10845, HENDERSON RD., FAIRBANKS 99701

IN SUPPORT OF WOMEN FOR ALASKA OWNER OPERATOR COMMITTEE FOR LIMITED ENTRY OF OUTSIDE OWNER OPERATORS AND TRUCKERS - BECAUSE - LOCAL OPERATORS AND OWNER OPERATORS SHOULD HAVE PRIORITY FOR STATE WIDE HAULING. THIS STATE SHOULD NEVE HAVE - DE-REGULATED IN THE BEGINNING. WE MUST SUPPORT LOCAL INDUSTRY AND BUSINESS FOR LOCAL PEOPLE.

FROM: DONALD N. CAMPBELL, S. R. 60825, FAIRBANKS 99701 488-6264

TIN SUPPORT OF WOMEN FOR ALASKAN OWNER OPERATORS. I AGREE THAT WE DESPERATELY NEED LIMITED ENTRY OF OWNER OPERATORS AND (OR) TRUCKERS IN GENERAL. OUR LIFE STYLE AND JOB SECURITY ARE PRESENTLY IN JEOPARDY BECAUSE OF AN INFLUX OF TRUCKERS FROM OTHER STATES WITH THE BULK OF THEIR TRADE MONEY GOING OUTSIDE ALSO.

FROM: TIMOTHY C. GUNDERSON, 601 HUGHES, FAIRBANKS 99701 452-5814

IT IS ESSENTIAL THAT THE PROPOSAL PRESENTED TO YOU BY THE WOMEN FOR ALASKAN OWNER/OPERATORS COMMITTEE BE BROUGHT BEFORE AND APPROVED BY THE LEGISLATURE BEFORE THIS SESSION ENDS. DELAY WILL INJURE THIS VALUABLE PORTION OF THE INDUSTRY BEYOND EQUITALBE REPAIR. THE APPROX. 500 INDIVIDUAL OWNER/OPERATORS OF ALASKA DESPERATELY NEED A "LIMITED ENTRY" SYSTEM TO ALLOW THIS INDUSTRY TO FUNCTION WITHIN THE ALASKAN ECONOMY WITHOUT OUTSIDE INFLUENCES.

PLEASE ACT NOW!!!!

LIMITED ENTRY FOR TRUCKERS

FROM: C. L. SEBESTE, P. O. BOX 80871, COLLEGE, 99708

I SUPPORT WOMEN FOR ALASKAN OWNER OPERATORS COMMITTEE FOR LIMITED ENTRY OF OUTSIDE OWNER OPERATORS AND FOR TRUCKERS IN ORDER TO KEEP REVENUE IN ALASKA AS OPPOSED TO SUPPORTING OTHER STATES WHEN INCOME RECEIVED BY OUT OF STATE OPERATORS IS SPENT OUTSIDE.

FROM: PATRICE CRUMME, 112 4TH AVE., FAIRBANKS 99701 456-2200

I SUPPORT WOMEN FOR ALSKAN OWNER OPERATORS COMMITTEE FOR LIMITED ENTRY OF OUTSIDE OWNER OPERATOR AND TRUCKER FOR UNTIL ALASKAN RESIDENTS WHO ARE SKILLED AND ABLE TO HANDLE THE WORK DEMAND ARE GIVEN A CHANCE TO COMPETE COMPETIVELY ON THE OWRK WITH ALASKAN STANDARDS.

FROM: PAUL E. BANSIH, P. O. BOX 281, FAIRBANKS 99707 479-4975

I SUPPORT THE WOMANS FOR ALASKA OWNER-OPERATOR COMMITTEE FOR LIMITED ENTRY OF OUTSIDE OWNER-OPERATORS AND (OR) TRUCKERS BECAUSE, THESE PEOPLE ONLY COME UP HERE TO TAKE OUR JOBS WHEN IT IS IN SEASONAL TYPE WORK (SUMMER JOBS). THEY ALS O WILL WORK FOR LESS WAGES AND ARE NON-UNION AND WE DON'T NEED A REIGHT TO WORK STATE. IN PLAIN WORDS "KEEP THE SCABS OUT OF ALASKA" KEEP OUR UNION STRONG AS THIS IS MORE THAN JUST TEAMSTER JOBS INVOLVED.

FROM: RICHARD J. CHACE, BOX 55261, NORTH POLE 99705 488-6964

I THINK THAT WE ALASKANS SHOULD BE ABLE TO GET FIRST CRACK AT ANY ALASKAN JOBS AND WE SHOULD START A LIMITED ENTRY ON OUR TRUCKING. LET'S BACK THIS PROGRAM.

FROM: WILLIAM J. FESTINGER, P. O. BOX 823, WASILLA, ALASKA 99687 745-5951

WE WANT AND NEED LOCAL HIRE LET'S PUT THE PEOPLE TO WORK WHO ARE ALREADY IN THIS STATE LOOKING FOR WORK AND LIVING HERE FULL TIME. NO SCABS!!!!!

FROM: ROY A. JONES, S. R. 51506, FAIRBANKS 99701 452-8650

I AND MY FAMILY SUPPORT THE "WOMEN FOR ALASKA OWNER OPERATORS COMMITTEE FOR A LIMINTED ENTRY OF OUTSIDE OWNER OPERATORS AND/OR TRUCKERS" BECAUSE; THEY (THE OUTSIDE OWNER/OPERATORS) CAUSE A DRAIN ON THE STATE TREASURY - I.E. THEY WORK FOR LESS, TAKE JOBS AND CUASE RESIDENTS TO STAY ON OR GO ON UNEMPLOYMENT AND WLEFARE. THEY SEND THEIR WAGES/FUNDS TO HOMES AND FAMILIES IN GEOGRAPHICAL AREAS OUTSIDE OUR STATE. AND REALLY, CONTRIBUTE NOTHING TO OUR STATE BUT TO KEEP IT ON A CONSTANT "ECONOMIC ROLLER COASTER".

FROM: ROBERT DANKO, S. R. BOX 80759, FAIRBANKS 99701 488-0770

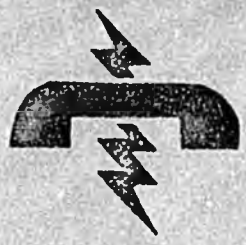
THERE NEEDS TO BE SOME RESTRICTIONS IMPOSED ON CANADIAN TRUCK DRIVERS HAULING TO AND FROM ALASKA IN ORDER TO PUT MORE ALASKAN OWNER OPERATORS TO WORK HAULING IN AND OUT OF THIS STATE. I AM FOR A LIMITED ENTRY ON THE NUMBER OF CANADIAN TRUCKS ALLOWED TO HAUL TO AND FROM ALASKA. NOW IS THE TIME TO IMPOSE SUCH RESTRICTIONS SO WE WILL GET WORK OUT OF OUR MONEY BEING SPENT HERE IN ALASKA.

MAY 26 1982

MAY 26 1982

Alaska State Legislature

TELECONFERENCE HEARINGS



WRITTEN COMMENTS MAY BE SUBMITTED TO:

Representative Bette Cato, Chairperson
House Transportation
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

COMMITTEE MEMBERS: Bette Cato, Chaiperson; Mitch Abood, Vice Chairman; Ray Metcalfe; Eric Sutcliffe; Jim Duncan; Fred Zharoff; Pappy Moss.

I attended the public teleconference meeting & felt this was a good idea. I still feel we need to pass Senate Bill 135, even after listening to our opposition. Something must be done to help Alaskans & this is a step in the right direction. Something is wrong when a person who has a perfect driving record & has been here for 25 years, driving for 23 of those years, & now has no work, because he wants to make a living! We cannot ~~expete~~ compete with the people coming into Alaska & cutting our prices. I dont mind people coming up here to live, we all came & we all love Alaska, just help us to help them make a living by earning a living wage when they go to work & not letting them charge a low rate they cannot make a living with

I urge you to support Senate Bill 135.

Thank you,

Janeta Hale
(Mrs. Lon Hale)

P.S. ~~It's~~ Some of the opposition in this meeting made me feel like my husband was only a piece of machinery not needing to make a living above the truck expenses.

MSG 82-00025518 PRTY 1 05/07/82 14:42:14 ORIG: LA01 IN= 0008 OUT= 0056
FROM: CINDY, ANCH TO: JNU INFO
TARGET: LJH2 SUBJ: POM

MAY 10 1982

TO: SENATORS BRADLEY, COLLETTA, DANKWORTH, FISCHER, KELLY, RODEY, STIMSON, STURGULEWSKI, RAY, GILMAN, DANKWORTH, KERTTULA, SACKETT
REPRESENTATIVES ABOOD, ANDERSON, BARNES, BEIRNE, BUCHHOLDT, BYLSMA, CLOCKSIN, COTTEN, CUDDY, HALFORD, HAYES, MARTIN, MEEKINS, METCALFE, MONTGOMERY, PHILLIPS, CATO, DUNCAN, MOSS, SUTCLIFFE, ZHAROFF

FROM: LINDA SPOHN, 5321 TUDOR TOP CR, ANCH. 99507 344-1334

RE: TRANSPORTATION SUB CONTRACTORS

I URGE THE LEGISLATORS TO VOTE IN FAVOR OF THE RULES COMMITTEE SUBSTITUTE FOR SB 135 WHICH IS CONCERNING TRANSPORTATION SUB CONTRACTORS. I WANT THE SENATORS TO VOTE IN FAVOR OF THE CRITICALLY NEEDED SB 135.



MSG 82-00025316 PRTY 1 05/06/82 15:43:20 ORIG: LA01 IN= 0006 OUT= 0074
FROM: CINDY, ANCH TO: JNU INFO
TARGET: LJH2 SUBJ: POM PAGE 0001

MAY 7 1982

TO: REPRESENTATIVES HAYES, HALFORD, ABOOD, BETTISWORTH, SUTCLIFFE, ADAMS, FULLER, CATO

FROM: GEORGE NICHOLS, 7700 DUBEN APT 8, ANCH. 99504 333-5085

I SUPPORT SB 135 AND WOULD LIKE TO SEE IT PASSED AS SOON AS POSSIBLE.

MAY 18 1982

MSG 82-00027450 PRTY 1 05/18/82 12:38:07 ORIG: LL00 IN= 0006 OUT= 0049
FROM: DEE/SOLDOTNA TO: JUNEAU
TARGET: LJH2 SUBJ: P.O.M.

TO: REPRESENTATIVES CATO, MALONE, O'CONNELL

FROM: LLOYD SCHADE
SRA BOX 48
HOMER, AK. 99603

235-5949

PLEASE PASS SENATE BILL 135 BEFORE ADJOURNMENT. WE NEED THIS BILL TO COUNTER ACT ADVERTIZEMENT IN THE SOUTH 48. BROKE TRUCKERS FROM OUTSIDE ARE CONING IN AND UNDER CUTTING OUR PEOPLE. WE CONNOT STAY IN THE TRUCKING BUSINESS AND COMPETE WITH OUTSIDE TRUCKERS AT $ 30.00 AND $ 40.00 PER HOUR.

MSG 82-00027216 PRTY 1 05/17/82 15:15:25 ORIG: LA01 IN= 0004 OUT= 008
FROM: CINDY, ANCH TO: JNU INFO
TARGET: LJH2 SUBJ: POM PAGE 000

TO: ALL MEMBERS OF THE HOUSE

MAY 18 1982

FROM: THELMA CHICKS, PO BOX 4-428, ANCH. 99503 344-1252

PLEASE GIVE YOUR SUPPORT TO HCSCSSB 135. PASS BEFORE THIS SESSION CLOSES.TRUCKS RUNNING FOR SUCH LOW RATES AS THEY ARE NOW CANNOT PAY THEIR LIVING EXPENSES AND THEIR REPAIRS AT THE RATE THEY ARE CHARGING.

MSG 82-00027138 PRTY 1 05/17/82 12:47:22 ORIG: LA02 IN= 0004 OUT= 0046
FROM: MARCIE, ANC INFO TO: POM, JUNEAU INFO
TARGET: LJH2 SUBJ: P O M

TO: ALL MEMBERS OF THE HOUSE

MAY 18 1982

FROM: NOREEN MEIER, 701 WEST 71ST STREET, ANC 99502 (344-1339)

PLEASE SUPPORT HOUSE COMMITTEE SUB FOR CS SB 135 AND PASS THIS SESSION.

MAY 18 1982

FROM: NANCY NELCHART, 3700 W. 42ND, ANCH. 99503 345-6732 HM

PLEASE GIVE HCSCSSB 135 YOUR SUPPORT. IT IS VERY IMPORTANT TO PASS THIS BILL BEFORE THE SESSION CLOSES FOR THE ECONOMY OF ALASKA.

MAY 18 1982

FROM: MRS. OTTO KOGELE, PO BOX 10-1972, ANCH. 99511 345-3454 HM

PLEASE PASS SB 135. WE HAVE ENOUGH ZOBELS AND OUTSIDE INTERFERENCE IN OUR STATE.

MAY 18 1982

FROM: OTTO KOGELE, BOX 10-1972, ANCH. 99511 345-3454

I WOULD LIKE TO SB 135 PASSED BEFORE THE END OF THE SESSION. MAYBE WE CAN SAVE THE TRUCKING INDUSTRY UP HERE LIKE LIMITED ENTRY DID FOR THE FISHERMEN.

MSG 82-00027176 PRTY 1 05/17/82 13:50:22 ORIG: LA01 IN= 0003 OUT= 0077
FROM: CINDY, ANCH TO: JNU INFO
TARGET: LJH2 SUBJ: POM PAGE 0001

TO: ALL MEMBERS OF THE HOUSE

FROM: ART SMITH, 400 SITKA, ANCH 99501 279-6848 MAY 8 1982.

I THINK IT IMPORTANT TO THE ALASKAN ECONOMY THAT HCSCSSB 135 BE PASSED THIS LEGISLATIVE SESSION.

MSG 82-00027176 PRTY 1 05/17/82 13:50:22 ORIG: LA01 IN= 0003 OUT= 0077
FROM: CINDY, ANCH TO: JNU INFO
TARGET: LJH2 SUBJ: POM PAGE 0003

MAY 1982

TO: ALL MEMBERS OF THE HOUSE

FROM: WAYNE STARR, 4127 DOROTHY DR, ANCH. 99504 337-2137 HM

PLEASE PASS SB 135 THIS SESSION. SUPPORT GIVING ALASKANS THE OPPORTUNITY TO WORK FIRST.

MAY 18 1982

MSG 82-00027176 PRTY 1 05/17/82 13:50:22 ORIG: LA01 IN= 0003 OUT= 0077
FROM: CINDY, ANCH TO: JNU INFO
TARGET: LJH2 SUBJ: POM PAGE 0004

TO: ALL MEMBERS OF THE HOUSE

FROM: GENE MARTHEUS, 244 E. 23RD. ST, ANCH. 99503 277-4469 HM

PLEASE GIVE YOUR SUPPORT TO HCSSB 135.

MSG 82-00027071 PRTY 1 05/17/82 10:47:23 ORIG: LA01 IN= 0001 OUT= 0031
FROM: CINDY ANCH TO: JUNUEA INFO
TARGET: LJH2 SUBJ: POM

PAGE 0007

TO: ALL MEMBERS OF THE HOUSE

FROM: CORDELIA GOODRICH, 7509 OLD HARBOR RD, ANCH. 99504 333-5656

I URGE YOU TO SUPPORT HCSCSSB 135. PLEASE GIVE THIS YOUR CONSIDERATION AND PASS BEFORE THE SESSION CLOSES.

MAY 3 1982

TO: ALL MEMBERS OF THE HOUSE

FROM: RITA RULE, 1727 BARTLETT DR, ANCH, 99507 344-5909

PLEASE GIVE HCSCSSB 135 YOUR SUPPORT. THIS BILL IS VERY IMPORTANT TO ALL ALASKANS AND FOR THE ECONOMY OF ALASKA. PLEASE PASS BEFORE THIS SESSION CLOSES.

MAY 6 1982

TO: ALL MEMBERS OF THE HOUSE

FROM: NANCY LESKO, 2930 WILEY POST, ANCHORAGE 99503 (243-3175)

I URGE YOU TO SUPPORT HCS CSSB 135. PLEASE GIVE THIS YOUR CONSIDERATION AND PASS IT BEFORE THIS SESSION CLOSES.

MAY 12 1982

TARGET: LJH2 SUBJ: P O M

TO: ALL MEMBERS OF THE HOUSE

FROM: JOE RULE, 5906 SOUTH TAHITI, ANCHORAGE 99507 (349-4793)

AS A 25 YEAR ALASKA RESIDENT AND AN OWNER OPERATOR, I SUPPORT SENATE BILL 135 IN THE FORM IT CAME OUT OF HOUSE LABOR AND COMMERCE COMMITTEE. I FEEL IT VITAL TO THE ALASKAN ECONOMY THAT THIS BILL PASS THIS LEGISLATIVE SESSION.

(x20)

MSG 82-00026639 PRTY 1 05/13/82 16:30:03 ORIG: LF01 IN= 0005 OUT= 0098
FROM: ANNIE IN FAIRBANKS TO: JUNEAU INFO.
TARGET: LJH2 SUBJ: POMS PAGE 0001

TO: REPRESENTATIVES: ABOOD, HALFORD, ADAMS, HAYES, FULLER, SUTCLIFF, AND BETTISWORTH & Cato

FROM: MEL SANDVE, S.R. BOX 60884, FAIRBANKS 99701 488-2363

I SUPPORT SB135 AND STRONGLY URGE YOU TO SUPPORT SB135.

FROM: JOHN NESTRO, S.R. BOX 30814, FAIRBANKS 99701 452-8045

PLEASE SUPPORT SB135, HELP PROTECT OUR ALASKAN TRUCKERS AND THEIR JOBS.

FROM: RAYFIELD DUPREE, P.O.BOX 73323, FAIRBANKS 99707 4522963

I SUPPORT SB135 AND HPE YOU WILL SEE THAT THIS BILL GETS PASSED. THANKS IN ADVANCE.

FROM: A. EDWARD YARBOURGH, ARCTIC TRUCKING INC., 4803 STANFORD DRIVE, FAIRBANKS 99701 479-4744

PLEASE SUPPORT SB135.

FROM: JESSE HARRISON, JR., 123 STEEHEAD RD., FAIRBANKS 99701 456-8626

AS FAR AS I CAN SEE I WANT SENATE BILL 135 TO PASS.

FROM: LON J. MCVAY, 1554 21ST AVE., FAIRBANKS 99701 452-8651

AS FAR AS I CAN SEE OUR STATE HAS MORE THAN ENOUGH GOOD TRUCKS AND TRUCKERS TO DO THE JOBS THE STATE HAS NOW AND THE MORE STRUCKS THAT ARE LET INTO THE STATE THE LESS CHANCE THE PEOPLE OF ALASKA HAVE TO PROVIDE FOR THEIR FAMILIES. WE NEED SENATE BILL 135 PASSED!!!!

FROM: ROBERT AND SANDRA E. MCGILL, 305 DUNBAR AVE., FAIRBANKS 99701 456-5434

WE ARE IN SUPPORT OF SB135, SUBCONTRACTOR PROPOSAL. AS ORS
WE FEEL IT MUST BE PASSED AND ENFORCED. THE OLD PIPELI
STORIES ARE BRINGING US DESPERATE PEOPLE WHO HAVE NO IN A
CONTRIBUTING PART OF OUR STATE. THOSE WHO CHOOSE TO LI AND
BE GREAT ADDITIONS TO OUR STATE.

+ 195
5/14/82
pm

FROM: DOUGLAS CARTER, OWNER/OPERATOR, P.O.BOX 55486, NORTH POLE 99705 488-65

I AM IN FULL SUPPORT OF SENATE BILL 135. WE NEED THIS BILL PASSED TO HELP THE OWNER/OPERATORS OF ALASKA.

FROM: WILLIAM TOMPKINS, P.O.BOX 55466, NORTH POLE, ALASKA 99705 488-2369

I HAVE READ SENATE BILL 135 AND AGREE WITH IT COMPLETELY. I URGE YOU TO PASS THE BILL TO HELP ALASKAN OWNER OPERATORS. I HAVE BEEN AN ALASKAN SINCE AUGUST 1967 AND WITHIN JUST THE LAST YEAR OUTSIDE OWNER OPERATORS HAVE NUMBERED TREMENDOUSLY AND HAVE CUT ALASKAN OWNER OPERATORS' JOBS. JUST THAT BY IT SELF IS ENOUGH REASON FOR ME TO SUPPORT THIS BILL.

FROM: WAYNE DOWNING, AN ALASKAN OWNER/OPERATOR, S.R. BOX 60229-B, FAIRBANKS 99701

I AM IN FULL SUPPORT OF SENATE BILL 135. I SURE WOULD APPRECIATE YOUR SUPPORT ON MY BEHALF.

FROM: JOHN FREECE, P.O. BOX 81255, FAIRBANKS 99708 479-5759

WE NEED IT BECAUSE WE ARE GETTING OVER-TRUCKED UP HERE. PLEASE SUPPORT THIS BILL.

MSG 82-00026639 PRTY 1 05/13/82 16:30:03 ORIG: LF01 IN= 0005 OUT= 0098
FROM: ANNIE IN FAIRBANKS TO. JUNEAU INFO.
TARGET: LJH2 SUBJ: POMS PAGE 0001

TO: REPRESENTATIVES: ABOOD, HALFORD, ADAMS, HAYES, FULLER, SUTCLIFF, AND BETTISWORTH & Cato

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FROM: HARRY R. MCNEAL, S.R. BOX 70200, FAIRBANKS 99701 480-6624

I HEARTILY ENDORSE. PLEASE SUPPORT AND RECOMMEND "DO PASS".

FROM: ISHEAL MARTIN, 123 STEELHEAD RD., FAIRBANKS 99701 479-3514

PLEASE PASS SB135. THANK YOU.

MSG 82-00026099 PRTY 1 05/11/82 18:30:19 ORIG: LA01 IN= 0008 OUT= 0102
FROM: CINDY, ANCH TO: JNU INFO
TARGET: LJH2 SUBJ: POM PAGE 0002

TO: ALL MEMBERS OF THE HOUSE MAY 12 1982

FROM: A.D. SMITH, 400 SITKA, ANCH. 99501 274-2007 HM

I THINK IT IS VERY IMPORTANT THAT SB 135 PASS THIS LEGISLATURE.

MSG 82-00026620 PRTY 1 05/13/82 15:19:19 ORIG: LA01 IN= 0007 OUT= 0097
FROM: CINDY, ANCH TO: JNU INFO
TARGET: LJH2 SUBJ: POM PAGE 0001

TO: REPRESENTATIVES MARTIN, BYLSMA, GARDINER, ROGERS, RANDOLPH, CATO ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF

FROM: DIANE SMITH, SRA BOX 77 C, ANCH. 99507 344-3746 HM

URGENT TO PASS SB 135 BEFORE SESSION CLOSES.

FROM: DON HILL, BOX 155, CORDOVA 99574

AS AN OWNER OPERATOR AND ALASKAN RESIDENT I THINK IT VERY IMPORTANT THAT SB 135 BE PASSED THIS SESSION.

FROM: BUCK DAILEY, CBC ENTERPRISE
PO BOX 814, EAGLE RIVER 99577 688-2440

I AM IN SUPPORT OF SB 135 AND FEEL IT IS A MUST THAT IT PASS THIS SESSION.

FROM: LINDA SPOHN, 5321 TUDOR TOP CR, ANCH. 99507 344-1334

AS A MOTHER, HOMEOWNER, AND TAX PAYER IN ANCHORAGE, IT IS IMPERATIVE THAT SB 135 PASSES THIS SESSION. OUR FAMILY'S LIVELIHOOD AND FUTURE IS DEPENDING ON THIS.

FROM: JOANNE HENNESSEY, 8244 SEAVIEW ST., ANCH. 99502 243-4473

PLEASE PASS SB 135 BEFORE SESSION CLOSES SO THAT ALASKAN TRUCKERS CAN GET BACK TO WORK.

FROM: NANCY BOWERS, PO BOX 665, EAGLE RIVER, 99577 694-2561

KEEP ALASKAN MONEY IN ALASKA.

MSG 82-00026620 PRTY 1 05/13/82 15:19 19 ORIG: LA01 IN= 0007 OUT= 0097
FROM: CINDY, ANCH TO: JNU INFO
TARGET: LJH2 SUBJ: POM PAGE 0005

TO: REPRESENTATIVES CATO, ABOOD, MARTIN

FROM: BUNNY B. DOHRMAN, 5012 GARLAND CR., ANCH. 99504 333-4360 HM

LONG TIME RESIDENTS OF ALASKA ARE LOSING BUSINESSES AND HOMES. AFTER LOSING THEIR JOBS FROM BEING UNDERCUT BY NON-RESIDENTS. PLEASE SEE THE URGENT NEED OF PASSING SB 135 THIS SESSION.

(24)

MSG 82-00026615 PRTY 1 05/13/82 15:12:31 ORIG: LA02 IN= 0009 OUT= 0092
FROM: MARCIE, ANC INFO TO: POM, JUNEAU INFO
TARGET: LJH2 SUBJ: P O M PAGE 0003

MAY 14 1982

TO: REPRESENTATIVES MARTIN, BYLSMA, GARDINER, RANDOLPH, ROGERS, CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF

FROM: CARROL BAILEY, P O BOX 814 EAGLE RIVER 995077 (688-3805 DBA B AND B TRANSPORT, INC.

I AM IN SUPPORT OF SENATE BILL 135 AND IT IS VERY IMPORTANT THAT IT PASSES THIS SESSION.

MAY 14 1982

TO: REPRESENTATIVES CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF, MARTIN, BYSLMA, GARDINER, RANDOLPH, ROGERS

FROM: MRS. OTTO KOGELE, P O BOX 10-1972, ANCHORAGE 99511 (345-3454)

PLEASE PASS SENATE BILL 135 BEFORE SESSION ENDS AND KEEP MORE ZOBELS OUT OF THE STATE.

MAY 14 1982

TO: REPRESENTATIVES CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF, MARTIN, BYLSMA, GARDINER, RANDOLPH AND ROGERS

FROM: BARBARA RULE, 1717 BARTLETT DRIVE, ANC 99507 (344-4068)

URGENT TO PASS SENATE BILL 135 BEFORE THE SESSION CLOSES.

+174
pm
5/14 pm

MAY 14 1982

MSG 82-00026744 PRTY 1 05/14/82 11:48:51 ORIG: LA02 IN= 0001 OUT= 0046
FROM: MARCIE, ANC INFO TO: POM, JUNEAU INFO
TARGET: LJH2 SUBJ: P O M PAGE 0001

TO: REPRESENTATIVES CATO, ABOOD, METCALFE, MOSS, SUTCLIFFE, ZHAROFF, MARTIN, BYLSMA, GARDINER, RANDOLPH AND ROGERS

FROM: HELEN GEARHART, 204 STEWART, ANCHORAGE 99504 (333-4149)

PLEASE PASS SENATE BILL 135 BEFORE THIS SESSION ENDS.

^620 PRTY 1 05/13/82 15:19:19 ORIG: LA01 IN= 0007 OUT= 0097
FROM: CINDY, ANCH TO: JNU INFO
TARGET: LJH2 SUBJ: POM MAY 14 1982 PAGE 0010

TO: REPRESENTATIVES MARTIN, BYLSMA, GARDINER, RANDOLPH, ROGERS, CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF

FROM: LESLIE DOHRMAN, 5012 GARLAND CR, ANCH. 99504 333-4360

IF THE ECONOMY OF ALASKA IS TO SURVIVE ITS TIME FOR ALASKAN REPRESENTATIVES TO SEE THE IMPORTANCE OF THE ALASKAN PEOPLE RIGHT TO ALASKA JOBS. ABSOLUTELY IMPERATIVE THAT SB 135 BE PASSED THIS SESSION.

TO: REPRESENTATIVES: HAYES, HALFORD, ABOOD, BETTISWORTH, SUTCLIFFE, ADAMS, FULLER, AND CATO

RE: SENATE BILL 135

MAY 14 1982

(ALL OF THE FOLLOWING CONCERN SB135.)

SB135

MAY 14 1982

FROM: PAUL E. BARISH, P.O.BOX 281, FAIRBANKS 99707 479-4975

I WOULD LIKE FOR YOU TO SUPPORT SB135 AS THIS BILL WILL LIMIT LOWER 48 PEOPLE COMING TO ALASKA AND TAKING OVER ALASKAN JOBS. IT WILL ALSO PUT OTHER UNION PEOPLE TO WORK.

MAY 14 1982

FROM: BLAINE DAVIS, 2053 LAKEVIEW TERRACE, FAIRBANKS 99701 452-5719

SENATE BILL 135, I AM IN SUPPORT OF SB135.

MAY 14 1982

FROM: KENNTHE JAMETSKY, 4509 DARTMOUTH DR., FAIRBANKS 99701 479-6803

PLEASE SUPPORT SENATE BILL 135 TO KEEP WORK IN THE STATE FOR OUR PEOPLE.

MAY 14 1982

FROM: FLORA BRODERSEN, 1514 3RD AVE., FAIRBANKS 99701 456-4627

PLEASE SUPPORT SB135 AND HELP PROTECT OUR ALASKAN TRUCKERS AND THEIR JOBS.

MAY 14 1982

FROM: LOUIS H. CLARK, BOX 55795, NORTH POLE, ALASKA 99705 488-0730

I FULLY SUPPORT SB135 LIMITED ENTRY FOR OUTSIDE TRUCKERS. AS A REGISTERED VOTER I FEEL THIS BIEL WOULD GREATLY BENEFIT THE TRUCKING INDUSTRY HERE IN ALASKA AND HELP PUT ALASKANS BACK TO WORK.

MSG 82-00026724 PRTY 1 05/14/82 11:04:44 ORIG: LFOW
FROM: ANNIE IN FAIRBANKS TO: JUNEAU INFO.
TARGET: LJH2 SUBJ: POMS PAGE

SB135

MAY 14 1982

FROM: HAROLD L. HAUGEN, 507 KETCHIKAN AVE., FAIRBANKS 99701 452-2421

I FULLY SUPPORT SB135.

MAY 14 1982

EUGENE E. MCLAIN, GENERAL DELIVERY, FAIRBANKS, ALASKA 99707

ORT SB135.

FROM: BARBARA J. STOWERS, P.O. BOX 2207, FAIRBANKS 99701 456-3521

I FULLY SUPPORT SB135 REGARDING LIMITED ENTRY.

MAY 14 1982

FROM: M. E. ALLERS, 4634 HARVARD CIRCLE, FAIRBANKS 99701 479-3741

I SUPPORT SB135 LIMITED ENTRY FOR OUTSIDE TRUCKERS.

MAY 14 1982

FROM: DAVID A. MILLER, P.O.BOX 316, FAIRBANKS 99707

AS A REGISTERED VOTER OF THE STATE OF ALASKA, I FEEL THAT SENATE BILL 135 SHOULD BE PASSED. THE UNEMPLOYMENT RATES ARE ALREADY TOO HIGH. I FEEL, BY RESTRICTING OUTSIDE PERSONS FROM TAKING OUR REVENUE OUTSIDE, THERE WILL BE MORE WORK FOR LOCAL PEOPLE AND THE MONEY WILL REMAIN IN THE STATE.

MAY 14 1982

FROM: JEFF MILLER, BOX 35, GUSTAVUS, ALASKA 99826 697-3601

I SUPPORT SB135 AND THINK IT IS A GREAT HELP TO OUR OWN ALASKAN ECONOMY AND PEOPLE WHO LIVE AND WORK HERE.

MAY 14 1982

FROM: RICHARD LEWIS, S.R. BOX 80686, FAIRBANKS 99701 488-6850

I SUPPORT SENATE BILL 135.

FROM: DONALD L. WARREN, 631 NORTHWARD BLDG., FAIRBANKS 99701 452-8012

I SUPPORT PASSAGE OF SB 135.

MAY 14 1982

FROM: KEN WALBURN, 532 LONG SPUR LOOP, FAIRBANKS 99701 479-5650

I URGE YOUR SUPPORT FOR THE PASSAGE OF SB135.

MAY 14 1982

FROM: BOB KEEFFE, 1522 3RD AVE., FAIRBANKS 99701 456-4229

PLEASE SUPPORT SB135 SO THAT ALASKAN RESIDENTS' JOBS ARE PROTECTED AND THAT OUR WELFARE ROLES ARE NOT BALANCED OUT OF PROPORTION.

MAY 14 1982

FROM: JOAN I KEEFFE, 1522 3RD AVE., FAIRBANKS 99701 456-4229

I SUPPORT SB135 BECAUSE IT'S NEEDED TO PROTECT ALASKAN JOBS, WOULD CUT DOWN ON UNEMPLOYMENT BURDEN ON THE STATE.

SB135

MAY 14 1982

FROM: WILLIAM I HERRON, JR., P.O.BOX 56024, FAIRBANKS 99701 488-9430

I SUPPORT SB135. TO HELP KEEP ALASKA JOBS FOR ALASKA'S RESIDENTS.

MAY 14 1982

FROM: RICKARLA CHAGNON, 1905 SOUTHERN, FAIRBANKS 99701 456-7289

SB135 TO REFRAIN FROM OVERLOADING THE LABOR MARKET AND PROTECTION FOR ALASKANS IN SAID LABOR MARKET.

MAY 14 1982

FROM: SANDRA A. WILLIAMS, P.O.BOX 60291, FAIRBANKS 99707

SB135 TO HELP KEEP ALASKAN JOBS FOR ALASKANS, TO HELP KEEP FROM OVERLOADING THE LABOR MARKET.

MAY 14 1982

FROM: MICHELE AVERY, 73 SLATER DR. #2, FAIRBANKS 99701 456-6687

SB135 TO HELP KEEP ALASKA JOBS FOR ALASKANS AND TO HELP KEEP FROM OVERLOADING THE LABOR MARKET.

IT'S PUTING ALOT OF ALASKANS OUT OF WORK AND PUTING THEM ON SOCIAL SECURITY SO I'M SUPPORTING SB135.

9X

MAY 14 1982

MSG 82-00026645 PRTY 1 05/13/82 17:12:15 ORIG: LA01 IN= 0008 OUT= 0100
FROM: CINDY, ANCH TO: JNU INFO
TARGET: LJH2 SUBJ: POM

PAGE 0008

TO: REPRESENTATIVES MARTIN, BYLSMA, GARDINER, RANDOLPH, ROGERS, CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF

FROM: JAMES G MORRISON, 7744 OLD HARBOR RD, ANCH. 99504 338-1903 HM

URGENT TO PASS SB 135 BEFORE SESSION CLOSES.

MAY 14 1982

MSG 82-00026652 PRTY 1 05/13/82 17:54:41 ORIG: LA02 IN= 0010 OUT= 0104
FROM: MARCIE, ANC INFO TO: POM, JUNEAU INFO
TARGET: LJH2 SUBJ: P O M PAGE 0001

TO: REPRESENTATIVES CATO AND MARTIN

FROM: PHYLLIS MATTHEWS, 244 EAST 23RD ANCHORAGE 99503 (277-4469)

URGENT TO PASS SENATE BILL 135 BEFORE THIS SESSION CLOSES.

MSG 82-00026639 PRTY 1 05/13/82 16:30:03 ORIG: LF01 IN= 0005 OUT= 0098
FROM: ANNIE IN FAIRBANKS TO: JUNEAU INFO.
TARGET: LJH2 SUBJ: POMS

TO: REPRESENTATIVES: ABOOD, HALFORD, ADAMS, HAYES, FULLER, SUTCLIFF, AND BETTISWORTH & Cato

RE: SENATE BILL 135

(THE FOLLOWING MESSAGES CONCERN SB135.) MAY 14 1982

FROM: FRANK RHINES, 209 SPRUCE STREET, FAIRBANKS 99701 456-5527

I AM IN FULL SUPPORT OF SB135 AND WOULD LIKE TO SEE IT BECOME LAW. THERE ARE MORE THAN ENOUGH TRUCKS WITHIN THE STATE AT THE PRESENT TO ADEQUATELY HANDLE THE NEEDS OF TRUCKING.

MAY 14 1982

FROM: MICHAEL CAMPANELLA, 121 BONNIE ST., FAIRBANKS 99701 456-7671

I WOULD LIKE TO SEE SB135 SUPPORTED, BECAUSE THIS BILL WILL LIMIT LOWER 48 DRIVERS. THIS WILL GIVE MORE ALASKANS AN OPPORTUNITY TO WORK. I APPRECIATE YOUR SUPPORT.

MAY 14 1982

FROM: DOUGLAS C. YORDY, 1904 CAPITOL AVE., FAIRBANKS 99701 452-3842

I AM IN FULL SUPPORT OF SB135 AND IT SHOULD BECOME LAW. WITHOUT THIS BILL IT WOULD PUT A HARDSHIP ON TRUCKERS WHO HAVE BEEN IN THIS STATE FOR MANY YEARS. IT'S TIME WE LOOK AFTER THE RESIDENTS WHO LIVE HERE YEAR ROUND AND SUPPORT THE STATE.

MAY 14 1982

FROM: GERALD E. SMITH, 1007 1ST AVE., FAIRBANKS 99701 456-6474

I SUPPORT SB135, TOO MANY TRUCKS FOR THE WORK HERE NOW.

MAY 14 1982

FROM: KELVIN BRODERSEN, 1514 3RD AVE., FAIRBANKS 99701 456-4627

PLEASE SUPPORT SB135. HELP PROTECT OUR ALASKAN TRUCKERS AND THEIR JOBS.

MAY 14 1982

FROM: L. KAY STOFER, 3074 RIVERVIEW DR., FAIRBANKS 99701 456-1178

I URGE YOUR SUPPORT OF SB135.

MSG 82-00020945 PRTY 1 04/14/82 13:09:41 ORIG: LA01 IN= 0004 OUT= 0067
FROM: CINDY, ANCH TO: JNU INFO
TARGET: LJH2 SUBJ: POM PAGE 0001

TO: SENATORS RAY, GILMAN, DANKWORTH, KERTTULA, SACKETT
REPRESENTATIVES CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROF

FROM: BLAINE C. DOVE, 4304 PARSON AVE., ANCH. 99504 479-2254 WK

I FEEL, WITH THE PRESENT UNEMPLOYMENT IN ALASKA BEING AS HIGH AS IT IS, ALASKA HAS THE RIGHT TO PROTECT THE AVAILABLE JOBS FOR THE PEOPLE WHO LIVE IN ALASKA NOW AND TO DISCOURAGE OWNER OPERATORS FROM COMING INTO ALASKA AND TAKING JOBS FROM THE PEOPLE THAT ARE HERE NOW. THIS CAN BE ACHIEVED BY A MANDATORY SIX MONTHS RESIDENCE IN ALASKA BEFORE BEING ALLOWED TO WORK FOR MAJOR TRUCKING COMPANIES.

#136

MSG 82-00021989 PRTY 1 04/19/82 13:49:01 ORIG: LA01 IN= 0006 OUT= 0061
FROM: CINDY, ANCH TO: JNU INFO
TARGET: LJH2 SUBJ: POM

TO: SENATORS RAY, GILMAN, DANKWORTH, KERTTULA, SACKETT
REPRESENTATIVES CATO, ABOOD, JNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF

FROM: ROBERT BREAKFIELD, 513 E. 25TH #3, ANCH. 99503 274-9394 HM

AS A 20 YEAR ALASKAN, I WISH TO SUPPORT THE PROPOSAL BY "WOMEN FOR ALASKAN OWNER-OPERATORS". IN THE LAST TWO YEARS I HAVE SEEN MANY ALASKANS LOSE THEIR JOBS TO PEOPLE FROM THE LOWER 48 WHO TURN AROUND AND LEAVE THE STATE. ITS UNFAIR FOR PEOPLE WHO LIVE HERE AND SUPPORT THE STATE.

MSG 82-00021951 PRTY 1 04/19/82 12:28:21 ORIG: LA07 IN= 0007 OUT= 0041
FROM: CAROL, ANCH. TO: JUNEU INFO
TARGET: LJH2 SUBJ: POM PAGE 0001

TO: SENATORS RAY, GILLMAN, DANKWORTH, KERTTULA AND SACKETT
REPRESENTATIVES CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, AND ZHAROFF

FROM: MRS. OTTO KEGELE
PO BOX 10-972
ANCHORAGE 99511

AS THE WIFE OF A 31 YEAR RESIDENT AND OWNER/OPERATOR, I WISH TO SUPPORT THE PROPOSAL BY WOMEN FOR ALASKAN OWNER/OPERATORS.

MSG 82-00022003 PRTY 1 04/19/82 14:15:55 ORIG: LA01 IN= 0007 OUT= 0084
FROM: CINDY, ANCH TO: JNU INFO
TARGET: LJH2 SUBJ: POM

TO: SENATORS RAY, GILMAN, DANKWORTH, KERTTULA, SACKETT
REPRESENTATIVES CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF

FROM: LOREN JACOBSON, SRA 3159-C, ANCH, 99502 344-7764 HM

I WISH TO SUPPORT "WOMEN FOR ALASKA OWNER-OPERATORS". WE DON'T NEED OR WANT OUTSIDERS MIGRATING UP HERE WITH TRUCKS NOT DESIGNED FOR HERE, THAT WILL BREAK DOWN HERE. THIS WILL RESULT IN CUSTOMER SERVICE PROBLEMS. WHEN THIS HAPPENS, ALASKA'S TRUCKING INDUSTRY WILL BE COMPARABLE TO THE LOGGING INDUSTRY OUTSIDE.

TO: ALL MEMBERS OF THE HOUSE

FROM: DAVID MC CARGO JR., PO BOX 767, ANCH. 99510 279-5241 HM & WK

IOGA'S SB 84 IS PRESUMPTIOUS, ARBITRARY, AND AN OBVIOUS SELF-SERVING ATTEMPT TO GUT THE STATE'S PERMIT SYSTEM. NOTWITHSTANDING THAT THIS AND OTHER BILLS ARE BEING RAMMED THRU THE LEGISLATURE AT THE LAST MINUTE WITHOUT MEANINGFUL DEBATE, ALASKA'S LANDS HAVE TO LAST US A LONG TIME AND DESERVE BETTER.

FROM: JAN SLOAN, SRA BOX 1909, ANCHORAGE 99507

PLEASE DO NOT WITHDRAW CS HB 701.

MSG 82-00022171 PRTY 1 04/20/82 11:26:05 ORIG: LA01 IN= 0004 OUT= 0041
FROM: CINDY, ANCH TO: JNU INFO
TARGET: LJH2 SUBJ: POM APR 20 1982 PAGE 0002

TO: SENATORS RAY, GILMAN, DANKWORTH, KERTTULA, SACKETT
REPRESENTATIVES CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROF

FROM: LOREN N. GENSEL, 516 E. 10TH APT 3, ANCH. 99501 279-4105

I SUPPORT THE TRANSPORTATION SUB CONTRACTORS PROPOSAL REPRESENTED BY THE WOMEN FOR ALASKAN OWNER-OPERATORS COMMITTEE. I THINK WE NEED TO PROTECT OUR TRUCKING INDUSTRY AGAINST TRUCKERS FROM THE DEPRESSED AREAS OF THE LOWER 48 IN RUNNING OVER OUR TRUCKING INDUSTRY FROM THOSE AREAS.

MSG 82-00022184 PRTY 1 04/20/82 11:43:31 ORIG: LF01 IN= 0002 OUT= 0044
FROM: DEBBIE/FBX TO: JUNO INFO
TARGET: LJH2 SUBJ: POMS

APR 20 1982

TO: H. AND SEN. TRANSPORTATION COMMITTEE
REPS. CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF
SENS. RAY, GILMAN, DANKWORTH, KERTTULA, SACKETT

FR: CHARLES MUEHLENKAMP, BOX 1256, FAIRBANKS, AK 99701
PH. 452-4300

MS. I SUPPORT LIMITED ENTRY OVER OPERATORS COMING INTO ALASKA BECAUSE I DON'T WANT TO WORK FOR LESS BECAUSE I CAN'T AFORD TO. I WORKED 8 YEARS TO GET WHAT I GOT.

EOM

APR 23 1982

MSG 82-00022552 PRTY 1 04/21/82 15:23:07 ORIG: LA01 IN= 0008 OUT= 0081
FROM: CINDY, ANCH TO: JNU INFO
TARGET: LJH2 SUBJ: POM PAGE 0001

TO: SENATORS RAY, GILMAN, DANKWORTH, KERTTULA, SACKETT, BRADLEY, COLLETTA, FISCHER, KELLY, RODEY, STIMSON, STURGULEWSKI
REPRESENTATIVES CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF, ANDERSON, BARNES, BEIRNE, BUCHHOLDT, CLOCKSIN, CUDDY, HALFORD, HAYES, MARTIN, MEEKINS, MONTGOMERY AND PHILLIPS

FROM: LINDA SPOHN, 5321 TUDOR TOP CR., ANCH. 99507 344-1334 HM

REGARDING THE TRANSPORTATION SUB-CONTRACTOR PROPOSAL. I AM A 7 YEAR ALASKAN RESIDENT. I WISH TO SUPPORT THE PROPOSAL BY "WOMEN FOR ALASKAN OWNER-OPERATORS". I FEEL THAT THE WORKING PERSON'S LIFE STYLE HAS BEEN TERRIBLY ERODED BY IMPORTING OUTSIDE PEOPLE FOR OUR JOBS WHEN WE ARE SITTING IDLE.

MSG 82-00023884 PRTY 1 04/28/82 15:55:51 ORIG: LF01 IN= 0003 OUT= 0104
FROM: DIBBIE/FBX TO: JUNO INFO
TARGET: LUH2 SUBJ: POMS

TO: SEN. AND HOUSE TRANS.COMMITTEES AND FBX DELEGATION
SENS. FARR, FAHRENKAMP, BENNETT, RAY GILMAN, DANKWORTH, KERTULLA, SACKETT
REPS. BETTISWORTH, FANNING, BROWN, ROGERS, SMITH, RANDOLPH, CATO, ABOOD,
DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF

FR: DON PESTKA, SR BOX 31015, FAIRBANKS, AK 99701 H.456-2079

RE: TRANS. SUBCONTRACTOR PROPOSAL

MS. WE THE ALASKA OWNER OPERATOR, NEED HELP! THE STATE IS BEING OVERRUN WITH TRUCKS FROM THE OUTSIDE AND THERE IS NOT ENOUGH WORK TO GO AROUND. THE STATE PROVIDED THE FISHERMEN WITH PROTECTION IN THEIR INDUSTRY. WE NEED HELP TOO. I URGE YOU TO GIVE THIS PROPOSAL YOUR FULL ATTENTION.

.....EOM

FR: JED H. MITCHELL, 4609 4TH ST., FAIRBANKS, AK 99701 H. 479-2515

MS. MY TOTAL SUPPORT IS GIVEN TO THE PROPOSAL MADE TO YOU BY THE WOMEN FOR ALASKA OWNER/OPERATORS COMMITTEE. IT IS IMPERATIVE THAT THIS BE SUBMITTED TO THE LEGISLATURE FOR APPROVAL BEFORE THIS SESSION ENDS. OWNER/OPERATORS FROM THE LOWER 48 ARE FLOODING INTO THE AREA AND ARE REPLACING ALASKANS WHO HAVE A TRUE INTEREST IN THIS STATE AND ITS ECONOMY.

.....EOM

TO: HOUSE TRANSPORTATION: REPRESENTATIVES CATO, ABOOD, DUNCAN, METCALFE, MOS SUTCLIFFE, ZHAROFF AND REPRSENTATIVES BETTISWORTH, BROWN, FANNING, RANDOLPH, ROGERS AND SMITH

SENATE TRANSPORTATION: SENATORS RAY, GILMAN, DANKWORTH, KERTTULA, SACKE AND SENATORS BENNETT, FAHRENKAMP, AND PARR

RE: TRANSPORTATION SUB-CONTRACTOR PROPOSAL - LIMITED ENTRY

(ALL OF THE FOLLOWING MESSAGES CONCERN THE ABOVE SUBJECT.)

FROM: ROBERT L. PHILLIPS, JR., ;HILLIPS LEASING, S.R. BOX 30559, FAIRBANKS 99701 456-4132 452-8348

I SUPPORT THE WOMEN FOR ALASKAN OWNER OPERATORS COMMITTEE FOR LIMITED ENTRY OF OUTSIDE OWNER OPERATORS AND OR TRUCKERS. I HAVE LIVED IN ALASKA FOR 30 YEARS AND A OWNER OPERATOR FOR 8 YEARS. FOR SAFETY AND ECONOMIC REASONS THE OWNER/OPERATORS WHO HAVE BEEN UP HERE FOR YEARS WE NEED HELP. THE OUTSID

OWNER OPERATOR HAS NO CONCEPT OF WHAT IT TAKES TO OPERATE A PIECE OF EQUIPMEN IN THIS STATE.

FROM: DUANE E. POWELL, POWELL TRUCKING, 1207 19TH AVE., FAIRBANKS 99701 456-2155

I SUPPORT WOMEN FOR ALASKA OWNER OPERATORS COMMITTEE FOR LIMITED ENTRY OF OUTSIDE OWNER OPERATORS AND OR TRUCKERS BECAUSE OF THE VERY LARGE INFLUX OF THESE SAME MENTIONED ABOVE. WE NOW HAVE A SURPLUS OF TRUCKS AS IT IS, CAUSIN

MANY OF US WHO HAVE BEEN HERE SEVERAL YEARS TO GO WITHOUT WORK. ANYTHING THA CAN BE DONE TOWARDS ALLEVIATING THIS SITUATION WILL GREATLY BE APPRECIATED.

THANK YOU.

FROM: DENNIS WORAD, 927 COWLES ST., FAIRBANKS 99701 456-7332

I WOULD LIKE TO SEE THE ALASKA TRUCKING IN THE STATE PROTECTED AS THE ALASKAN FISHING. I AM AN OWNER OPERATOR AND AM NOW LOSING EVERYTHING I HAVE BECAUSE OF OUSIDERS COMING HERE AND TAKING MY WORK. I'VE BEEN IN THIS STATE SINCE 1974 AND HAVE NEVER SEEN IT LIKE IT IS NOW.

I SUPPORT THIS 100%.

FROM: EARL BROWN, 301 WELL ST., FAIRBANKS 99701 456-4708

I WOULD LIKE TO HAVE THE TRUCKING PROTECTED AS GOOD AS THE FISHING IN ALASKA.

TRANSPORTATION

FROM: SHEILA A. BAKER, P. O. BOX 80-649, COLLEGE 99708 479-2406

I SUPPORT WOMEN FOR ALASKAN OWNER OPERATORS COMMITTEE FOR LIMITED ENTRY OF OUSDIE OWNER OPERATORS AND (OR) TRUCKERS BECAUSE IF FEEL THAT ALASKANS SHOULD HAVE PRIORITY ON THE JOB MARKET SINCE THEY LIVE HERE AND ENDURE MUCH HARDSHIPS, PLUS THE FACT THAT ALASKAN MONEY WOULD BE MORE APT TO STAY HERE AND SUPPORT THE ALASKAN ECONOMY.

FROM: LEON T. (TOM) MCKEE, S.R. A. BOX 1745-C, ANCHORAGE 99507 349-2676

I SUPPORT THE WOMEN FOR ALASKAN OWNER/OPERATORS COMMITTEE FOR LIMITED ENTRY TO SLOW DOWN AND OR STOP TRUCKS COMING UP FROM OUTSIDE AND CUTTING RATES AND PUTTING LONGTIME ALASKANS OUT OF WORK. AFTER WE SPEND HARD EARNED MONEY TO PURCHASE AND UP GRADE OUR EQUIPMENT AND THEIR NOT BEING ABLE TO PUT OUR EQUIPMENT TO WORK.

FROM: PETER G. WYLIE, 4900 KUPREANOF ST., ANCHORAGE 99507 3444266

I SUPPORT WOMEN FOR ALASKAN OWNER OPERATORS COMMITTEE FOR LIMITED ENTRY. WE DID IT FOR THE COMMERCIAL FISHERMAN TO PROTECT ALASKA FOR ALASKANS. LIT'S PROT ECT THE PEOPLE WHO HAVE A LOT OF TIME AND MONEYINVESTED IN OUR BEAUTIFUL STATE

WHILE TRANSPORTING GOODS FROM ONE END TO THE OTHER. LET'S NOT LET ALASKA FALL INTO ECONOMIC CHAOS FOR THE ALASKAN WORKING MAN AS IT HAS IN THE LOWER 48.

FROM: WAYNE D. TAYLOR, 1606 DOLINA CIRCLE, ANCHORAGE 99504 337-4004

I SUPPORT THE OWNER OPERATORS COMMITTEE FOR ALASKA TRUCKERS IN REGARDS TO LIMIT ED ENTRY BECAUSE THIS WILL KEEP THE OUSIDERS FROM COMING UP HERE AND TAKING OUR POSITIONS, IF NOT COMPLETELY MAYBE SLOWING THEM DOWN.

FROM: LONNIE R. CRANOR, BOX 958, WASILLA, 99687 376-5756

I DO SUPPORT THE WOMEN'S MOVEMENT FOR ALASKAN OWNER OPERATORS COMMITTEE TO STOP THE OUT SIDE TRUCKER FROM COMING IN ALASKA AND TAKING JOBS AWAY FROM ALASKANS.

FROM: GEORGE MOORE, S. R. BOX 70585, WEAVER BROTHERS INC., FAIRBANKS 99701

I SUPPORT WOMEN FOR ALASKANS OWNER OPERATORS FOR LIMITED ENTRY OF OWNER OPERATORS, TRUCKERS.

TRANSPORTATION

ALLEN M. PEARSON, S. R. 50712, FAIRBANKS 99701 488-6138

I AM AGAINST OUTSIDE OWNER OPERATORS COMING TO ALASKA WHEN OUR OWN RESIDENTS ARE NOT WORKING. WE NEED HELP NOW!!!!!!

FROM: DAVID ROBSON, P. O. BOX 1535, VALDEZ, ALASKA 99686 8352146

WHY ARE 40% OF THE TRUCKING OUTSIDE PEOPLE. WHY ARE 60% OF THE PEOPLE WORKING I N PRUDHOE BAY FROM OUTSIDE OUR GREAT STATE. WHAT ARE PEOPLE GOING TO DO ABOUT IT.

HELP STOP ALL OUTSIDE COMPANIES HIRING OURSIDE PEOPLE. TAKING OUR (ALASKANS) LIVLIHOOD.

FROM: FRANCIS JAMES, 2513 HILL RD., FAIRBANKS 99701 479-5619

I WOULD LIKE TO SEE THE ALASKAN TRUCK BACK ON THE ROAD TO MAKE THE JOBS FOR THE TRUCKS IN ALASKA.

FROM: VICOTR R. BRICE, BOX 1537, FAIRBANKS 99707 456-2593

I SUPPORT WOMENS FOR ALASKA OWNER OPERATORS COMMITTEE FOR LIMITED ENTRY OF OUT SIDE OWNER OPERATORS AND (OR) TRUCKERS BECAUSE I KNOW THAT THE BULK OF MONIES MADE BY THE OUTSIDE OWNER OPERATORS WILL BE SPENT IN THE LOWER 48 STATES. ITS ALREADY HARD ENOUGH TO FIND WORK HERE IN ALASKA WITHOUT GOING OUT OF STATE TO HIRE DRIVERS WHEN WE HAVE MORE THAN ENOUGH QUALIFIED PEOPLE ALREADY HERE IN THE STATE NOW THAT WILL PUT THERE MONEY BACK INTO THE ECONOMY HERE WHERE ITS NEEDED.

FROM: DEUSA CONSTANCE PERRY, 99 LAKEVIEW DR., FAIRBANKS 99701 456-6364

I SUPPORT WOMEN FOR ALASKAN OWNER OPERATORS COMMITTEE FOR LIMITED ENTRY TO STOP OUT OUTSIDE OWNERS OPERATORS AND OR TRUCKERS, BECAUSE IF IT IS NOT STOPPED MY JOBA S A HAIRDRESSER MAY ALSO BE JEOPORDIZED. WE NEED TO SUPPORT AND OUR OWN PEOPLE FROM ALASKA- THIS IS OUR HOME. NOT THE OUTSIDER!!!

WE NEED HELP NOW!!!

FROM: ALAN MCQUADE, P. O. BOX 73598, BIG STATE CONTRACTORS, FAIRBANKS 99701 452-6569

I SUPPORT WOMEN FOR ALASKANS. I'M OPPOSED TO OUTSIDE CONTRACTORS AND TRUCKERS TAKING OUR WORK!!!!

FROM: JOHN M. BIVINS, S. R. 61243-A, FAIRBANKS 99701 488-2466

I SUPPORT WOMEN FOR ALASKAN DOWNER OPERATORS COMMITTEE FOR LIMITED ENTRY LIKE I SUPPORTED THE LIMITED ENTRY FOR COMMERCIAL FISHERIES IN ALASKA TO KEEP OUTSIDERS FROM TAKING OVER WHICH AS FAR AS THE TRUCKING IS CONCERNED THE SAME THING IS HAPPENING HERE. IT'S TIME TO DO SOMETHING ABOUT IT NOW BEFOR E WE'RE ALL OUT OF WORK AND LOOSE EVERYTHING WE'VE WORKED FOR.

FROM: TONY RIESCH, 1235 NOBLE ST., FAIRBANKS 99701 456-3113

I SUPPORT THE ACT TO STOP ALL OWNER OPERAOTS FROM OUTSIDE TO COME TO ALASKA AND PUT OUR MEN OUT OF WORK AS I FEEL WE HAVE PLENTY OF OWNER OPERATORS HERE IN OUR OWN STATE.

FROM: WESLEY W. OWEN, 1207 19TH, FAIRBANKS 99701 456-6941

I SUPPORT THE PROPOSAL SUBMITTED BY THE WOMEN FOR ALASKAN OWNER OPERATORS.

WE NEED ACTION ON THIS IMMEDIATELY. MANY OWNER OPERATORS HAVE ALREADY BEEN OUT OF WORK FOR SIX OR SEVEN MONTHS, WHILE, THE CARRIERS HAVE BROUGHT IN A GREAT MANY NEW COMERS TO TAKE THEIR JOBS.

FROM: THOMAS OJALA, P. O. BOX 10373, CURRYS CORNER, FBKS. 99701 488-0494

I SUPPORT WOMEN FOR ALASKA OWNER OPERATORS COMMITTEE FOR LIMITED ENTRY BECAUSE WE ALASKANS LIVE HERE YEAR AROUND AND SUPPORT THE ECONOMY. THE MONEY WE MAKE STAYS HERE TO KEEP THE STATE GOING. WITHOUT PROTECTION OF OUR JOBS PEOPLE WILL FOLD AND SO WILL EHT ECONOMY. BEING A UNION CARPENTER I AM CONCERNED AT THE PRESENT STATE OF AFFAIRS.

FROM: LORENDA FAYE OJALA, BOX 10373 CURRYS POST OFFICE, FAIRBANKS 99701

MY FAMILY AND I SUPPORT THE WOMEN FOR ALASKAN OWNER OPERATORS COMMITTEE FOR LIM ITED ENTRY OF OUTSIDE OWNER OPERAOTRS, TRUCKERS OR OPERATORS. I FEEL THAT ALAS KAN JOBS ARE FOR ALASKAN PEOPLE. PEOPLE WHO ENDURE THE HARDSHIPS OF THE WINTER WHO SUPPORT THE ECONOMY, WHO WANT TO MAKE THIS STATE A GREAT PLACE TO LIVE FOR EVERYONE. NOT JUST COME FOR THE MONEY TAKING AWAY JOBS THAT COULD BE AVAILABLE FOR ALASKANS. I ALSO WANT JOB PROTECTION FOR ME, MY FAMILY MEMBERS. MY HUSBAN D IS A UNION CARPERTER AND MY FATHER AND BROTHER ARE OWNER OPERATORS.

FROM: KAREN EATON, P. O. BOX 73956, FAIRBANKS 99701 488-6494

I SUPPORT WOMEN FOR ALASKAN OWNER OPERATORS COMMITTEE FOR LIMITED ENTRY OF OUTSIDE OWNER OPERATORS AND (OR) TRUCKERS BECAUSE THE STATE OF ALASKA NOW HAS MORE PEOPLE THAN JOBS AVAILABLE. FAR TOO MANY PEOPLE FROM OUT OF STATE ARE COMING UP TO MAKE FAST MONEY AND TAKING THE PROFITS BACK HOME WITH THEM INSTEAD OF INVESTING IN ALASKA.

TRANSPORTA...

FROM: FRANZ X. HOFMANN, 4391 DARTMOUTH RD., FAIRBANKS 99701 479-3840

I'D LIKE TO HAVE A BILL PASSED AND ENFORCED ON THAT MATTER BECAUSE IT AFFECTS ALL OF US. ALASKANS IN NEED OF WORK, TOO MANY OF US ARE OUT OF WORK BECAUSE OF THAT.

FROM: LOUDELL FERGUSON, 683 GRADELL, FAIRBANKS 99701 479-2595 456-3614

I SUPPORT WOMEN FOR ALASKAN OWNER OPERATORS COMMITTEE FOR LIMITED ENTRY TO STOP OUTSIDE OWNER OPERATORS AND (OR) TRUCKERS BECAUSE IF THIS IS NOT STOPPED IN THIS AREA IT WILL MOST LIKELY SPREAD TO MY WORK AREA OF BEING A HAIRDRESSER. IF WE DON'T PROTECT OUR FOLKS AND OUR HOMES WHO WILL???

WE NEED HELP NOW!!!!

FROM: DAVID HALE, S. R. BOX 60727-X, FAIRBANKS 99701 488-2752 456-7704

I SUPPORT THE PORPOSAL SUBMITTED BY THE WOMEN FOR ALASKAN OWNER OPERATORS.

THE NEED FOR ACTION FOR THE OWNER OPERATORS AND RESIDENTS OF ALASKA IS A MATTER OF NECESSITY!!

HELP!!!!

FROM: ARCHIE E. MACDONALD, S.R. BOX 70393, FAIRBANKS 99701 488-2885 456-1185

I SUPPORT WOMEN FOR ALASKAN OWNER OPERATORS COMMITTEE FOR LIMITED ENTRY TO STOP OUTSIDE OWNER OPERATORS AND (OR) TRUCKERS. I AM TIRED OF TRUCKERS FROM OUTSIDE COMING UP HERE AND TAKING MY WORK FOR LESS MONEY THAN I OR THEY CAN OPERATE ON. THEN LEAVE AFTER THE RATES ARE SO LOW I CAN'T MAKE A PROFIT THE LEG. DON'T SEEM TO CARE BUT I DO.

FROM: THEODORE A. WICKEN, 1709 CENTRAL AVE., FAIRBANKS 99701

I SUPPORT WOMEN FOR ALASKAN OWNER OPERATOR COMMITTEE FOR LIMITED ENTRY TO STOP OUTSIDE OWNER OPERATORS AND (OR) TRUCKERS.

I'M TRIED OF PEOPLE AND TRUCKS COMMING UP HERE, CUTTING RATES TO THE POINT WHER E NO ONE INCLUDING THEMSELVES CAN MAKE A LIVING AND I THINK ITS ABOUT TIME SOME THING IS DONE ABOUT IT.

FROM: BILL RAY BRITTAIN, BOX A-3, CHUGIAK, ALASKA 99567 688-3236

I SUPPORT WOMENS FOR ALASKAN OWNER OPERATORS COMMITTEE FOR LIMITED ENTRY TO STOP OUSIDE OWNER OPERATORS AND (OR) TRUCKS FROM THE LOWWER FORTYEIGHT. BECAUSE, HAULING FOR LESS MONEY AND LEAVING BACK TO WHERE THEY CAME FROM AND NOT PAYING THEIR WAY IN THE STATE.

MSG 82-00021575 PRTY 1 04/16/82 14:36:56 ORIG: LA01 IN= 0005 OUT= 0096
FROM: CINDY, ANCH TO: JNU INFO
TARGET: LJH2 SUBJ: POM PAGE 0003

TO: SENATORS RAY, GILMAN, DANKWORTH, KERTTULA, SACKETT, BRADLEY, COLLETTA
FISCHER, KELLY, RODEY, STIMSON, STURGULEWSKI
REPRESENTATIVES CATO, ABOOD, DUNCAN, ,METCALFE, MOSS, SUTCLIFFE,
ZHAROFF, ANDERSON, BARNES, BEIRNE, BUCHHOLDT, CLOCKSIN, COTT
CUDDY, HALFORD, HAYES, MARTIN, MEEKINS, MONTGOMERY, PHILLIPS

FROM: JOSEPH RULE, 5906 S. TAHITA LOOP, ANCH. 99507 349-4793 HM

FROM: LESLIE RULE, 5909 S. TAHITI LOOP, ANCH. 99507 349-4793 HM

FROM: KAREN HOOD, P.O. BOX 8469, ANCH. 99508 337-3773 HM

AS 23 YEAR ALASKANS WE WISH TO SUPPORT THE PROPOSAL BY WOMEN FOR ALASKA OWNER/ OPERATORS. BECAUSE OF THE LARGE NUMBER OF OUTSIDE OWNER/OPERATORS, MA ALASKANS HAVE SAT HOME WITH NO WORK. WE FEEL THAT ALASKA SHOULD SUPPORT ALASKANS FIRST.

MSG 82-00021506 PRTY 1 04/16/82 12:28:59 ORIG: LF01 IN= 0007 OUT= 0061
FROM: MAXINE/FBX TO: JUNO INFO
TARGET: LJH2 SUBJ: POM'S. TRANSP & SUB CONTR PROPOSAL PAGE 0001

ALL FOLLOWING MESSAGES CONCERN THE ABOVE TOPIC AND WILL GO TO THE FOLLOWING LEGISLATORS:

TO: REP. CATO, REP. ABOOD, REP. DUNCAN, REP. METCALFE, REP. MOSS
REP. SUTCLIFFE, REP. ZHAROFF
SEN. RAY, SEN. GILMAN, SEN. DANKWORTH, SEN. KERTTULA, SEN. SACKETT

FR: CHESTER F SNIEGOWSKI, JR., BOX 74526, FBX 99707 PH. 456-2437

MSG: I SUPPORT THE WOMEN FOR ALASKAN OWNER/OPERATORS CMTE FOR LIMITED ENTRY OF OUTSIDE TRUCKERS TO ALASKA. I BELIEVE THAT WITH THE 9-12 PERCENT UNEMPLOYMENT RATE ACROSS THE STATE, WE SHOULD BE PROVIDING JOBS FOR ALASKANS FIRST. SECONDLY,THIS WOULD KEEP WAGES EARNED IN OUR OWN STATE ECONOMY AND NOT SPENT OUTSIDE OF ALASKA. WE DON'T OPEN OUR FISHERIES FOR THE VERY SAME REASONS.
----------EOM

FR: BETTY DISHAW, 301 WELL ST., FBX 99701 PH. 456-4708

MSG: I AM IN SUPPORT OF THIS PROPOSAL TO PROTECT ALASKA JOBS AND KEEP THE DOLLAR IN ALASKA INSTEAD OF SENDING IT TO THE LOWER '48.
----------EOM

FR: JIM WICKEN, 78 GOLD RUSH ESTATES, FBX 99701 PH. 479-4148 W) 456-5565

MSG: PROTECT ALASKAN JOBS. I HAVE BEEN IN ALASKA FOR 23 YEARS.
----------EOM

FR: ARTHUR MALONE, BOX 55878, N. POLE, AK 99705 PH-------

MSG: I SUPPORT WOMEN FOR ALASKAN OWNER/OPERATORS CMTE. FOR LIMITED ENTRY OF OUTSIDE OWNER/OPERATORS.
----------EOM

FR: CINDY M WICKEN, BOX 81170, FBX 99708 PH. 479-4148 W) 456-6529

MSG: I SUPPORT WOMEN FOR ALASKANS. I'M STRONGLY OPPOSED TO OUTSIDE CONTRACTORS TAKING OUR WORK. THIS IS WRONG----------EOM

FR: JACK CATES, SR BOX 60863, FBX 99701 PH. 488-9722

MSG: I SUPPORT THE LIMITED ENTRY PROPOSAL, SET FOREWARD BY THE WOMEN FOR ALASKA OPERATOR CMTE. I WOULD VERY MUCH LIKE TO SEE A LAW PASSED AND ENFORCED TO PROTECT ALASKAN JOBS AND KEEP THE MONEY IN ALASKA.
----------EOM

MSG 82-00021650 PRTY 1 04/16/82 18:00:10 ORIG: LA01 IN= 0007 OUT= 0
FROM: CINDY, ANCH
TARGET: LJH2 SUBJ: POM

TO: SENATORS RAY, GILMAN, DANKWORTH, KERTTULA, SACKETT
REPRESENTATIVES CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZH

FROM: MARCI DENISON, 618 GAMBEL, #23, ANCH. 99501 274-9672

I AM A 10 YEAR ALASKA TRUCK DRIVER.
A RESIDENCY REQUIREMENT OF AT LEAST SIX MONTHS IS CRUCIALLY NEEDED FOR
THE TRUCKERS WHO HAVE MADE ALASKA THEIR HOME.
WE ARE LARGELY UNEMPLOYED WHILE OUTSIDERS WORK OUR JOBS.
REGULATION OF FISHING AND VOTING IS NO MORE ESSENTIAL THAN THE TRUCKIN
INDUSTRY,
HELP US HOLD ON TO OUR ECONOMY. PLEASE!!!!

MSG 82-00021746 PRTY 1 04/17/82 12:48:28 ORIG: LF01 IN= 0002 OUT= 0024
FROM: ANNIE IN FAIRBANKS TO: JUNEAU INFO
TARGET: LJH2 SUBJ: POMS PAGE 0001

TO: SENATE TRANSPORTATION: SENATORS RAY, GILMAN, DANKWORTH, KERTTUAL, SACKETT AND SENATORS PARR, FAHRENKAMP, AND BENNETT

HOUSE TRANSPORTATION: REPRESENTATIVES CATO, ABOOD, DUNCAN, METCALFE, MOSS SUTCLIFFE, ZHAROFF, ALSO RESPRESENTATIVES BETTISWORTH, BROWN, FANNING, RANDOLPH, ROGERS, AND SMITH

RE: TRANSPORTATION SUB-CONTRACTOR PROPOSAL -- LIMITED ENTRY

(ALL OF THE FOLLOWING MESSAGES CONCERN THE ABOVE.)

FROM: JERRY COLRUD, P. O. BOX 34, HEALY, ALASKA 99743

PLEASE SUPPORT WOMEN FOR ALASKAN OWNER/OPERATORS COMMITTEE FOR LIMITED ENTRY, FOR THE FOLLOWING REASONS:

I AM AN OWNER/OPERATOR IN ALASKA NA DKNOW TRUCKING COSTS. ULTIMATELY RATE CUTTING WILL HURT ALL ALASKANS. THERE IS NOT ENOUGH WORK FOR ALASKAN OWNER/ OPERATORS NOW. LIMITED ENTRY IS THE ONLY SOLUTION.

FROM: KELLY J. SCOTT, 2260 STANDARD AVE., ANCHORAGE, ALASKA 99502 452-1970

I SUPPORT WOMEN FOR ALASKAN OWNER OPERATORS COMMITTEE FOR LIMITED ENTRY TO STOP OUTSIDE OWNER OPERATORS AND (OR) TRUCKERS BECAUSE EVENTUALLY WE WILL BE FORCED TO WORK FOR LESS REVENUE AND LOWER WAGES, SLOWLY BEING FORCED TO QU TRUCKING BECAUSE OF DECLINE IN REVENUE.

TRANSPORTATION

FROM: WILLIAM L. WALDO, 9361 STRUTZ AVE., ANCHORAGE 99504 344-7629

I SUPPORT WOMEN FOR ALASKAN OWNER OPERATORS COMMITTEE FOR LIMITED ENTRY TO ST OUTSIDE OWNER OPERATORS AND TRUCKERS. BECAUSE I'VE LIVED HERE 19YRS. AND THE REPRESENTATION THAT WE NOW HAVE IS VERY LAX AND DOESN'T SEEM TO CARE ABOUT THE PEOPLE THAT PUT THEM WHERE THEY ARE.

WE NEED SOME POSITIVE ACTION NOW NOT NEXT YEAR!!!!!

FROM: M. E. ALLERS, 4634 HARVARD CIRCLE, FAIRBANKS 99701 479-3741

I SUPPORT THE LIMITED ENTRY TO STOP OUTSIDE OWNER OPERATORS FROM COMING INTO ASKA.

I HAVE BEEN IN ALASKA 8 YEARS AND NOW OUT OF WORK BECAUSE OF THESE OUTSIDE TRUCKERS TAKING OVER JOBS.

REPLY BACK!!

FROM: JOAN I. KUFFE, 1522 ERD AVE., FAIRBANKS 99701 456-4229

I SUPPORT WOMEN FOR ALASKAN OWNER OPERATORS COMMITTEE FOR LIMITED ENTRY OF OU IDE OWNER OPERATORS AND (OR) TRUCKERS BECAUSE WE NEED OUR TRUCKING INDUSTRY PROTECTED FOR ALASKAN RESIDENCE INSTEAD OF OUTSIDERS WHO WORK HERE AND SEND THEIR MONEY OUTSIDE AND ALSO TO HELP PROTECT OUR UNEMPLOYMENT SITUATION.

FROM: ROBERT V. KUFFE, 1522 3RD AVE., FAIRBANKS 99701

I SUPPORT WOMEN FOR ALASKAN OWNER OPERATOR COMMITTEE FOR LIMITED ENTRY OF OUTSIDE OWNER OPERATORS AND (OR) TRUCKERS BECAUSE MOST ALL OF THEM HAVE THEIR HOMES AND FAMILIES OUTSIDE AND DO NOT SPEND THEIR EARNINGS HERE IN ALASKA. THEY ALSO CUT RATES TO THE POINT THAT ALASKANS CANNOT COMPETE WHICH PUTS OUR UNEMPLOYMENT ROLES EXTREMELY HIGH!!

FROM: FLOYD A. HALL, P. O. BOX 705, FAIRBANKS 99707 488-6442

REQUEST ALL LEGISLATORS TO SUPPORT AND EXPEDITE APPROVAL OF THE ABOVE PROPOSA TO PROTECT THE JOBS OF ALASKAN RESIDENTS. ALASKAN OWNER OPERATORS MUST HAVE TRUCKS AND TRAILERS TO GET TO WORK. OUR MONEY IS USED TO PAY FOR OUR ALASKAN HOMES, BILLS, ETC. WHILE THE OUSIDERS' MONEY GOES OUT TO THEIR HOME STATES.

FROM: CURTIS LEON AYERS, 8292 OPAL CIRCLE, ANCHORAGE 99502

I SUPPORT WOMEN FOR ALSKAN OWNERS OPERATORS COMMITTEE FOR LIMITED ENTRY TO ST OUTSIDE OWNER OPERATORS AND (OR) TRUCKERS BECAUSE MY HOME IS ALASKA AND I FEEL WE DON'T NEED THEM AS LONG AS SO MANY OF THE ALASKAN TRUCKS ARE OUT OF WORK.

TRANSPORTATION

FROM: LEONARD J. MOSER, 4441 DARTMOUTH DRIVE, FAIRBANKS 99701 479-6192

I URGE YOU TO SUPPORT THE PROPOSAL TRANSPORTATION SUB CONTRACTOR LEGISLATION. THIS LEGISLATION WILL HELP ROVIDE STABILITY TO ALASKA'S TRANSPORTATION SYSTEM ND MAINTAIN, OR HELP MANINTAIN, THE LIFE STYLE OF THOSE ENGAGED IN TRUCKING IN THE STATE OF ALASKA. AS A 20 YEAR RESDIENT OF THE INTERIOR I FEEL THAT CURRENT RESIDENTS SHOULD BE PROTECTED FROM THE INTRUSION OF UNETHICAL INDIVID UALS FROM "OUTSIDE".

FROM: PAT STEVENS, 3288 ADAMS DRIVE, FAIRBANKS

I SUPPORT WOMEN FOR ALSKAN OWNER OPERATORS COMMITTEE FOR LIMITED ENTRY TO STO OUTSIDE OWNER OPERATORS AND (OR) TRUCKERS BECAUSE I FEEL THAT THERE ARE ENOUGH TRUCKERS UP HERE (WITH FAMILIES TO FEED), THAT SHOULD HAVE FIRST CHOIC OVER THE JOBS.

FROM: WILLIAM B. SOMMERVILLE, P. O. BOX 60544, FAIRBANKS 99706 452-2637

I AS A 30 YEAR ALASKAN, SUPPORT AND STRONGLY URGE YOU TO SUPPORT THE WOMEN FOR ALASKAN OWNER OPERATOR PROPOSAL FOR LIMITED ENTRY. ALASKANS FOR ALASKAN JOBS FIRS'!!

FROM: JAMES M. ALDRIDGE, S.R. 20553, FAIRBANKS 99701 456-6572

I SUPPORT WOMEN FOR ALASKAN OWNER OPERATORS COMMITTEE FOR LIMITED ENTRY TO ST OUTSIDE OWNER OPERATORS FROM TAKING OUR JOBS AND REDUCING OUR EARNING CAPABIL Y. TRUCKING IS A VERY HIGH RISK JOB AND IS NOW EVEN A GREATER RISK WITH ALL SCABS COMING UP THAT WILL WORK FOR LESS KNOWING THAT THERE IS MORE DOWN SOUTH WAITING FOR THE CHANCE TO DO THE SAME.

FROM: RICK BUDDEN, 1910 TURNER ST. #24, FAIRBANKS 99701 456-7944

I SUPPORT WOMEN FOR ALSKAN OWNER OPERATORS COMMITTEE FOR LIMITED ENTRY TO STO OUTSIDE OWNER OPERATORS AND OR TRUCKERS BECAUSE I'D LIKE TO KEEP MY JOB AND SUPPORT MY FAMILY. ALASKA OWNER-OPERATORS HAVE BEEN IGNORED LONG ENOUGH. HOW ABOUT HELPING PRESERVE ALASKANS' JOBS IN THEIR OWN STATE.

FROM: IVAN M. PELLACK, 4201 ARCTIC BLVD., ANCHORAGE ALASKA 99502 279-1863

IT SEEMS RIDICULOUS TO ME TO HAVE ROAD RESTRICTIONS FOR COMMERCIAL VEHICLES AND REDUCE SPEED WHEN YOU CAN HAVE A P/U TRUCK PULLING A CAMPER WHEN THEY ARE OVER WEIGHT PER SQARE IN. BUT ARE DOING DOING 55 MILES PER HOUR. THE LOADED LIVE PER SQ. IN. ON A COMMERCIAL VEHICLE IS LESS THAN A P/U TRUCK.

I FEEL THAT WITH ALL THE TRUCKS IN THIS STATE THAT ARE SITTING - THER IS NO R SON FOR COMPANIES TO HIRE OUTSIDE PEOPLE LIKE K&W AND SDX MUD HAULERS AND OTH I THINK THERE SHOULD BE A LAW TO PREVENT THIS FOR WE HAVE TO LIVE HERE A PAY OUR BILLS WHEN THEY SPEND ALL THEIR MONEY OUTSIDE THE STATE.

MSG 82-00026372 PRTY 1 05/12/82 16:27:27 ORIG: LA02 IN= 0016 OUT= 0103
FROM: MARCIE, ANC INFO TO: POM, JUNEAU INFO
TARGET: LJH2 SUBJ: P O M PAGE 0002

TO: REPRESENTATIVES CATO AND MARTIN

FROM: JOYCE HOOD, 1200 WEST DIMOND SPACE 811, ANCHORAGE 99502 (344-0117

MAY 13 1982

I'D LIKE SENATE BILL 135 TO PASS BEFORE THE SESSION ENDS.

MSG 82-00026402 PRTY 1 05/12/82 18:03:27 ORIG: LA01 IN= 0010 OUT= 0115
FROM: CINDY, ANCH TO: JNU INFO
TARGET: LJH2 SUBJ: POM PAGE 0003

TO: REPRESENTATIVES CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF

FROM: J.B. BENNISON, SALESMAN FOR KENWORTH ALASKA
2838 PORCUPINE DR, ANCH. 99501 279-0604 MAY 13 1982

I FEEL THE PASSAGE OF SB 135 IF VERY IMPORTANT TO THE TRANSPORTATION INDUSTRY IN ALASKA DUE TO THE FACT THAT TO MAINTAIN A RESPONSIBLE TRANSPORTATION INDUSTRY, WE NEED TO HAVE CERTAIN QUALIFICATIONS TO BE MET IN THE TRUCKING INDUSTRY. WITH A OPEN DOOR POLICY TO ANYONE WHO WISHES TO COME TO ALASKA WITH VERY LITTLE KNOWLEDGE OF OUR PARTICULAR EQUIPMENT AND OPERATION NEEDS, IT CREATES AN UNSAFE, IRRESPONSIBLE ATMOSPHERE. REFERENCE TO THIS BILL WOULD BE CALIFORNIA DUMP TRUCK OWNER-OPERATOR PERMIT RESTRICTIONS LIMITING PERMIT AVAILIBILITY, SAME AS THIS BILL PROPOSES.

MAY 1[illegible] 1982

MSG 82-00026347 PRTY 1 05/12/82 15:49:16 ORIG: LA01 IN= 0008 OUT= 0106
FROM: CINDY, ANCH TO: JNU INFO
TARGET: LJH2 SUBJ: POM PAGE 0006

TO: REPRESENTATIVES MARTIN, BYLSMA, GARDINER, RANDOLPH, ROGERS, CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF

FROM: JEANETTE GOODRICH, 7509 OLD HARBOR, ANCH. 99504 333-5656

THE ALASKAN OWNER OPERATORS ARE TRYING TO SURVIVE ALONG WITH FELLOW ALASKANS AND THE ECONOMY. VERY IMPORTANT THAT YOU PASS SB [illegible]% THIS SESSION.

MAY 13 1982.

MSG 82-00026347 PRTY 1 05/12/82 15:49:16 ORIG: LA01 IN= 0008 OUT= 0106
FROM: CINDY, ANCH TO: JNU INFO
TARGET: LJH2 SUBJ: POM

TO: REPRESENTATIVES MARTIN, BYLSMA, GARDINER, RANDOLPH, ROGERS, CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF

FROM: KAY KOGOLE, BOX 10-1972, ANCH. 99511 345-3454

URGENT TO PASS SB 135 BEFORE THIS SESSION CLOSES.
IT IS IN THE INTEREST OF ALL ALASKANS AND THE ECONOMY OF THE STATE.

MAY 17 1982

MSG 82-00026347 PRTY 1 05/12/82 15:49:16 ORIG: LA01 IN= 0008 OUT= 0106
FROM: CINDY, ANCH TO: JNU INFO
TARGET: LJH2 SUBJ: POM

TO: REPRESENTATIONS MARTIN, BYLSMA, GARDINER, RANDOLPH, ROGERS, CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF

FROM: ARLENE GIBBONS, SR BOX 545, SEWARD, 99664 288-3877 HM

TRUCKING IN ALASKA IS VITAL TO THE STATE. SUPPORT SB 135 AND THE OWNER OPERATORS OF ALASKA.

TO: REPRESENTATIVES MARTIN, BYLSMA, RANDOLPH, ROGERS, GARDINER, MOSS, DUNCAN, METCALFE, ZHAROFF, SUTCLIFFE, ABOOD AND CATO

MAY 13 1982

FROM: THELMA CHICKS, P O BOX 4-428, ANCHORAGE 99503 344-1512

AS LONG TIME ALASKANS I FEEL IT IS VERY IMPORTANT THAT YOU GIVE YOUR UTMOST CONSIDERATION TO SENATE BILL 135. THIS IS GOOD FOR ALL OF ALASKA.

TO: REPRESENTATIVES CATO, BYSLMA, ABOOD, MOSS, MARTIN, GARDINER, DUNCAN, ZHAROFF, ROGERS, RANDOLPH, METCALFE, SUTCLIFFE

MAY 13 1982

FROM: VERNA HOOD, 9499 BRAYTON DRIVE #162, ANCHORAGE 99507 (349-8960)

URGENT YOU PASS SENATE BILL 135 THIS SESSION FOR THE GOOD OF ALASKA AND THE OWNER OPERATORS. HELP PUT SOME OF THESE MEN BACK TO WORK.

MAY 13 1982

TO: REPRESENTATIVES ZHAROFF, DUNCAN, SUTCLIFFE, ABOOD, METCALFE, CATO, MARTIN, ROGERS, BYLSMA, GARDINER, RANDOLPH AND MOSS

FROM: TED CHICKS, P O B OX 4428, ANCHORAGE 99503 (344-5909)

IT IS VERY IMPORTANT THAT SENATE BILL 135 BE PASSED IN THIS LEGISLATIVE SESSION.

MAY 13 1982

TO: REPRESENTATIVES MARTIN, CATO, ROGERS, BYLSMA, GARDINER, RANDOLPH ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF,

FROM: NOREEN MEIER, 701 WEST 71ST, ANCHORAGE 99502 (344-1339)

PLEASE BACK SENATE BILL 135 THIS SESSION. HELP OWNER OPERATORS AND TAKE MEN OFF THE ALASKA UNEMPLOYMENT LINE AND GIVE THEM BACK ALASKA JOBS.

MAY 13 1982

TO: REPRESENTATIVES MARTIN, BYLSMA, GARDINER, RANDOLPH, ROGERS, CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF

FROM: BETTY MILNER, 11316 GRANT WAY, ANCH/. 00597 345-6195

IF ALASKA IS TO SURVIVE ECONOMICALLY, LET THE ALASKAN REPRESENTATIVES SHOW THEIR STUFF AND PASS SB 135 IN FAVOR OF THE ALASKAN PEOPLE IN THIS SESSION.

MAY - 1982

MSG 82-00026401 PRTY 1 05/12/82 17:53:19 ORIG: LA02 IN= 0018 OUT= 0114
FROM: MARCIE, ANC INFO TO: POM, JUNEAU INFO
TARGET: LJH2 SUBJ: P O M PAGE 0001

TO: REPRESENTATIVES MARTIN, BYSLMA, GARDINER, RANDOLPH, ROGERS, CATO ABOOD, DUNCAN, METCALFE, MOSS, STUCLIFFE, ZHAROFF AND CARNEY

FROM: TWANDA PULLINS, MILE 54 1/2 PARKS HIGHWAY, WASILLA 99687
892-6521

I WOULD LIKE VERY MUCH TO HAVE SENATE BILL 135 PASSED THIS SESSION. I THINK IT IS IN THE INTEREST OF ALL ALASKANS AND THE ECONOMY OF THE STATE.

MAY 13 1982

FROM: LINETTE GOODRICH, 7509 OLD HARBOR RD, ANCH. 99504 333-5656

URGENT TO PASS SB 135 BEFORE THIS SESSION CLOSES. IT IS IN THE INTEREST OF ALL ALASKANS AND THE ECONOMY OF THE STATE.

MAY 13 1982

FROM: GENEVIEVE MURRAY, 3213 E. TUDOR, ANCH. 99507 277-7406

WOULD YOU PLEASE GIVE SB 135 YOUR ATTENTION. THIS IS FOR THE GOOD OF ALL ALASKA.

MSG 82-00026393 PRTY 1 05/12/82 17:37:33 ORIG: LA07 IN= 0001 OUT= 0110
FROM: CINDY, ANCH TO: JUNEAU INFO
TARGET: LJH2 SUBJ: POM PAGE 0001

TO: REPRESENTATIVES MARTIN, BYLSMA, GARDINER, RANDOLPH, ROGERS, CATO ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF

FROM: ERNESTINE DOHRMAN, 5012 GARLAND, ANCH. 99504 333-4360

TRUCKING IN ALASKA IS VITAL TO THE STATE. SUPPORT SB 135 AND THE OWNER OPERATORS OF ALASKA. URGENT THAT THIS BE PASSED IN THIS SESSION.

MAY 13 1982

APR 15 PAID

MSG 82-00021048 PRTY 1 04/14/82 16:47:51 ORIG: LA01 IN= 0006 OUT= 0104
FROM: CINDY, ANCH TO: JNU INFO
TARGET: LJH2 SUBJ: POM PAGE 0002

TO: SENATORS RAY, GILMAN, DANKWORTH, KERTTUAL, SACKETT,

REPRESENTATIVES CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF

FROM: JOAN M. HENNESSEY
D & J TRUCKING
8244 SEAVIEW ST.
ANCH., AK. 99502 243-4473

I THINK IT IS ABOUT TIME WE HAD SOMETHING TO PROTECT RESIDENTS' JOBS FROM PEOPLE THAT WILL CONTRACT OWNER-OPERATORS FROM THE LOWER 48 AND CUT RESIDENTS NEEDED REVENUE.

THE FOLLOWING MESSAGES ALL RE: THE TRANSPORTATION SUBCONTRACTOR PROPOSAL. THEY SHOULD BE DELIVERED TO BOTH HOUSE AND SEN. TRANSPORTAION COMMITTEES AND THE FAIRBANKS DELEGATION.

REPS. CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, SHAROFF
SENS. RAY, GILMAN, DANKWORTH, KERTTULA, SACKETT
REPS. BETTISWORTH, FANNING, BROWN, ROGERS, SMITH, RANDOLPH
SENS. BENNETT, PARR, FAHRENKAMP

FR: JAIME CARTER, BOX 55353, NORTH POLE, AK 99705 452-1637

MS. I SUPPORT AND ENCOURAGE THIS LEGISLATIVE SESSION TO APPROVE THE ABOVE PROPOSAL BY WOMEN FOR AK OWNER/OPERATORS COMMITTEE. AK OWNER/OPERATORS ARE BEING REPLACED BY OUTSIDERS WHO HAVE NO CONCERN ABOUT AK'S FUTURE. THEIR MONEY GOES OUTSIDE AND AK GAINS NOTHING, BUT TAXPAYING ALASKAN TRUCKERS LOSE EVERYTHING.----------EOM

FR:NORMAN GRENIER,BOX 55833, NORTH POLE, AK 99705 488-6502

MS. I SUPPORT THIS LEGISLATIVE SESSION APPROVING THE ABOVE PROPOSAL BY WOEN FOR OWNER/OPERATORS COMTE. AS AN ALASKAN TAXPAYER AND OWNER/OPERATOR I AM BEING FORCED OUT OF MY CHOSEN PROFESSION BY OUTSIDERS WHO NOT ONLY PAY NO TAXES TO AK BUT HAVE NO CONCERN OVER AK'S FUTURE. THEY TAKE THE "QUICK MONEY" AND RUN BACK OUTSIDE.

----------EOM

FR: DOUGLAS A. WIDGE, SR BOX 60378-A, FAIRBANKS, AK 99701 H. 488-2143
W. 452-8848

MS. I WISH TO SUPPORT A PROPOSAL MADE TO YOU BY THE OWNER/OPERATOR COMTE. I FEEL WE NEED TO CONTROL THE INFLUX OF OUTSIDERS WHO ARE TAKING JOBS AWAY FROM THE RESIDENTS ALREADY WAITING FOR WORK. THE OUTSIDERS ARE SENDING PRESENT RATE OF OWNER-OPERATORS COMING IN TAKING OUR JOBS BY THENEXT LEGISLATIVE SESSION IN JANUARY. I WILL BE FORCED TO LOOK SOMEPLACE ELSE TO SUPPORT MY FAMILY.

----------EOM

FR: EDWARD YARBROUGH, 4803 STANFORD DR., FBX, AK 99701

MS. IT IS IMPORTANT TO ME AS AN OWNER OPERATOR THAT YOU ACT THIS SESSION ON OUR PROPOSAL. I BELIEVE THAT I AM ENTITLED TO A PROFIT ON MY EQU. INVESTMENT AND IT LOOKS LIKE THAT WILL NOT HAPPEN AS LONG AS OWNER'/OPERATORS FROM THE LOWER 48 ARE ALLOWED TO EASILY COME TO AK. THEY DO NOT REALIZE THE HIGH COST OF OPERATION HERE UNTIL IT IS TOO LATE. AND THEY HAVE HURT THEMSELVES.

----------EOM

FR: JOHN P. GARBEN, BOX 73533, FAIRBANKS, 99707 452-6788

MS. I WOULD LIKE TO STATE MY CONCERN OVER THE INFLUX OF OUT OF STATE TRUCKERS WHO ARE COMING INTO AK STEALING JOBS AWAY FROM RESIDENT TRUCKERS. THESE OUT OF STATE TRUCKERS ARE SPENDING LITTLE OR NO MONEY THEY MAKE IN ALASKA. I

STRONGLY SUPPORT THE LIMITED ENTRY OF THE FISHING INDUSTRY AND WOULD LIKE TO SEE A SIMILAR LEGISLATION PROPOSED IMMEDIATELY ON OUTSIDE TRUCKERS.

----------EOM'S ON TRUCKERS TRANSPORTATION PROPOSAL

FR:EDWARD C. DICKSON, SR BOX 50428, FAIRBANKS, AK 99701 H. 488-3943
W. 488-6578

MS. IT IS VERY IMPORTANT TO ME AS AN OWNER OPERATOR AND RESIDENT IN THIS STATE THAT SOME SORT OF CONTROL BE ENACTED TO PROTECT OUR JOBS FOR THE FUTURE. I FULLY SUPPORT ALASKAN WOMEN FOR OWNER/OPERATORS PROPOSAL AND HOPE YOU WILL DO THE SAME.

----------EOM

FR: ARCTIC TRUCKING INC., 4803 STANFORD DR., FAIRBANKS, AK 99701
H. 479-4744 W. 479-4744

MS. I WISH TO LET YOU KNOW THAT I SUPPORT THE PROPOSAL MADE TO YOU BY THE WOMEN FOR AK OWNER/OPERATORS COMT. IT IS IMPORTANT THAT YOU ACT ON THIS PROPOSAL THIS SESSION MAINLY BECAUSE OF THE BAD ECONOMIC PROBLEMS IN THE LOWER "48" WHICH IS CAUSING A LOT OF OWNER/OPERATORS TO COME TO ALASKA AND OPERATE AT A LOSS DUE TO NOT KNOWING THE TRUE HIGH COST OF OPERATION IN AK. MOST OTH[illegible] STATES HAVE SOME FORM OF LIMITED ENTRY.

----------EOM

FR: ROBERT ANDRO, SR 71209, FBKS AK 99701

MS. OUR JOBS AND STATES AS AN AK CITIZEN ARE QUICKLY DIMINISHING AS A RESULT OF A NON-LIMITED ENTRY PROGRAM. OUR JOBS ARE BEING DISTRIBUTED TO CONVOYS OF OUT OF STATE OPERATORS. I TOTALLY SUPPORT A LIMITED ENTRY PROGRAM, AND THE SOONER THE BETTER. LET'S GIVE JOBS TO ALASKANS FIRST,AS WE ARE THE PEOPLE WHO POUR OUR MONEY BACK INTO THE ALASKAN ECONOMY.

----------EOM

FR: TOM WINDMAN, SR 50180, FAIRBANKS, AK 99701 452-3668

MS. I SUPPORT THE PROPOSAL MADE TO YOU BY THE OWNER/OPERATOR COMMITTEE. I BELIEVE IT IS ESSENTIAL FOR THIS TO BE BROUGHT BEFORE THE LEGISLATURE FOR APPROVAL.

----------EOM

FR: ANGELA G. WRIDGE, SR BOX 60378-A, FBX. AK 99701 488-2143

MS. I SUPPOR THE PROPOSAL BECAUSE I FEEL WE NEED TO CONTROL THE INFLUX OF OUTSIDERS WHO ARE TAKING JOBS AWAY FROM THE RESIDENTS ALREADY WAITING FOR WORK. THE OUTSIDERS ARE SENDING AK DOLLARS OUTSIDE TO THEIR FAMILIES. IF OUTSIDE OWNER/OPERATORS CONTINUE TO COME IN AT THE PRESENT RATE, BY THE NEXT LEGISLATIVE SESSION IN JANUARY, MY FAMILY WILL BE FORCED TO LOOK ELSEWHERE FOR SUPPORT.

----------EOM

FR: DAVID STEVENSON, SR 80317, FBX AK 99701

MS. AS A CONCERNED CITIZEN AND UNION MEMBERS AND LIFE-LONG ALASKAN I TOTALLY SUPPORT THE LIMITED ENTRY PROPOSAL FOR TRUCKERS COMING INTO THE STATE. OUR JOBS AND LIVELIHOODS ARE TAKING A BEATING FROM CARAVANS OF OUT OF STATE OPERATORS WHO INVESTS LITTLE OR NONE OF THEIR PROFITS IN OUR ECONOMY. HELP!

MSG 82-00020990 PRTY 1 04/14/82 14:26:44 ORIG: LA05 IN= 0002 OUT= 0081
FROM: MARCIE, ANC INFO TO: POM, JUNEAU INFO
TARGET: LJH2 SUBJ: P O M PAGE 0002

TO: REPRESENTATIVES CATO, ABOOD DUNCAN, METCALFE, MOSS, SUTCLIFFE AND ZHAROFF
SENATORS RAY, GILMAN, DANKWORTH, KERTTULA AND SACKETT

FROM: TED KNUTSON, BOX 4-1692, ANCHORAGE 99509 (279-6251)

AS A 33 YEAR ALASKAN I SUPPORT THE PROPOSAL BY WOMEN FOR ALASKA OWNER OPERATORS. I HAVE GOTTEN ONLY 2 TRIPS TO PRUDHOE BAY THIS WINTER DUE TO RATE CUTTING BY OUTSIDE OWNER OPERATORS WORKING IN ALASKA.

MSG 82-00022957 PRTY 1 04/23/82 12:17:47 ORIG: LA01 IN= 0002 OUT= 0043
FROM: CINDY, ANCH TO: JNU INFO
TARGET: LJH2 SUBJ: POM PAGE 0001

TO: SENATORS RAY, GILMAN, DANKWORTH, KERTTULA, SACKETT, BRADLY, FISCHER, KELLY, RODEY, STIMSON, STURGULEWSKI
REPRESENTATIVES CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF ANDERSON, BARNES, BEIRNE, BUCHHOLDT, BYLSMA, CLOCKSIN, COTTEN, CUDDY, HALFORD, HAYES, MARTIN, MEEKINS, MONTGOMERY, PHILLIPS

FROM: HARVEY MURPHY, 8616 BOUNDARY #1, ANCH.99504 337-5430 HM

RE: TRANSPORTATION-SUB CONTRACTOR'S PROPOSAL

I SUPPORT ANY AND ALL LEGISLATION TO LIMIT OUTSIDE OWNER-OPERATORS FROM BEING HIRED AS A WAY OF CIRCUMVENTING UNION LABOR.

MSG 82-00023109 PRTY 1 04/23/82 16:48:01 ORIG: LF01 IN= 0003 OUT= 0097
FROM: MAXINE/FBX TO: JUNO INFO
TARGET: LJH2 SUBJ: POM

TO: HOUSE TRANSPORTATION CMTE: REP. CATO, CHAIRMAN
REP. ABOOD, REP. DUNCAN, REP. METCALFE, REP. MOSS, REP. SUTCLIFFE
REP. ZHAROFF

SENATE TRANSPORTATION CMTE: SEN. RAY, CHAIRMAN
SEN. GILMAN, SEN. DANKWORTH, SEN. KERTTULA, SEN. SACKETT

FR: DALE SMITH, 100 B ST., APT. 10, FAIRBANKS 99701 PH. 456-3481

MSG: I WISH TO SUPPORT A PROPOSAL MADE TO YOU BY THE CMTE, WOMEN FOR ALASKAN OWNER-OPERATORS. BECUASE OF CANADIAN TRUCKS AND PILOTS HAULING TO PRUDHOE. THE OUTSIDERS RUNNING FOR LOWER RATES BECAUSE THEIR NON-ARCTIC TRUCKS, POOLING TOGETHER IN APARTMENTS AND SENDING MONEY OUTSIDE TO FAMILIES COSTS THEM MUCH LESS THAN ALASKA TRUCKS AND LIVING YEAR ROUND IN ALASKA. WHAT IS LEFT FOR THE RESIDENTS?

---EOM

THE FOLLOWING MESSAGES SHOULD BE DELIVERED TO SENATE AND HOUSE TRANS.COMTES.

SENS. RAY, GILMAN, DANKWORTH, KERTTULA, SACKETT
REPS. CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF

RE: THE ALASKA OWNER OPERATORS TRANSPORTATION PROPOSAL

MS. I WISH TO SUPPORT A PROPOSAL MADE TO YOU BY THE COMMITTEE OF WOMEN FOR ALASKAN OWNER OPERATORS. WE NEED TO CONTROL THE INFLUX OF OUTSIDERS WHO ARE TAKING JOBS AWAY FROM ALASKANS. MOST OF THESE PEOPLE THAT I KNOW OF ARE LIVING IN THEIR TRUCKS OR ELSE SOME ARE GETTING TWO OR THREE TOGETHER AND LIVING IN ONE APARTMENT. THERE HAS BEEN A LOT OF MONEY GOING OUT OF THE STATE.

FR: DOUGLAS BOWERS, SR 1, NENANA, AK 99760 452-4938

MS. I SUPPORT LIMITED ENTRY FOR TURCKERS TO STOP OUTSIDE OWNER OPERATORS AND OR TRUCKERS IN THE SAME WAY LIMITED ENTRY PROTECTS OUR FISHING RESOURCES.

----------EOM

FR: AL POLAND, 15 BRIDGETT ST., FAIRBANKS, AK 99701 H.452-2581

MS. I SUPPORT WOMEN FOR ALASKA OWNER OPERATOR COMMITTEE FOR LIMITED ENTRY TO STOP OUTSIDE OWNER AND/OR TRUCKERS TO KEEP THEIR MOVING IN AK FOR THE BENEFIT OF OUR STATE.

----------EOM

FR: DONNA L. WHITMAN, 861-B YAK ESTATES, FAIRBANKS, AK 99701
H.4796708

MS. I SUPPORT WOMEN FOR AK OWNER OPERATORS COMMITTEE FOR LIMITED ENTRY TO STOP OUTSIDE OWNER OPERATORS AND/OR TRUCKERS BECAUSE I HAVE LIVED IN ALASKA FOR 20 YEARS AND I WOULD LIKE TO SEE MY KIDS RAISED IN ALASKA ALSO.

----------EOM

FR: ED DOUTHITT, 2321 MERCIER ST., #3, FBX, AK H. 452-1492 W.452-8686

MS. I WOULD LIKE TO SEE A LIMITED ENTRY FOR TRUCKERS BECAUSE OF THE FALSE RUMORS THAT GO SOUTH AND TOO MANY TRUCKERS COME NORTH. THE TURCKERS THAT HAVE BEEN HERE A LONG TIME SHOULD HAVE PREFERENCE.
----------EOM

TRANS. PROPOSAL CON'T
FR: RUSSELL T. KOCMICKE, BOX 56345, NORTH POLE, AK 99705 H. 488-0521

MS. I'M IN SUPPORT OF THE SUB-CONTRACTOR'S PROPOSAL AND WANT LEGISLATIVE ACTION TAKEN IN THE SUBCONTRACTOR'S FAVOR THIS SESSION.

----------EOM'S ON TRANS. PROPOSAL/OWNER-OPERATORS

MSG 82-00022623 PRTY 1 04/21/82 17:51:55 . ORIG: LF01 IN= 0003 OUT= 0112
TO: JUNO INFO PAGE 0002

FROM: DEBBIE/FBX
TARGET: LJH2 SUBJ: POMS

TO: HOUSE TRANSPORTATION AND SEN. TRANSPORTATION
REPS. CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF
SENS. RAY, GILMAN, DANKWORTH, KERTTULA, SACKETT

FR: PHILIP OSBORN, SR BOX 40545, FAIRBANKS, AK 99701 456-6057

MS. I SUPPORT LIMITING THE NUMBER OF OWNER-OPERATORS OF HEAVY TRUCKS TO ALASKA PERMIT HOLDERS ONLY, WITH ABSOLUTE ENFORCEMENT. THIS SITUATION IS POTENTIALLY CATASTROPHIC!

---EOM

MSG 82-00022642 PRTY 1 04/21/82 18:48:43 ORIG: LA01 IN= 0015 OUT= 0124
FROM: CINDY, ANCH TO: JNU INFO
TARGET: LJH2 SUBJ: POM PAGE 0001

TO: SENATORS RAY, GILMAN, DANKWORTH, KERTTULA, SACKETT, BRADLEY, COLLETTA, FISCHER, KELLY, RODEY, STIMSON, STURGULEWSKI
REPRESENTATIVES CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF, ANDERSON, BARNES, BEIRNE, BUCHHOLDT, CLOCKSIN, COTTEN, CUDDY, HALFORD, HAYES, MARTIN, MEEKINS, MONTGOMERY AND PHILLIPS

FROM: WILLIAM GILILLAND, 8400 OWEN CR., APT D, ANCH. 99502 243-6134 HM

MY FAMILY AND I DEFINITELY DO NOT WANT OUTSIDERS COMING TO ALASKA HAULING OUR FREIGHT WHEN DRIVERS ALREADY IN ALASKA ARE OUT OF WORK.

MSG 82-00022699 PRTY 1 04/22/82 10:24:14 ORIG: LA01 IN= 0001 OUT= 0030
FROM: LINDY, ANCH TO: JNU INFO
TARGET: LJH2 SUBJ: POM PAGE 0003

TO: SENATORS RAY, GILMAN, DANKWORTH, KERTTULA, SACKETT, BRADLEY, COLLETTA
FISCHER, KELLY, RODEY, STIMSON, STURGULEWSKI
REPRESENTATIVES CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE,
ZHAROFF, ANDERSON, BARNES, BEIRNE, BUCHHOLDT, CLOCKSIN, COTTEN
CUDDY, HALFORD, HAYES, MARTIN, MEEKINS, MONTGOMERY, PHILLIPS

FROM: D.J. SCHOOLEY, 2700 MC COLLIE, ANCH. 99503 248-4425 HM

RE: TRANSPORTATION SUB-CONTRACTOR PROPOSAL
I SUPPORT THE PROPOSAL BY "WOMEN FOR ALASKAN OWNER-OPERATORS"

TO: REP. CATO, REP. ABOOD, REP. DUNCAN, REP. METCALFE, REP. [illegible]
REP. SUTCLIFFE, REP. SHAROFF

SEN. RAY, SEN. GILMAN, SEN. DANKWORTH, SEN. KERTTULA, SEN. SACKETT

FR: JOHN L CHATFIELD, 81 LAKLOEY DR., FBX 99701 PH. 488-9317

RE: TRANS SUB-CONTRACTOR PROPOSAL

MSG: I SUPPORT WOMEN FOR ALASKAN OWNER OPERATORS CMTE FOR LIMITED ENTRY OF OUTSIDE OWNER OPERATOR / TRUCKERS. IT IS TIME THE ALASKA TRANSP. CMTE PUT A STOP TO CANADIAN TRUCKS AND TRUCKS FROM LOWER 48 COMING UP AND PUTTING TRUCKERS WHO LIVE, PAY PROPERTY TAXES, AND SUPPORT THERE FAMILIES IN ALASKA OUT OF WORK. THERE IS BETTER THAN 50 OF THE EARNINGS MADE IN ALASKA GOING OUTSIDE NOW.

(TRUCKERS)

---EOM

FR: JAMES TROCHIM, BOX 81661, COLLEGE, AK 99708 PH. 452-8221

MSG: I SUPPORT THE WOMEN FOR ALASKAN OWNER OPERATORS CMTES FOR LIMITED ENTRY OF OUTSIDE TRUCKS. IF YOU PEOPLE ARE INTERESTED IN BREAKING THE MIGRANT WORKER PROBLEM IN ALASKA THIS IS A GOOD PLACE TO START. IN MY OPINION, A STABLE ECONOMY CAN BE HAD ONLY IF WE HAVE A STABLE LOCAL WORKFORCE. "SNOWBIRDS" ARE TAKING TOO MUCH MONEY TO THE LOWER 48 LEAVING TOO LITTLE UP HERE.

---EOM

FR: WAYNE BALDWIN, BOX 73398, FBX 99707 PH-----

MSG: I SUPPORT WOMEN FOR ALASKAN OWNER-OPERATOR CMTE FOR LIMITED ENTRY OF OUTSIDE OWNER-OPERATOR TRUCKERS. I AM AN ALASKAN RESIDENT AND THEY ARE TAKING JOBS AWAY FROM US AND ARE WORKING FOR LOTS LESS THAN SCALE WAGE. ALSO, THEY ARE SPENDING A LOT OF THEIR MONEY OUTSIDE INSTEAD OF IN ALASKA.

---EOM

FR: MARGARET BREWIES, 312 BARANOF, FBX 99701 PH----

MSG: BECAUSE ALAKA IS IN SUCH A REMOTE GEOGRAPHICAL POSITION, I FEEL THAT ALL ALASKAN MEN AND WOMEN ARE ENTITLED TO JOBS BEFORE ANY SHORT TIMERS COME HERE AND TAKE THE MONEY BACK TO THE LOWER '48.

---EOM

FR: JACK P GEOGHAN, TEAMSTER LOCAL 959 PH. 456-1771

MSG: I HEREBY SUPPORT THE WOMEN FOR ALASKAN OWNER OPERATORS CMTE FOR LIMITED ENTRY OF OUTSIDE OWNER/OPERATORS (CANADIAN) AND TRUCKERS. IT IS TAKING AWAY "IN STATE" INCOME FROM ALASKANS, WHO IN TURN SUPPORT THIS STATE BY THEIR TAXES AND INTERESTS. OUTSIDE TRUCKERS ARE A LIEN ON OUR RIGHTFUL PRIVILEGES TO MAKE A LIVING WITHOUT BECOMING WARDS OF THE STATE.

---EOM

MSG: ANYONE OF US SHOULD WHOLEHEARTEDLY SUPPORT THE ABOVE MENTIONED CMTE AND I FOR ONE WILL DO EVERYTHING I CAN TO BRING THEIR SUCCESSFUL ATTEMPTS TO A SATISFACTORY AND HAPPY ENDING FOR THE GOOD OF ALL ALASKANS.

---EOM

FR: SANDRA E. MCGILL, 305 DUNBAR #A2, FBX 99701 PH. 456-5434

MSG: WE WISH TO SEE THE LIMITED ENTRY FOR OWNER OPERATORS SUB CONTRACTORS PROPOSAL PASSED AND ENFORCED.

CONT. TRANSP SUB CONTRACTOR PROPOSAL

FR: DON O'LEARY, 1601 CROSSEN AVE., FBX 99701 PH. 452-2271

MSG: I SUPPORT WOMEN FOR ALASKAN OWNER OPERATORS CMTE FOR LIMITED ENTRY OF OUTSIDE OWNER OPERATORS AND TRUCKERS BECAUSE WORK IS BEING TAKEN AWAY FRO ALASKAN WORKERS. ALSO THESE PEOPLE DO NOT SPEND THEIR MONEY IN THE STATE AS THEY LEAVE THEIR WIVES AND FAMILIES OUTSIDE, AND EVEN WHEN THEY ARE OUT OF WORK THEY DRAW THE ALASKAN ENUMPLOYMENT IN THE LOWER '48. THIS IS BAD FOR THE ALASKAN ECONOMY.

----------EOM

CONT. TRANSP SUB CONTRACTOR PROPOSAL

FR: DIANA GAIL DAVIS, 904 WOODLAWN, FBX 99701 PH. 456-4382

MSG: I SUPPORT WOMEN FOR ALASKAN OWNER OPERATORS CMTE FOR LIMITED ENTRY OF OUTSIDE OWNER OPERATORS AND TRUCKERS. WITH THE CURRENT ENEMPLOYMENT SITUATION IN ALASKA IT IS IMPERATIVE THAT THE LIVELIHOOD OF RESIDENT ALASKAN WORKERS BE PROTECTED FROM OUTSIDERS WHO "TAKE THE MONEY AND RUN".

----------EOM

FR: REBA JEANNIE HARPER, 1910 ALSTON RD., FBX 99701 PH 479-2638

MSG: I AM IN FAVOR OF ALASKANS GETTING JOBS BEFORE HIRING PEOPLE FROM OUTSIDE OF ALASKA BECAUSE WE ARE QUITE REMOTE FROM THE LOWER '48

----------EOM

FR: TERRY LAND, SR BOX 80603, FBX 99701 PH. 488-2768

MSG: I SUPPORT WOMEN FOR ALASKAN OWNEF OPERATOR CMTE FOR LMITED ENTRY OF OUTSIDE OWNER OPERATORS AND TR:CKERS BECUASE I BELIEVE UNEMPLOYED OWNER OPERATORS THAT HAVE PAYMENTS TO MAKE SHOULD BE EMPLOYED BEFORE NON-RESIDENT INDIVIDUALS ARE ALLOWED TO BRING THEIR TRUCKS WITH OUT OF STATE REGISTRATION AND THEIR OUT OF STATE LICENSED DRIVERS TO OPERATE WITHIN OUT STATE.

FR: MELVIN G CAVETT, SR BOX 30340, FBX 99701 PH. 47?-5371

MSG. I SUPPORT WOMEN FOR ALASKAN OWNER OPERATORS CMTE FOR LIMITED ENTRY OF OUTSIDE OWNER OPERATORS AND TRUCKERS BECUASE THE ALASKA OWNER/OPERATOR UNEMPLOYMENT IS IN VERY BAD SHAPE AND GOING DOWN HILL AT A VERY FAST RATE EAC DAY. THE ENEMPLOYMENT OF THE ALASKAN OWNER OPERATOR IS 65% OR 75% BECAUSE OF THROUGH OUT THE STATE WHILE OUTSIDERS ARE COMING IN THE STATE AND TAKING THEIR JOBS. SOMETHING SHOULD AND MUST BE DONE , AND DONE NOW. LET ALASKANS HELP ALASKANS.

FR: THOMAS S BEHAN, TEAMSTERS 959, BOX 82456, FBX 99708 PH. 4556-8677

MSG: I HAVE LIVED IN ALASKA FOR OVER SIX YEARS AND MORE AND MORE HAVE BEEN BECOMING AWARE OF THESE OUT OF STATE TRUCKERS RUNNING LOADS NORTH. THEY PAY A MINIMAL FEE FOR THE LICENSE AND THEIR OBLIGATION TO THE STATE IS ENDED. I URGE YOU TO STOP THSE PEOPLE FROM STEALING EMPLOYMENT FROM ALASKANS AND FUNNELING ALASKAN MONEY TO OTHER STATES.

----------EOM

MSG 82-00026359 PRTY 1 05/12/82 16:08:31 ORIG: LA02 IN= 0015 OUT= 0094
FROM: MARCIE, ANC INFO TO: POM, JUNEAU INFO
TARGET: LJH2 SUBJ: P O M PAGE 0001

TO: REPRESENTATIVES MARTIN, SUTCLIFFE, ZHAROFF, CATO, ABOOD, DUNCAN METCALFE, MOSS, BYLSMA, GARDINER, RANDOLPH AND ROGERS

FROM: GEORGE NICHOLS, 7200 DUBEN AVENUE, ANCHORAGE 99504 (333-5085)

AS AN ALASKAN OWNER OPERATOR IT IS URGENT THAT SENATE BILL 135 BE PASSED THIS LEGISLATIVE SESSION.

MAY 13 1982

MSG 82-00026353 PRTY 1 05/12/82 16:01:35 ORIG: LA02 IN= 0014 OUT= 0092
FROM: MARCIE, ANC INFO TO: POM, JUNEAU INFO
TARGET: LJH2 SUBJ: P O M PAGE 0001

TO: REPRESENTATIVES MARTIN, BYLSMA, GARDINER, RANDOLPH, ROGERS, CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF

FROM: NANCY LESKO, 2930 WILEY POST, ANC 99503 (243-3175)

IT IS IN THE INTEREST OF ALL ALASKANS AND THE ECONOMY OF THE STATE OF ALASKA THAT YOU GIVE YOUR NOTICE AND PASS SENATE BILL 135 BEFORE THIS SESSION CLOSES.

MAY 13 1982

MSG 82-00026274 PRTY 1 05/12/82 13:58:11 ORIG: LA01 IN= 0005 OUT= 008

FROM: CINDY, ANCH TO: JNU INFO

TARGET: LJH2 SUBJ: POM PAGE 000

TO: REPRESENTATIVES MARTIN, BYLSMA, GARDINER, RANDOLPH, ROGERS, CATO

FROM: DENISE RICHCREEK, BOX 252, GLEN ALLEN, 99588 822-3929 HM

FROM: PEGGY RICHCREEK, BOX 252, GLEN ALLEN, 99588 822-3929 HM

FROM: RAY RICHCREEK, BOX 252, GLEN ALLEN, 99588 822-3287 WK
OWNER OF RICHCREEK PLUMBING AND HEATING

MAY 13 1982.

PLEASE PASS SB 135 BEFORE THIS SESSION CLOSES FOR THE FUTURE OF ALASKA.

MAY 13 1982

MSG 82-00026330 PRTY 1 05/12/82 15:15:26 ORIG: LA01 IN= 0007 OUT= 0088
FROM: CINDY, ANCH TO: JNU INFO
TARGET: LJH2 SUBJ: POM

TO: REPRESENTATIVES MARTIN, BYLSMA, GARDINER, RANDOLPH, ROGERS, CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF

FROM: CES LAPKA, 3820 BALCHEN DR, ANCH. 99503 333-5656

URGENT TO PASS SB 135 BEFORE THIS SESSION CLOSES.

MSG 82-00026471 PRTY 1 05/13/82 11:06:38 ORIG: LA01 IN= 0001 OUT= 0026
FROM: CINDY, ANCH TO: JNU INFO
TARGET: LJH2 SUBJ: POM PAGE 0002

TO: REPRESENTATIVES MARTIN, BYLSMA, GARDINER, RANDOLPH, ROGERS, CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF

FROM: RANDY BLAIR, SR BOX 5273 A, WASILLA, 99687 376-6804 HM

REQUEST YOUR URGENT SUPPORT AND VOTE TO PASS SB 135.

MAY 14 1982

FROM: MIKE HENNESSEY, 2900 LEAWOOD DR, ANCH. 99502 243-5167 HM

IT IS URGENT THAT YOU PASS SB 135 BEFORE THE CLOSE OF THIS SESSION. THIS IS IN THE BEST INTEREST OF ALL ALASKANS.

FROM: MARK SPOHN, PRES. OF M & L ENTERPRISE INC.
5321 TUDOR TOP CIRCLE
ANCH. 99507 344-1334 HM

MAY 14 1982

I AM IN STRONG SUPPORT OF SB 135. IT IS A MUST THAT IT PASSES THIS SESSION. MY BUSINESS AND FAMILY'S LIVELIHOOD ARE DEPENDING ON THIS.

FROM: ELLEN GREEN
1433 ATKINSON DR
ANC 99504 333-1145

MAY 14 1982

I WANT THE SENATORS TO VOTE IN FAVOR OF SB 135 BEFORE THIS SESSION CLOSES. THIS IS VERY IMPORTANT TO THE ECONOMY OF ALASKA.

MAY 14 1982

MSG 82-00026594 PRTY 1 05/13/82 14:24:16 ORIG: LA02 IN= 0007 OUT= 0078
FROM: MARCIE, ANC INFO TO: POM, JUNEAU INFO
TARGET: LJH2 SUBJ: P O M

TO: REPRESENTATIVES MARTIN, BYLSMA, GARDINER, RANDOLPH, ROGERS, CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF

FROM: RON SARTORI, 1702 BIRCHSWOOD STREET, ANC 99508 (274-4263)

I THINK IT IS VERY IMPORTANT TO ALASKAN OWNER OPERATORS AND THE WHOLE ALASKAN ECONOMY THAT SENATE BILL 135 BE PASSED IMMEDIATELY.

ALSO FROM:
RAY FRISK, 1545 SOUTH HOYT APT 107, ANC 99508 (338-0830)

05/13/82 13:52:42 ORIG: LA02 IN= 0006 OUT= (

TO: POM, JUNEAU INFO

P O M

PAGE 0

REPRESENTATIVES CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF, MARTIN, BYLSMA, GARDINER, RANDOLPH AND ROGERS

FROM: JOE RULE, 5906 SOUTH TAHITI, ANCHORAGE 99507 (349-4793)

I FELL IT URGENT THAT SENATE BILL 135 BE PASSED THIS SESSION.

ALSO FROM THE FOLLOWING:
RICK WEBB, 1111 WEST 77TH ANCHORAGE 99502 (349-3603)
KEITH JULIN, 1834 EAST 26TH AVENUE, ANCHORAGE 99504 (279-9292)

MAY 14 1982

MSG 82-00026573 PRTY 1 05/13/82 13:52:42 ORIG: LA02 IN= 0006 OUT= 0069
FROM: MARCIE, ANC INFO TO: POM, JUNEAU INFO
TARGET: LJH2 SUBJ: P O M PAGE 0006

TO: REPRESENTATIVES CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF, MARTIN, BYLSMA, GARDINER, RANDOLPH AND ROGERS

FROM: JOE RULE, 5906 SOUTH TAHITI, ANCHORAGE 99507 (349-4793)

I FELL IT URGENT THAT SENATE BILL 135 BE PASSED THIS SESSION.

ALSO FROM THE FOLLOWING:
RICK WEBB, 1111 WEST 77TH ANCHORAGE 99502 (349-3603)
KEITH JULIN, 1834 EAST 26TH AVENUE, ANCHORAGE 99504 (279-9292)

MAY 14 1982

MSG 82-00026580 PRTY 1 05/13/82 14:04:33 ORIG: LA01 IN= 0005 OUT= 0072
FROM: CINDY, ANCH TO: JNU INFO
TARGET: LJH2 SUBJ: POM

TO; REPRESENTATIVE CATO

FROM: ROGER HARRIS
5251 E. 41ST AVE.
ANC 99503 333-0181

MAY 14 1982

IT IS VERY URGENT THAT SB 135 PASSES BEFORE THE END OF THIS SESSION.

MSG 82-00026595 PRTY 1 05/13/82 14:33:19 ORIG: LA01 IN= 0006 OUT= 0074
FROM: LANA TO: JNU INFO
TARGET: LJH2 SUBJ: POM PAGE 0001

TO: REPRESENTATIVE CATO

FROM; JERRY FULLER
5511 LITTLE TREE
ANC 99507 344-7039

MAY 14 1982

I THINK IT'S VERY INPORTANT THAT SB 135 BE PASSED THIS LEGISLATIVE SESSION

TO: REPRESENTATIVE CATO

MAY 14 1982

FROM: GORDON SAMEL
BOX 2387 BSRA
ANC 99507 349-8400

IT'S INPORTANT THAT SB135 PASSES BEFORE THE NEXT LEGISLATIVE SESSION.

MAY 14 1982

MSG 82-00026594 PRTY 1 05/13/82 14:24:16 ORIG: LA02 IN= 0007 OUT= 0078
FROM: MARCIE, ANC INFO TO: POM, JUNEAU INFO
TARGET: LJH2 SUBJ: P O M PAGE 0001

TO: REPRESENTATIVES CATO, ABOOD, MOSS, SUTCLIFFE, ZHAROFF, METCALFE, MARTIN, ROGERS, RANDOLPH, GARDINER AND BYLSMA

FROM: DAVE MORGAN, 5901 EAST 6TH, ANCHORAGE 99504 (337-5205)

I THINK IT IS VERY IMPORTANT AS AN ALASKAN OWNER OPERATOR THAT SENATE BILL 135 BE PASSED THIS SESSION.

MAY 14 1982

MSG 82-00026521 PRTY 1 05/13/82 12:24:02 ORIG: LA01 IN= 0003 OUT= 0047
FROM: CINDY, ANCH TO: JNU INFO
TARGET: LJH2 SUBJ: POM PAGE 0003

TO: REPRESENTATIVES CATO, ABOOD, MARTIN

FROM: GEORGE MATHIS, 1414 W. 26TH ST, APT 314, ANCH. 99503 276-4051 HM

I SUPPORT SB 135 AND URGE YOU TO PASS BEFORE THE SESSION CLOSES.

MSG 82-00029761 PRTY 1 05/25/82 12:01:06 ORIG: LM00 IN= 0006 OUT= 0042
FROM: MARTIE/MATSU TO: JUNEAU INFORMATION
TARGET: LJH2 SUBJ: POM'S PAGE 0003

TO: SEN. KERTTULA
REPRESENTATIVES CARNEY, MARTIN, BYLSMA, GARDINER, RANDOLPH, ROGERS, CATO, ABOOD, BROWN, FANNING, AND MILLER

FROM: ROY AND JOYCE DRINGLE
STAR ROUTE BOX 2660
WASILLA 99687

MAY 26 1982

RE: SB135

HOW MANY TIMES WILL WE LET THIS HAPPEN? LIKE THE ZOBELS, OUR STATE ENCOURAGES OUTSIDE HELP TO COME TO ALASKA. WHAT ABOUT THE PEOPLE THAT HELPED TO BUILD ALASKA AND WHO LIVE HERE AND SPEND THEIR MONEY HERE TO KEEP ALASKA ALIVE? WE ENCOURAGE AND SUPPORT SB135.

MSG 82-00026696 PRTY 1 05/24/82 14:46:00 ORIG: LA02 IN= 0009 OUT= 0083
FROM: MARCIE, ANC INFO TO: POM, JUNEAU INFO
TARGET: LJH2 SUBJ: P O M PAGE 0001

TO: REPRESENTATIVES CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, AND ZHAROFF

MAY 26 1982

FROM: MARK M. SPOHN, M AND L ENTERPRISE, INC., 5321 TUDOR TOP CIRCLE, ANCHORAGE 99507 (344-1334)

IF THE ALASKAN OWNER OPERATOR IS TO SURVIVE PASS HCS CS SB 133 NOW. ALASKAN'S ARE DEPENDING ON IT.

MSG 82-00028617 PRTY 1 05/24/82 15:14:51 ORIG: LA02 IN= 0010 OUT= 0037
FROM: MARCIE, ANC INFO TO: POM, JUNEAU INFO
TARGET: LJH2 SUBJ: P O M PAGE 0001

MAY 26 1982

TO: REPRESENTATIVES CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF

FROM: LINDA SPOHN, 5321 TUDOR TOP CIRCLE, ANC 99507 (344-1331)

PLEASE DO NOT STALL HCS CS SB 135 ANY LONGER. IT ISN'T FAIR TO DANGLE OUR LIVELYHOODS ON YOUR POLITICAL LINE.

TO: REPRESENTATIVES METCALFE, CATO, ABOOD, DUNCAN, MOSS, SUTCLIFFE AND ZHAROFF

MAY 26 1982

FROM: GERRI FRYE, 410 NORTH BLISS, ANCHORAGE 99504 (276-1243)

MY HUSBAND AND I URGE YOU TO PLEASE SUPPORT HCS CS SB 135. THIS STATE HAS GOT TO HAVE SOME HELP AND SB 135 IS A STEP IN THE RIGHT DIRECTION. IF THIS DOESN'T PASS SOON YOU CAN EXPECT TO SEE MORE AND MORE PEOPLE IN THE UNEMPLOYMENT LINES.
THANK YOU.

MSG 82-00028709 PRTY 1 05/25/82 10:39:09 ORIG: LA02 IN= 0001 OUT= 0029
FROM: MARCIE, ANC INFO TO: POM, JUNEAU INFO
TARGET: LJH2 SUBJ: P O M PAGE 0001

TO: REPRESENTATIVES CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, AND ZHAROFF

MAY 26 1982

FROM: ARLEENE GIBBONS, SR BOX 545, SEWARD 99664 (HM 288-3877)

PLEASE GIVE US SOME SUPPORT ON SB 135 - NOW HCS CS SB 135. OUR LOCAL PEOPLE HAVE BEEN OUT OF WORK LONG ENOUGH.

MSG 82-00028708 PRTY 1 05/25/82 10:39:09 ORIG: LA02 IN= 0001 OUT= 0028
FROM: MARCIE, ANC INFO TO: POM, JUNEAU INFO
TARGET: LJH2 SUBJ: P O M

MAY 26 1982

TO: REPRESENTATIVE CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF

FROM: NOREEN MEIER, 701 WEST 71ST ST., ANC 99502 (344-1339)

PLEASE SUPPORT MINIMUM WAGE FOR OWNER OPERATORS AND PASS SENATE BILL 135 THIS SESSION.

MSG 82-00020703 PRTY 1 05/25/82 10:34:52 ORIG LA07 IN= 0001 OUT= 0017
FROM: CAROL, ANCH TO: JUNEAU INFO
TARGET: LJH? SUBJ: PDM

TO: REPRESENTATIVES CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, AND ZHAROFF

FROM: KAREN HOOD
PO BOX 8469
ANCHORAGE 99503 337-3773

MAY 26 1982

ONCE AGAIN WE CALL ON YOU TO PLEASE SUPPORT SB 130 WHEN IT COMES BEFORE YOU. IT IS AN URGENT MATTER.

MSG 82-00028762 PRTY 1 05/25/82 12:05:32 ORIG: LA07 IN= 0002 OUT= 0043
FROM: CAROL, ANCH TO: JUNEAU INFO
TARGET: LJN2 SUBJ: FOM

TO: REPRESENTATIVES CATO, ABOUD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, AND ZHAROFF

FROM: JAN KAUPP
3795 WINTERSET
ANCHORAGE 99504 278-2720

MAY 26 1982

I URGE YOU TO SUPPORT HCS CSSB 135. ALASKA RESIDENTS NEED YOUR SUPPORT NOW.

MAY 20 1982

MSG 82-00028855 PRTY 1 05/25/82 16:25:37 ORIG: LA02 IN= 0014 OUT= 0087
FROM: CAROL, ANCH TO: JUNEAU INFO
TARGET: LJH2 SUBJ: POM

TO: REPRESENTATIVES BYLSMA, HAYES, METCALFE, CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF

FROM: BARBARA RULE
1727 BARTLETT
ANCHORAGE 99507 (H)344-4068

PLEASE GIVE SB 135 YOU STRONGEST SUPPORT. KEEP ALASKANS WORKING AND OUT OF THE UNEMPLOYMENT LINE.

MSG 82-00028847 PRTY 1 05/25/82 16:20:37 ORIG: LA02 IN= 0013 OUT= 0083
FROM: CAROL, ANCH.
TARGET: LJH2 SUBJ: POM TO: JUNEAU INFO

TO: REPRESENTATIVE CATO

MAY 26 1982

FROM: ERMA DOGGETT
BOX 233
EAGLE RIVER 99577 (H) 688-2166

SOME OF THE CARRIERS OF EXPLOITING BOTH ALASKAN AND FOREGIN OWNER-OPERATORS. THE PERMITTING OF OWNER-OPERATORS WOULD NOT CONSTITUTE LIMITED ENTRY ANY MORE THAN THE OPERATING AUTHORITY ISSUED TO CARRIERS. AN ALTERNATIVE TO SB 135 MAY BE TOTAL DEREGULATION ALLWOING US ALL TO COMPETE FOR AVAILABLE FREIGHT. SUPPORT SB 135.

MAY - 6 1982

MSG 82-00028902 PRTY 1 05/25/82 18:56:54 ORIG: LA02 IN= 0019 OUT= 0103
FROM: CAROL, ANCH TO: JUNEAU INFO
TARGET: LJH2 SUBJ: POM PAGE 0003

TO: REPRESENTATIVES CATO AND HAYES

FROM: DON HILL
BOX 155
CORDOVA 99575 (H) 424-3328

PLEASE SUPPORT SB 135. ALASKA RESIDENTS NEED YOUR HELP TO HELP STABILIZE THE LABOR INDUSTRY.

MAY 26 1982

MSG 82-00028833 PRTY 1 05/25/82 15:33:31 ORIG: LA02 IN= 0012 OUT= 0074
FROM: MARCIE, ANC INFO TO: PLM, JUNEAU INFO
TARGET: LJH2 SUBJ: P O M PAGE 0001

TO: REPRESENTATIVES HAYES, CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE AND ZHAROFF

FROM: LAURA SAFFELL, DRAWER A KENAI 99611 (283-7774)

PLEASE SUPPORT SENATE BILL HCS CS SB 135.

MAY 26 1982

MSG 82-00028833 PRTY 1 05/25/82 15:33:31 ORIG: LA02 IN= 0012 OUT= 0074
FROM: MARCIE, ANC INFO TO: POM, JUNEAU INFO
TARGET: LJH2 SUBJ: P O M

TO: REPRESENTATIVES CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROF, BYLSMA, HAYES

FROM: BENITA JOYNER, SRA BOX 373, ANC 99507 (345-4834)

PLEASE SUPPORT SENATE BILL 135. ALASKANS CANNOT COMPETE AGAINST THE LOWER RATES THESE OUTSIDERS ARE WORKING FOR. LET'S KEEP ALASKANS OFF THE UNEMPLOYMENT LINES.

MAY 26 1982

MSG 82-00028855 PRTY 1 05/25/82 16:25:37 ORIG: LA02 IN= 0014 OUT= 0087
FROM: CAROL, ANCH TO: JUNEAU INFO
TARGET: LJH2 SUBJ: POM

TO: REPRESENTATIVES ABOOD, CATO, COTTEN, HALFORD, HAYES, MARTIN, METCALFE, MOSS, PHILLIPS, SUTCLIFFE, AND ZHAROFF

FROM: CORDELIA GOODRICH
7509 OLD HARBOR AVENUE
ANCHORAGE 99504 (H) 333-5656

I HOPE YOU WILL SUPPORT SB 135 SO WE CAN KEEP ALASKANS WORKING AND NOT ON THE UNEMPLOYMENT LINE.

MAY - 6 1982

MSG 82-00028888 PR Y 1 05/25/82 18:13:57 -- ORIG: LA02 IN= 0017 OUT= 0098
FROM: CAROL, ANCH TO: JUNEAU INFO
TARGET: LJH2 SUBJ: POM

TO: REPRESENTATIVES BYLSMA, HAYES, METCALFE, CATO, ABOOD, DUNCAN, MOSS, SUTCLIFFE, AND ZHAROFF

FROM: GENEVIEVE MURRAY
3213 E. TUDOR ROAD
ANCHORAGE 99504 (H) 277-7406

PLEASE LOOK AROUND OUR STATE. WE ALASKANS ARE BEING LEFT WITHOUT WORK. THE REASON -- BECAUSE NEWCOMERS ARE CUTTING WAGES AND WORKING FOR LESS THAN IT TAKES TO MAKE EXPENSES. HOW ARE THEY GOING TO MAKE IT? WE CAN'T MAKE IT ON THE LOW RATES. PLEASE HELP BY GIVING YOUR SUPPORT TO SB 135.

MAY 26 1982

MSG 82-00028795 PRTY 1 05/25/82 13:40:37 ORIG: LA02 IN= 0010 OUT= 0059
FROM: MARCIE, ANC INFO TO: POM, JUNEAU INFO
TARGET: LJH2 SJBJ: P O M PAGE 0005

TO: REPRESENTATIVES BYLSMA, HAYES, METCALFE, CATO, ABOOD, DUNCAN, MOSS, SUTCLIFFE, ZHAROFF

FROM: LESLIE RULE, 5906 S. TAHITI LOOP, ANC 99507 (349-4793)

I URGE YOU TO SUPPORT SENATE BILL 135. IF ALL THE OUTSIDERS COME UP AND WORK FOR A LOWER RATE OUR TRUCKING ECONOMY WILL GO DOWN THE DRAIN. PLEASE SUPPORT ALASKANS NOT OUTSIDERS.

MAY 26 1982

MSG 82-00028805 PRTY 1 05/25/82 14:14:53 ORIG: LA02 IN= 0011 OUT= 0066
FROM: MARCIE, ANC INFO TO: FOM, JUNEAU INFO
TARGET: LJH2 SUBJ: P O M PAGE 0007

TO: REPRESENTATIVES CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF

FROM: ARLENE GIBBONS, SR BOX 545, SEWARD 99664 (288-3877)

PLEASE SUPPORT SENATE BILL 135. ALASKANS CANNOT WORK FOR THE LOWER RATES THAT THE OUTSIDERS COMING UP ARE WORKING FOR. SOONER OR LATER IT WILL AFFECT ALL ALASKANS ECONOMY.

MSG 82-00028805 PRTY 1 05/25/82 14:14:53 ORIG: LA02 IN= 0011 OUT= 0066
FROM: MARCIE, ANC INFO TO: POM, JUNEAU INFO
TARGET: LJH2 SUBJ: P O M PAGE 0005

TO: REPRESENTATIVES CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE ZHAROFF

FROM: THELMA CHICKS, P O BOX 4-428, ANC 99503 (344-1252)

I URGE YOU TO SUPPORT SENATE BILL 135. ALASKA RESIDENTS NEED YOUR SUPPORT. WE HAVE MANY FRIENDS WHO ARE LONG TIME RESIDENTS AND ARE FACED WITH NO WORK BECAUSE OF THE RATE CUTTING.

TO: All Legislators

From: Don Hennessey
8244 Seaview, Anchorage 99502

Re: SB 135

I am in strong favor of SB 135 -
even more than 2 weeks ago.
Please pass this Legislation.

MSG 82-00027676 PRTY 1 05/19/82 13:10:04 ORIG: LA01 IN= 0002 OUT= 0084
FROM: CINDY, ANCH TO: JNU INFO
TARGET: LJH2 SUBJ: POM PAGE 0003

TO: ALL MEMBERS OF THE HOUSE

FROM: SUZETTE EDWARDS, 927 1/2 WEST 20TH, ANC 99503 (272-4758)

PLEASE SUPPORT HCS CS SB 135. IMPORTANT TO PASS THIS SESSION.

MSG 82-00027824 PRTY 1 05/19/82 13:39:55 ORIG: LA01 IN= 0006 OUT= 0114
FROM: CINDY, ANCH TO: JNU INFO
TARGET: LJH2 SUBJ: FOM

TO: ALL MEMBERS OF THE HOUSE

FROM: LINDA SPOHN, 5321 TUDOR TOP CR, ANCH. 99507 344-1334

ALASKA'S ECONOMY DEPENDS GREATLY ON HCSCSSB 135 TO BE PASSED THIS SESSION. WITHOUT IT WE CANNOT CONTRIBUTE TO OUR COMMUNITIES. THE TRUCKING INDUSTRY WILL DIE.

SB

150

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR
(907) 465-3900

Department of Transportation and Public Facilities
OFFICE OF THE COMMISSIONER

Pouch Z
Juneau, Alaska 99811
(Telex 45-328)

February 10, 1981

The Honorable Don Bennett
Senator
Pouch V
Juneau, Alaska 99811

RE: Steese Highway - Central to Circle

Dear Senator Bennett:

Per your request this date, following is the project description and need statement data for the subject project.

1. Project Description:

This project is for spot repairs along the 33.7 mile section of the Steese Highway between Central and Circle City. The rehabilitation of this route was originally requested as priority 81-21 in the 1981 Capital Budget, but was not funded.

2. Project Need Statement

This road is the highway access between Fairbanks and Circle City on the Yukon River. It is extensively used for recreational and mining access. Freight is hauled on this road for trans-shipment on the river system. The existing facility is substandard in width and alignment. In addition, the road base has seriously deteriorated becoming muddy and slick during wet weather and breakup. The road was last improved in 1953. The average daily traffic is 120 vehicles.

Sincerely,

R. O. Shumway 2/10/81
for Robert W. Ward
Commissioner

FISCAL NOTE

I. REQUEST

Bill/Resolution No. SB150

Title Special Appropriation to DOT/PF for Improvement to the Steese Highway.

Requested by SEN. BENNETT Date February 9, 1981

II. FISCAL DETAIL

Agency Affected Department of Transportation and Public Facilities

Program Category Affected Design and Construction

BRU, Program, or Subprogram(s) Affected Highway Design and Construction

(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

		FY 80	FY 81	FY 82	FY 83	FY 84	FY 85
100	PERSONAL SERVICES		185				
200	TRAVEL		5				
300	CONTRACTUAL		1,610	-			
400	COMMODITIES						
500	EQUIPMENT						
600	LAND & STRUCTURES						
700	GRANTS, CLAIMS, ETC.						
	TOTAL		1,800				

FUNDING (Thousands of Dollars)

GENERAL FUND		1,800				
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

This project is for spot repairs along the 33.7 mile section of the Steese Highway between Central and Circle City.

IV. DATE February 13, 1981 PREPARED BY John C. Bates JB

AGENCY Department of Transportation and Public Facilit

PHONE 364-2121, ext. 231

Original: Legislative Finance

cc: Budget and Management

Prime Sponsor (First Legislator Named)

33-001 (Rev. 12/79)

Project Title	Location (s)	Election Districts Served	Start Date	Completion Date
Steese Highway – Central to Circle	Central to Circle City	19	7/1/81	1/82

AGENCY REQUEST			Operational Cost & No. Personnel Increase – (Decrease)		First Operating Year ____	Ultimate Annual Year ____	GOVERNOR'S REQUEST Approved	Deferred	Disapproved
1002	Federal Receipts		Funding Source	Federal Receipts			1002	Federal Receipts	
1003	G/F Match			General Fund			1003	G/F Match	
1004	General Fund	1,870.0					1004	General Fund	1870.0
1005	I/A Receipts						1005	I/A Receipts	
	G.O. Bonds		Total Annual Operational Cost					G.O. Bonds	
			Position (FTE)						
			Previous Year Priority	Agency Priority 82-6		Governor's Priority 83-1			
	Total	1,870.0						Total	1870.0

PROJECT DESCRIPTION

This project is for spot repairs along the 33 7 mile section of the Steese Highway between Central and Circle City. The rehabilitation of this route was orginally requested as priority 81-21 in the 1981 Capital Budget, but was not funded.

5a PROJECT DESCRIPTION – PROPOSED CAPITAL PROJECT

CATEGORY Transportation

AGENCY DOT/PF

PROGRAM Interior – Highways

Revised Date

FY 82

00642

Capital Project Expenditures (Cash Flow)	Total	Budget Year	Budget Year Plus 1	Budget Year Plus 2	Budget Year Plus 3	Budget Year Plus 4	Remaining Cost
Planning and Engineering							
Land							
Construction	1,870.0	1,870.0					
Equipment							
Administration and Other							
Total Annual Expenditure (Capital Cost)	1,870.0	1,870.0					

Project Justification

Project Need Statement

This road is the highway access between Fairbanks and Circle City on the Yukon River. It is extensively used for recreational and mining access. Freight is hauled on this road for trans-shipment on the river system. The existing facility is substandard in width and alignment. In addition, the road base has seriously deteriorated becoming muddy and slick during wet weather and breakup. The road was last improved in 1953. The average daily traffic is 120 vehicles.

Documentation of Estimated Capital Cost

Cost estimates were done by the Division of Highway Design and Construction based on previous experience with similar projects.

Analysis of Estimated Impact on Operational Expense

This project will not substantially reduce maintenance required but will result in a more serviceable facility.

Identification of Alternatives Considered

Delay - until facility can be reconstructed to highway standards. This was rejected in favor of providing a more serviceable interim facility.

Project Type

- ☐ Building Construction (C)
- ☒ Other Improvement (I)
- ☐ Equipment (E)
- ☐ Land (L)
- ☐ Professional Services (P)
- ☐ Other (O)

Project Characteristics

- ☐ Totally New Facility
- ☐ Addition to Existing Facility
- ☐ Renovation of Existing Facility
- ☒ Major Maintenance or Repair
- ☐ Supplement Previously Authorized
- ☐ Funds to Enable Completion
- ☐ One of Several Phases
- ☐ Major External Funding Source
- ☐ Other

Site Features

NO	YES	
☐	☒	Site Currently Owned?
☐	☐	All Utilities Available?
☐	☐	Access Already Available?

PROJECT TITLE Steese Highway

CATEGORY Transportation

AGENCY DOTPF

PROJECT JUSTIFICATION

Revised Date

FY 82

00643


Central Circle
ARCTIC OCEAN
Beaufort Sea
BROOKS RANGE
YUKON FLATS
ALASKA RANGE
WRANGELL MTS
FAIRBANKS
ANCHORAGE
Palmer
Wasilla
Soldotna
Kenai
Homer
Seward
Valdez
Kodiak
Kodiak Island
Afognak I.
Trinity Is.
Shumagin Is.
Nome
Kotzebue
Barrow
Point Hope
Point Lay
Wainwright
Umiat
Bettles
Tanana
Galena
Ruby
Kaltag
Unalakleet
Nulato
Koyukuk
Hughes
Allakaket
Bettles
Circle
Eagle
Tok
Delta Junction
Glennallen
Copper Center
Gulkana
Cordova
Yakutat
Dillingham
Bethel
Aniak
McGrath
Takotna
Ophir
Iditarod
Flat
Holy Cross
Russian Mission
Marshall
Mountain Village
Emmonak
Alakanuk
Kotlik
Hooper Bay
Chevak
Scammon Bay
Nunivak I.
St. Lawrence I.
Gambell
Savoonga
Diomede
Wales
Kivalina
Noatak
Selawik
Shungnak
Kobuk
Ambler
Bettles
Arctic Village
Venetie
Fort Yukon
Chalkyitsik
Eagle
Dawson
Whitehorse
Haines
Skagway
Juneau
Sitka
Petersburg
Wrangell
Ketchikan
Prince Rupert
Vancouver
Seattle
Portland
San Francisco
Los Angeles
Las Vegas
Phoenix
Albuquerque
Denver
Salt Lake City
Boise
Billings
Minneapolis
Chicago
New York
Washington
Atlanta
Miami
Houston
Dallas
New Orleans
Kansas City
St. Louis
Detroit
Cleveland
Pittsburgh
Boston
Montreal
Toronto
Winnipeg
Edmonton
Calgary
Regina
Saskatoon
Prince George
Kamloops
Vernon
Penticton
Nelson
Trail
Cranbrook
Fernie
Kimberley
Golden
Revelstoke
Salmon Arm
Kelowna
Merritt
Hope
Chilliwack
Abbotsford
Victoria
Nanaimo
Courtenay
Campbell River
Port Hardy
Prince Rupert
Terrace
Kitimat
Smithers
Houston
Burns Lake
Fort St. James
Vanderhoof
Quesnel
Williams Lake
100 Mile House
Clinton
Lillooet
Pemberton
Whistler
Squamish
North Vancouver
West Vancouver
Burnaby
New Westminster
Richmond
Delta
Surrey
White Rock
Langley
Abbotsford
Mission
Agassiz
Harrison Hot Springs
Chilliwack
Hope
Boston Bar
Lytton
Ashcroft
Cache Creek
Clinton
Kamloops
Salmon Arm
Sicamous
Revelstoke
Golden
Field
Yoho National Park
Lake Louise
Banff
Canmore
Cochrane
Calgary
Airdrie
Crossfield
Olds
Didsbury
Innisfail
Red Deer
Lacombe
Ponoka
Wetaskiwin
Leduc
Edmonton
St. Albert
Sherwood Park
Fort Saskatchewan
Vegreville
Vermilion
Lloydminster
Wainwright
Provost
Hanna
Drumheller
Three Hills
Olds
Sundre
Rocky Mountain House
Nordegg
Jasper
Hinton
Edson
Grande Cache
Valleyview
Grande Prairie
Dawson Creek
Fort St. John
Chetwynd
Tumbler Ridge
Mackenzie
Prince George

SB

156

ALASKA STATE LEGISLATURE HOUSE OF REPRESENTATIVES

REPRESENTATIVE SALLY SMITH • 321 CHURCH STREET • FAIRBANKS, ALASKA 99701 • IN JUNEAU: POUCH V • JUNEAU, ALASKA 99811

May 6, 1981

Cliff Pananen
SR Box 90604
Fairbanks, AK 99701

Dear Cliff,

Thank you for your recent letter outlining your alternate proposed utility corridor route for the Alaska Railroad.

Senate Joint Resolution 18 is still in House Transportation, and is scheduled for consideration sometime during the week of May 11. After discussing your most recent letter with the committee chair's office, I have forwarded a copy to Committee Chair Bette Cato. She will include your letter with their piece of legislation so that your comments can be considered at the time the committee meets to deliberate on this piece of legislation.

If you oppose the proposed route, then yes you do have every right to circulate petitions, testify at public hearings and make use of the media to state your position on this issue.

You have stated your case well, one that is well worth considering. Again, thanks for taking the time to write!

Sincerely,

Sally Smith
Alaska State Representative

cc: Rep. Cato

jg

APRIL 24, 1981

DEAR SALLY - THANKS A LOT FOR YOUR ASSISTANCE IN MY BATTLE TO SAVE MY HOME FROM THE IRON HORSE & YOUR FORWARDING OF MY MESSAGE CONCERNING SJR 18 TO REP. COTO. THE FOLLOWING IS A LITTLE MORE INFORMATION ON OUR PROBLEM THAT I AM SENDING OUT TO OUR LOCAL DELEGATION, GOV. HAMMOND & THE TRANSPORTATION COMMITTEES. ANY FURTHER ASSISTANCE WOULD BE GREATLY APPRECIATED — I HAVE QUESTIONS, SUCH AS: ① SHOULD I START A PETITION CIRCULATING AGAINST THE SUSITNA ROUTE? ② SHOULD I SEND A COPY OF THE LETTER OR SOME INFO TO THE NEWS-MINER? ③ SHOULD I SEND A LETTER TO OUR LEGISLATORS IN WASHINGTON? ④ SHOULD I FORGET IT AND INVEST IN RAILROAD STOCK? ⑤ SHOULD I START CHANGING OUR HOME INTO A RAILROAD DEPOT? -

THANKS AGAIN — SINCERELY

Cliff Pennanen

CLIFF PENNANEN

24 April 1981

Dear Rep. Smith,

The State of Alaska Department of Transportation put out a booklet in July of 1979 entitled, "Alaska Railroad Extension, Route Selection Project X20089, Eielson to Canadian Border". In this booklet they give a brief history of the proposed railroad extension, of how several routes on the south side of the Tanana River and one route on the north side of the river (through the Salcha area) were studied extensively. The route that was selected for further study was the Salcha route on the north side of the river and this route was plotted on large scale maps and also incorporated into this booklet.

The booklet has a little over three pages describing the proposed route and covers the section through the Salcha area in four sentences. (See enclosed copy of page 8.) According to information I received from Joan Klaver, Supervisory Field Representative for the Census Bureau for this area, the Salcha area between the Tanana River and Richardson Highway has over one hundred places of residence, at least half of which are fairly close to the proposed railroad right of way.

The entire project seems to have "sneaked in" on the Salcha area without discussion or hearings. Although the booklet was published almost two years ago we didn't know it existed until I happened to spot one in the DOT office this spring on our third visit. My wife and I first found out about the line when mysterious markers showed up in our woods and along the highway. Then, after reading bits and pieces about the railroad extension in the newspaper, we went to the DOT office one year ago and got the shock of our lives. The proposed railroad extension passes between our house and sauna and with a 300 ft. right of way it would wipe out eight years of hard work.

Foolishly, I still didn't worry about it as those who know railroads said, "There's not enough tonnage - the railroad won't go through for twenty years!" Last week SJR 18 passed the senate

and went to the House Transportation Committee. It requests the President of the United States to create a utility corridor from Fairbanks to the border as described in Project X20089 - 90 feet from my home. Now I'm worried!

The railroad will benefit very few of the Salcha residents and it will break up our neat lifestyle in this rural area. However, there is a solution to the problem. If you look at the enclosed map copied from the booklet, the dark line indicates the proposed railroad extension. From Eielson it passes between the highway and the north bank of the Tanana winding in and over sloughs of the river, crossing the Old Richardson highway several times, crossing the Salcha River to Flag Hill and then it crosses the Tanana River.

If the railroad were to cross the Tanana River near Moose Creek and then follow the south side of the river (as I have sketched in with a red line) it would pass through state and federal lands almost entirely. The wider river crossing would be compensated for by fewer sloughs, no roads, no driveways, no private property and no lives to disrupt. The engineers at the DOT said the Flag Hill crossing is the main reason they are going through the Salcha area because the rocky bluff will make a good anchor for a bridge and the river bed is narrower at that point. But they seem to disregard the effect it will have on the local people. Those of us who have hunted and trapped on the south bank of the river know it would be a firm foundation for a railroad without all the sloughs, roads and people.

The booklet (pages 2 and 3) lists several factors that identified the best railroad location. Two of these are safety - avoiding hazardous situations whenever possible, and right of way - use public lands whenever possible. Doesn't it make sense to move the proposed railroad extension back across the river where it belongs? Thank you.

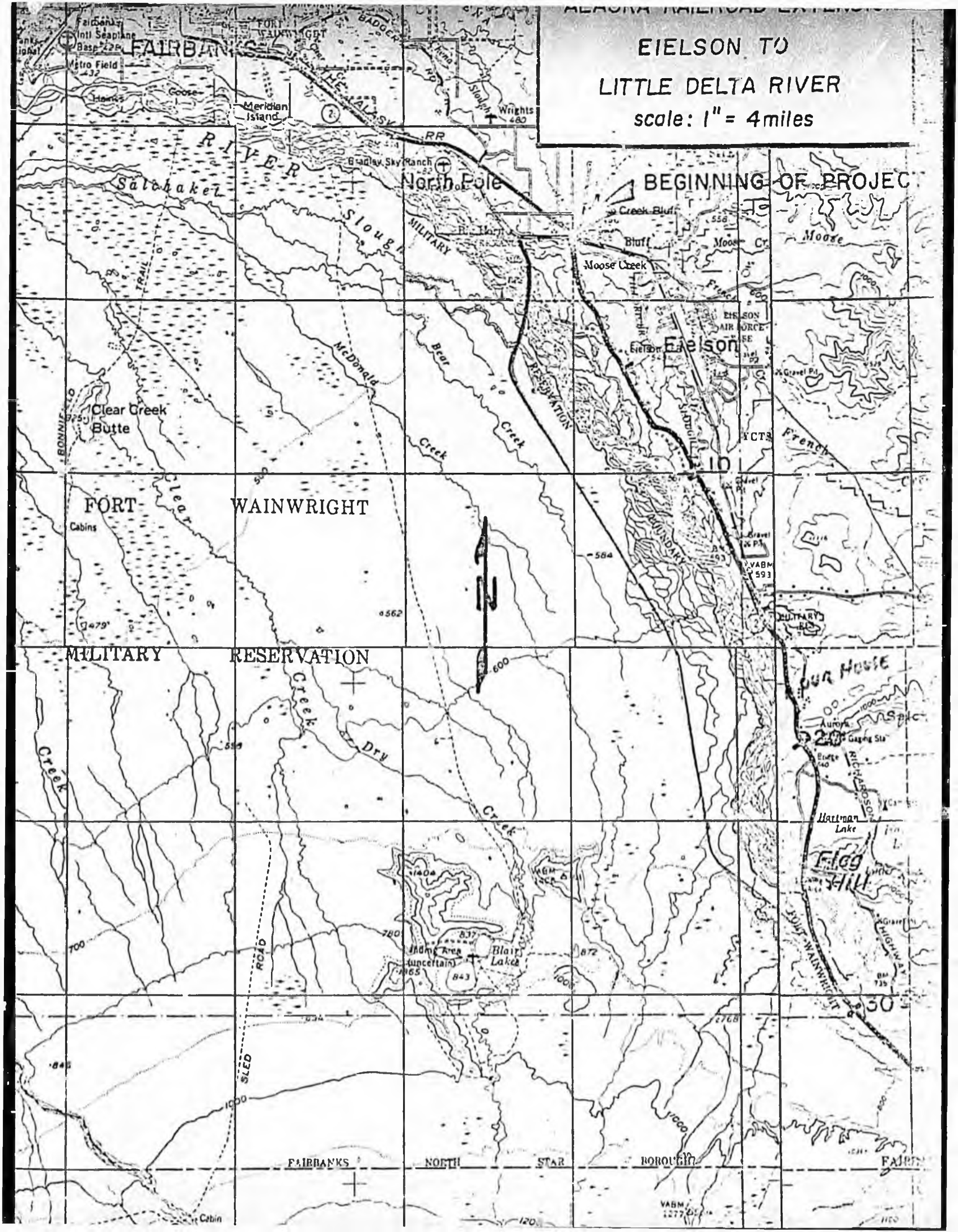
Sincerely,

Cliff Pananen

2 enclosures

cc: Fairbanks Legislators
Governor Jay Hammond
Senate and House Transportation
Committee Members

Cliff Pananen
38 Mile Richardson Hwy.
S.R. Box 90604
Fairbanks, Alaska 99701


EIELSON TO
LITTLE DELTA RIVER
scale: 1" = 4miles
BEGINNING OF PROJEC
FAIRBANKS
North Pole
Eielson
FORT WAINWRIGHT
MILITARY RESERVATION
Clear Creek Butte
Moose Creek
Bear Creek
McDonald Creek
Dry Creek
Blair Lakes
Hartman Lake
Flag Hill
Richardson
Aurora
Badger
Meridian Island
Wrights
Bradley Sky Ranch
Salchaket Slough
Moose Cr
French
Gravel Pit
Cabins
Cabin
FAIRBANKS NORTH STAR BOROUGH
SLED ROAD
MILITARY TRAIL
BONNIFIELD
RR
VABM 593
VABM 1277

ROUTE DESCRIPTION

The new railroad bridge over the Chena River floodway near Moose Creek was selected as the starting point for the proposed railroad extension. This point was chosen rather than the end of the present line on Eielson AFB in order to avoid two crossings of the Richardson Highway which would eventually require overpasses, and to keep the main rail line out of the developed and congested area of Eielson. The Moose Creek starting point requires about 6 more miles of new track but makes the resulting main rail line about 2 miles shorter due to the more direct alignment through the Eielson area.

From Mile 0 the route proceeds southeast between the Tanana River and the Richardson Highway. This section is located on old river bars which offer favorable foundation conditions but require several slough crossings.

PART of THE SALCHA AREA WITH APPROX. 100 HOMES

The route runs close to the Richardson Highway at Mile 19.5 and then turns up the Salcha River to a crossing about 1 mile below the highway bridge. After crossing the Salcha River, the route heads toward the west slope of Flag Hill and the Tanana River crossing at Mile 25.

After crossing the Tanana River, the route stays within one half mile of the river for the next 8 miles (to Mile 34). This is an area of alluvial gravels supporting stands of large white spruce.

From Mile 34, the route swings farther away from the Tanana toward a crossing of the Little Delta River at Mile 38.5. This crossing is about 2 miles above the mouth of the Little Delta near a low ridge. The stream bed at this point is about 2000 feet wide.

After crossing the Little Delta, the route swings back toward the Tanana River and stays close to the river from Mile 40 to Mile 44. Some bank protection will be necessary in this area. From Mile 44 to Mile 51, the route is located on old wooded river bars 0.5 to 1 mile south of the Tanana River. This is an area of unfrozen alluvial gravels with a thin covering of silt.

The route crosses Delta Creek about 2.5 miles upstream from its mouth and then skirts along the southern side of a 3.5 mile ridge which parallels Clear Creek - Clear Creek being on the northern side of the ridge.

From the east end of this ridge, the route follows along low terraces south of Clear Creek to the vicinity of Mile 67.

From Mile 67 to Mile 74, the route is within a mile of the west bank of the Delta River.

The crossing of the Delta River is in the area near Jack Warren Road. The crossing near Jack Warren Road will require bank protection along the east bank of the Delta River between Mile 75 and Mile 78. Bank protection in this area will be of great benefit to the community of Delta Junction since the river has been actively eroding this section of riverbank in recent years.

24 April 1981

Dear Rep. Cato,

The State of Alaska Department of Transportation put out a booklet in July of 1979 entitled, "Alaska Railroad Extension, Route Selection Project X20089, Eielson to Canadian Border". In this booklet they give a brief history of the proposed railroad extension, of how several routes on the south side of the Tanana River and one route on the north side of the river (through the Salcha area) were studied extensively. The route that was selected for further study was the Salcha route on the north side of the river and this route was plotted on large scale maps and also incorporated into this booklet.

The booklet has a little over three pages describing the proposed route and covers the section through the Salcha area in four sentences. (See enclosed copy of page 8.) According to information I received from Joan Klaver, Supervisory Field Representative for the Census Bureau for this area, the Salcha area between the Tanana River and Richardson Highway has over one hundred places of residence, at least half of which are fairly close to the proposed railroad right of way.

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and went to the House Transportation Committee. It requests the President of the United States to create a utility corridor from Fairbanks to the border as described in Project X20089 - 90 feet from my home. Now I'm worried!

The railroad will benefit very few of the Salcha residents and it will break up our neat lifestyle in this rural area. However, there is a solution to the problem. If you look at the enclosed map copied from the booklet, the dark line indicates the proposed railroad extension. From Eielson it passes between the highway and the north bank of the Tanana winding in and over sloughs of the river, crossing the Old Richardson highway several times, crossing the Salcha River to Flag Hill and then it crosses the Tanana River.

If the railroad were to cross the Tanana River near Moose Creek and then follow the south side of the river (as I have sketched in with a red line) it would pass through state and federal lands almost entirely. The wider river crossing would be compensated for by fewer sloughs, no roads, no driveways, no private property and no lives to disrupt. The engineers at the DOT said the Flag Hill crossing is the main reason they are going through the Salcha area because the rocky bluff will make a good anchor for a bridge and the river bed is narrower at that point. But they seem to disregard the effect it will have on the local people. Those of us who have hunted and trapped on the south bank of the river know it would be a firm foundation for a railroad without all the sloughs, roads and people.

The booklet (pages 2 and 3) lists several factors that identified the best railroad location. Two of these are safety - avoiding hazardous situations whenever possible, and right of way - use public lands whenever possible. Doesn't it make sense to move the proposed railroad extension back across the river where it belongs? Thank you.

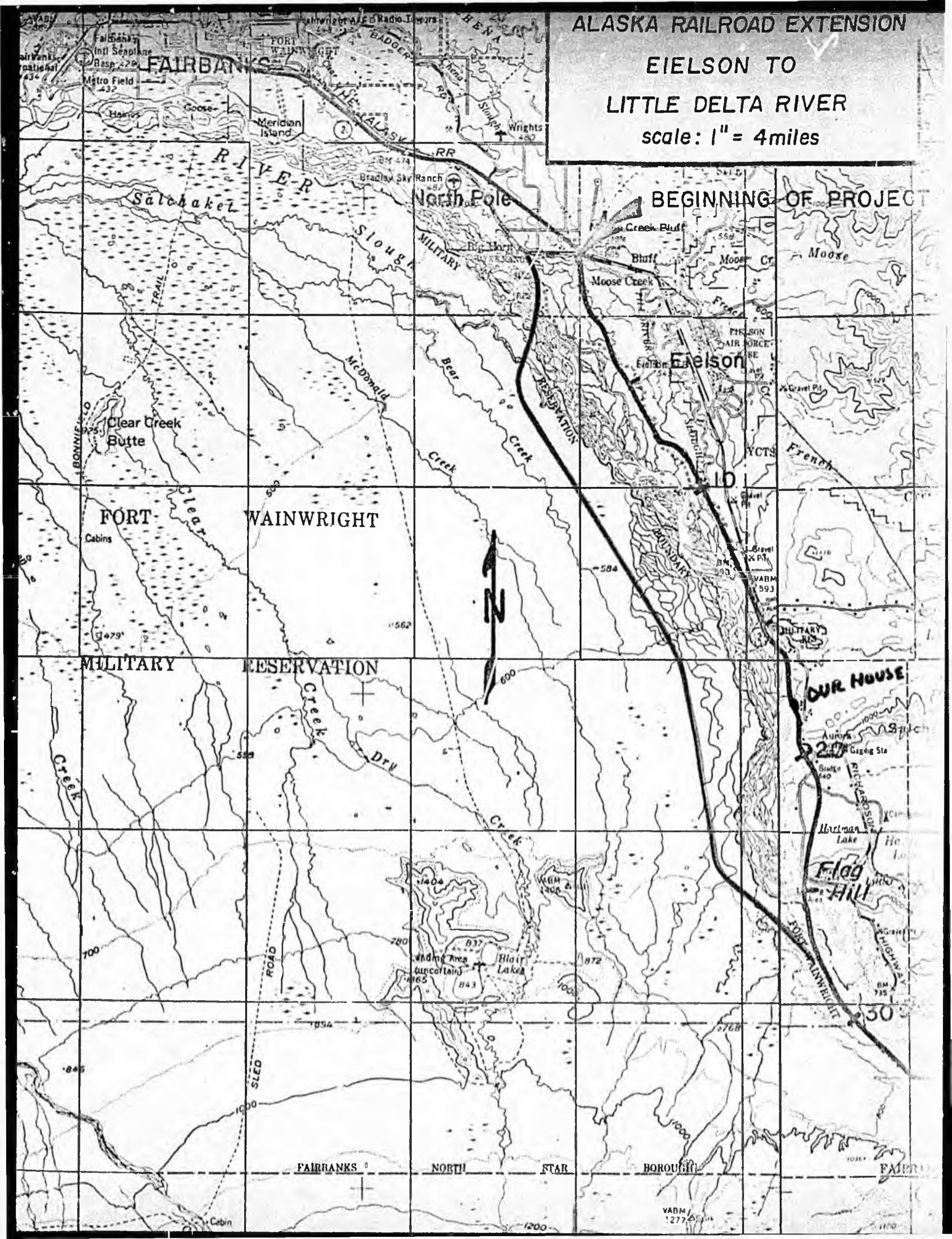
Sincerely,

Cliff Pananen

2 enclosures

cc: Fairbanks Legislators
Governor Jay Hammond
Senate and House Transportation
Committee Members

Cliff Pananen
38 Mile Richardson Hwy.
S.R. Box 90604
Fairbanks, Alaska 99701


ALASKA RAILROAD EXTENSION
EIELSON TO
LITTLE DELTA RIVER
scale: 1" = 4miles
FAIRBANKS
Fairbanks Intl Seaplane Base
Metro Field
Goose
Harris
Meridian Island
FORT WAINWRIGHT
Wainwright AFS Radio Towers
BADGER
HENA
Hena RD
Slough
Wrights
THE ALASKA RR
Bradley Sky Ranch
North Pole
BEGINNING OF PROJECT
Creek Bluff
Bluff
Moose Cr
Moose Creek
Big Horn
MILITARY TRAIL
Salchaket Slough
RIVER
Eielson
EIELSON AIR FORCE BASE
Gravel Pit
RESERVATION
Bear Creek
McDonald Creek
Clear Creek Butte
BONNIFIELD
Clear Creek
FORT WAINWRIGHT
Cabins
MILITARY RESERVATION
BOUNDARY
OUR HOUSE
Aurora
Gaging Sta
RICHARDSON
Mertman Lake
Flag Hill
Dry Creek
Blair Lakes
Landing Area (uncertain)
SLED ROAD
FAIRBANKS NORTH STAR BOROUGH
Cabin
VABM

ROUTE DESCRIPTION

The new railroad bridge over the Chena River floodway near Moose Creek was selected as the starting point for the proposed railroad extension. This point was chosen rather than the end of the present line on Eielson AFB in order to avoid two crossings of the Richardson Highway which would eventually require overpasses, and to keep the main rail line out of the developed and congested area of Eielson. The Moose Creek starting point requires about 6 more miles of new track but makes the resulting main rail line about 2 miles shorter due to the more direct alignment through the Eielson area.

From Mile 0 the route proceeds southeast between the Tanana River and the Richardson Highway. This section is located on old river bars which offer favorable foundation conditions but require several slough crossings.

PART of THE SALCHA AREA WITH APPROX 100 HOMES

The route runs close to the Richardson Highway at Mile 19.5 and then turns up the Salcha River to a crossing about 1 mile below the highway bridge. After crossing the Salcha River, the route heads toward the west slope of Flag Hill and the Tanana River crossing at Mile 25.

After crossing the Tanana River, the route stays within one half mile of the river for the next 8 miles (to Mile 34). This is an area of alluvial gravels supporting stands of large white spruce.

From Mile 34, the route swings farther away from the Tanana toward a crossing of the Little Delta River at Mile 38.5. This crossing is about 2 miles above the mouth of the Little Delta near a low ridge. The stream bed at this point is about 2000 feet wide.

After crossing the Little Delta, the route swings back toward the Tanana River and stays close to the river from Mile 40 to Mile 44. Some bank protection will be necessary in this area. From Mile 44 to Mile 51, the route is located on old wooded river bars 0.5 to 1 mile south of the Tanana River. This is an area of unfrozen alluvial gravels with a thin covering of silt.

The route crosses Delta Creek about 2.5 miles upstream from its mouth and then skirts along the southern side of a 3.5 mile ridge which parallels Clear Creek - Clear Creek being on the northern side of the ridge.

From the east end of this ridge, the route follows along low terraces south of Clear Creek to the vicinity of Mile 67.

From Mile 67 to Mile 74, the route is within a mile of the west bank of the Delta River.

The crossing of the Delta River is in the area near Jack Warren Road. The crossing near Jack Warren Road will require bank protection along the east bank of the Delta River between Mile 75 and Mile 78. Bank protection in this area will be of great benefit to the community of Delta Junction since the river has been actively eroding this section of riverbank in recent years.

House Transportation - 5/13/81

HB 156

Name	Representing	Testifying
Mark Hickey	~~DOT~~ DOT/PF	No -
→ John Bates	DOT/PF	Yes

4/4/81

SENATE BILL 156

2-5-81 Introduced by Senators Parr, Fahrenkamp, Bennett, Bradley, Kelly, Mulcahy, Ray, Rodey, Dankworth and Stimson

Ref: Transportation

2-25-81 Transportation committee reported bill back with 4 'do pass' recommendations and new fiscal note. Chairman Ray requested bill have a further referral to the Finance Committee

Ref: Finance : 4/8/81 all 7 members "do pass"

Senate Floor Vote: 4/15/81 20-0

Summary:

In 1977, the Legislature enacted Sec. 19.05.122 into law as well as passing a special appropriation of $865,000 (made to the DOT/PF) for delineation of a utility corridor and railroad right-of-way for extension of the Alaska Railroad to the Canadian border. This appropriation was to cover reconnaissance photography and studies, field surveys, mapping, engineering work, cost comparisons and office work.

The Governor approved the appropriation on July 18, 1977, but only after reducing the amount from $865,000 to $150,000. During the opening days of the 11th State Legislature, the Governor's reduction of the appropriation by $715,000 was overridden by the legislature.

In 1980, a report entitled 'Alaska Railroad Extension - Route Selection Project X20089' indicated the delineation had been completed prior to July 1979. As late as February 1980, it was learned that no regulations had been promulgated by the Department of Transportation and Public Facilities as required by the legislation. During the 1980 Legislature, this entire issue was addressed again.

Legislation was introduced (SB 440/CSSB 440). It contained identical language as does SB 156 except, in Senate Bill 156, the date on page 1, line 13 has been extended by 1 year. Senate Bill 440 was passed by the Senate on May 16, 1980 on a vote of 19-0. The Session adjourned before the House addressed the bill.

Note: On file with the Senate Finance Committee is a'Statewide Rail Systems Study for the State of Alaska' prepared by Bivens & Associates, Inc. which was contracted out by the DOT/PF - Planning and Programming Division in cooperation with the Federal Railroad Administration. Various supplements to this report are on file with the DOT/PF. The Bivens report was released to the DOT/PF late December, 1980.

Senate Floor: 4/15/81 20-0

Sec. 19.05.010. Department to supervise highway system.

Applied in State v. I'Anson, Sup. Ct. Op. No. 1102 (File No. 2032), 529 P.2d 188 (1974).

Sec. 19.05.030. Duties of department. The department has the following duties:

(7) develop and implement an avalanche control plan to protect persons who use public highways.

(am § 2 ch 119 SLA 1980)

Cross reference.

As to participation in statewide avalanche warning system, see AS 18.76.010.

Effect of amendment. — The 1980 amendment, effective July 1, 1980, added paragraph (7).

As the rest of the section was not affected by the amendment, it is not set out.

Sec. 19.05.040. Powers of department.

Department may acquire real property for highway through eminent domain. — The Department of Highways [now Department of Transportation and Public Facilities] may acquire real property for the purpose of constructing a highway through the exercise of eminent domain power, under the authority of this section, AS 19.05.080 — 19.05.120 and AS 19.20.040. Babinec v. State, Sup. Ct. Op. No. 908 (File No. 1539), 512 P.2d 563 (1973), rev'd on other grounds, 586 P.2d 966 (1978).

Article 2. Acquisition of Land.

Section

122. Utility corridor for extension of the Alaska Railroad

Sec. 19.05.080. Acquisition of land, rights-of-way, and materials by purchase or eminent domain.

Department may acquire real property for highway through eminent domain. — The Department of Highways [now Department of Transportation and Public Facilities] may acquire real property for the purpose of constructing a highway through the exercise of eminent domain power, under the authority of AS 19.05.040, this section through AS 19.05.120, and AS 19.20.040. Babinec v. State, Sup. Ct. Op. No. 908 (File No. 1539), 512 P.2d 563 (1973), rev'd on other grounds, 586 P.2d 966 (1978).

Construction of state lease reserving right to grant right-of-way. — Provision in a lease issued by the State of Alaska, Division of Lands, expressly reserving the right to grant an easement or right-of-way across the leased property was construed to include an interagency transfer of a right-of-way to the Department of Highways. Wessells v. State, Dep't of Hwys., Sup. Ct. Op. No. 1402 (File No. 2834), 562 P.2d 1042 (1977).

Sec. 19.05.122. Utility corridor for extension of the Alaska Railroad. (a) The interior division of the department shall delineate a proposed utility corridor for the extension of the Alaska Railroad to

the Canadian border. The proposed utility corridor shall include a delineation of a proposed railroad right-of-way.

(b) The commissioner shall, in conformity with the Administrative Procedure Act (AS 44.62), adopt a regulation approving, modifying, or rejecting the proposed utility corridor and railroad right-of-way.

(c) If the commissioner approves or modifies the proposed utility corridor and railroad right-of-way,

(1) the Department of Natural Resources shall classify, or reclassify, and reserve any state land within the utility corridor for use as a utility corridor and railroad right-of-way; and

(2) the department shall exercise its authority under AS 19.05.040 to acquire rights-of-way across land within the utility corridor which is subject to the state's power of condemnation.

(d) The requirements of the Alaska Land Act (AS 38.05) relating to classification and reclassification of land are inapplicable to actions taken under this section. (§ 1 ch 145 SLA 1977)

Legislative history report. — For report on ch. 145, SLA 1977 (HB 47), see 1977 House Journal, p. 371.

Article 3. General Provisions.

Section
130. Definitions

Sec. 19.05.130. Definitions. In AS 19.05 — 19.40

(1) "commissioner" means the commissioner of transportation and public facilities;

(4) "cost of change, relocation, or removal" means the entire cost incurred by the utility properly attributed to the change, relocation, or removal of a facility, less any costs for improvements or upgrading over and above the cost of a functionally equal facility; if a facility is to be relocated and replaced with new equipment, there shall also be subtracted from the entire cost any salvage value derived from the old facility;

(5) "department" means the Department of Transportation and Public Facilities;

(12) "utility" includes railroads and all publicly, privately, or cooperatively owned lines, facilities and systems for producing, transmitting or distributing communications, telecommunications, power, electricity, light, heat, gas, oil, crude products, water, steam, waste, storm water not connected with highway drainage, and other similar commodities, including publicly owned fire and police signal systems, and street lighting systems;

(am §§ 1, 2 ch 106 SLA 1977; am Executive Order No. 39, § 11 (1977))

February 6, 1980

Mr. Robert W. Ward
Commissioner
Department of Transportation
and Public Facilities
Pouch Z
Juneau, Alaska 99811

Dear Mr. Commissioner:

Chapter 145, SLA 1977, required the Department of Transportation to delineate a proposed utility corridor for the extension of the Alaska Railroad to the Canadian border. A report titled "Alaska Railroad Extension - Route Selection Project X20089" indicates the delineation was completed prior to July 1979.

Chapter 145 also required you to adopt a regulation approving, modifying, or rejecting the proposed utility corridor and railroad right-of-way. I have not yet seen these regulations.

It seems to me important that the regulation be adopted as soon as possible in order that the Department of Natural Resources can reserve the necessary State land, and so that you can begin to acquire right-of-way across non-State land.

It does not appear that there is a need for funds for adopting the regulations. If there is a need for funds for purchasing right-of-way, I would appreciate knowing the amount as soon as possible so that it may be included in this year's budget.

Sincerely,

Charles H. Parr

CHP:vc

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

OFFICE OF THE COMMISSIONER

POUCH Z
JUNEAU, ALASKA 99811
(TELEX 45-3328)

March 27, 1980
000H

The Honorable Charles H. Parr
State Representative
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

Dear Representative Parr:

This letter is in response to your request for information regarding a regulation on the utility corridor and railroad right-of-way as proposed in the report entitled Alaska Railroad Extension - Route Selection, Project X20089. Your letter was apparently misplaced during internal distribution and I would like to apologize for the delay in this response.

The Department of Transportation and Public Facilities has not as yet adopted a regulation approving, modifying, or rejecting the proposed utility corridor and railroad right-of-way in accordance with Chapter 145, SLA 1977. While the survey report published in July 1979 does provide a delineation of the railroad route, the following tasks remain for completion before property appraisals and right-of-way acquisition could commence:

(1) short sections of additional route study work in possible problem areas;

(2) ties between railroad centerline and property corners;

(3) right-of-way office work necessary to describe right-of-way, develop a complete set of right-of-way plans, and compute acreage of parcels to be acquired; and

(4) preparation of an Environmental Impact Statement.

Attached for your information is a copy of a recently prepared fiscal note on CSSB 440 detailing the fiscal breakdowns for each of these tasks.

The Department of Natural Resources at my request is currently completing the necessary steps to include the State land needed for this utility corridor within the ongoing State land retention process. It is my understanding that the aforementioned regulation has not been needed to perform this work and that these steps will suffice to adequately reserve the necessary State land.

25A-T1LH

Your letter also raises the issue of actual acquisition of right-of-way across non-State land. It is my opinion that it would be premature at this point for the State to incur a large financial obligation with the attendant taking of private lands until an economic cost/benefit analysis is performed for the entire route and a more definitive commitment is made to construct this railroad.

A related consideration that structures this view is the prior need for resolution of the pending Alaska National Interest Lands legislation before the State could make a more definitive decision on the extension of the railroad. Not only are there certain Federal lands needed for this route currently impacted by restrictive land classification designations, but more importantly, the crucial argument for the economic viability of the proposed extension may primarily depend upon the land-use configurations established by this piece of legislation.

If there are any further questions concerning this issue, please do not hesitate to contact my office.

Sincerely,

Robert W. Ward
Commissioner

Attachment

cc: John Bates, DOT/PF
Andy Zahare, DOT/PF

Bill/Resolution No. An Act relating to the withdrawal of land for a utility corrid for extension of the ARR and the preparation of a report evaluating t

Title effect of construction of an extension of the ARR; and providing for an effective

Requested by Legislative Finance (Jay Hogan) Date 3/17/80

II. FISCAL DETAIL

Agency Affected DOT/PF

Program Category Affected Design and Construction; Planning and Research

BRU, Program, or Subprogram(s) Affected Transportation

(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

		FY 80	FY 81	FY 82	FY 83	FY 84	FY 85
100	PERSONAL SERVICES		235.0	327.0	100.0		
200	TRAVEL		28.0	25.0			
300	CONTRACTUAL		273.0	2,020.0	2,000.0		
400	COMMODITIES		4.0	3.0			
500	EQUIPMENT						
600	LAND & STRUCTURES [1]						
700	GRANTS, CLAIMS, ETC.						
	TOTAL [2]		540.0	2,375.0	2,100.0		

FUNDING (Thousands of Dollars)

GENERAL FUND		540.0	2,375.0	2,100.0		
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME		1				
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

WORK COVERED:

FY 81

1) Short sections of additional route study work in possible problem areas - $60,000 (Design and Construction, Interior Region)

2) Ties between railroad centerline and property corners (field survey and office calculations) - $100,000 (Design and Construction, Interior Region)

3) Right-of-way work necessary to describe right-of-way, develop a complete set of right-of-way plans, and compute acreage of parcels to be acquired - $125,000 (Design and Construction, Interior Region, 1 new position)

IV. DATE 3/21/80 PREPARED BY Mark S. Hickey

AGENCY DOT/PF - S.E. Planning and Research

PHONE 465-2470

Original: Legislative Finance

cc: Budget and Management

Prime Sponsor (First Legislator Named)

03-031 (Rev. 12/79)

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. SB 156
Title Withdrawal of land for a utility corridor for extension of the Alaska Railroad.
Requested by Senator Ray Date 2/9/81

II. FISCAL DETAIL
Agency Affected DOT/PF
Program Category Affected D & C
BRU, Program, or Subprogram(s) Affected
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

		FY 81	FY 82	FY 83	FY 84	FY 85	FY 86
100	PERSONAL SERVICES		230.0				
200	TRAVEL		200.0				
300	CONTRACTUAL		100.0				
400	COMMODITIES		100.0				
500	EQUIPMENT						
600	LAND & STRUCTURES		3,000.0				
700	GRANTS, CLAIMS, ETC.						
	TOTAL		3,630.0				

FUNDING (Thousands of Dollars)

GENERAL FUND		3,630.0				
FEDERAL FUNDS						
OTHER (Specify Fund Source)						
	2a 3,000,000					

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

R.O.W. Appraisals and Negotiations	140,000
Public Land Acquisition	-0-
**Private Land Acquisition	3,000,000
Preparation of Environmental Report	490,000
TOTAL	$3,630,000

in 1982 dollars (inflated 12% over 1981)

*Rough estimate. Exact cost will be based on court settlements and any condemnation cases.
This should be a capital non-lapsing appropriation.

IV. DATE 2/19/81 PREPARED BY Gerald Rafson
AGENCY DOT/PF, Interior Region Planning
PHONE 479-4284

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)

33-001 (Rev. 12/80

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

OFFICE OF THE COMMISSIONER

POUCH Z
JUNEAU, ALASKA 99811
(TELEX 45-329)

January 29, 1981

Honorable Charles H. Parr
Alaska State Senate
Pouch V
Juneau, Alaska 99811

Dear Senator Parr:

Attached is an updated fiscal note for the Alaska-Canada extension route. Also attached for your review are two copies of the consultants report of the rail facilities in Alaska.

If you have any comments, please contact Dennis Dooley at 465-2470.

Sincerely,

Robert W. Ward
Commissioner

25A-T1LH

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. CSSB 440: Relating to a utility corridor for the ARR and a report
Title evaluating the affect of extension of the ARR
Requested by Legislative Finance (Jay Hogan) Date 1-28-81

II. FISCAL DETAIL
Agency Affected DOTPF
Program Category Affected Design and Construction: Planning and Programming
BRU, Program, or Subprogram(s) Affected Transportation
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

		FY 81	FY 82	FY 83	FY 84	FY 85	FY 86
100	PERSONAL SERVICES		235.0	350.0	110.0		
200	TRAVEL		30.0	28.0			
300	CONTRACTUAL		300.0	2220.0	2200.0		
400	COMMODITIES		5.0	4.0			
500	EQUIPMENT						
600	LAND & STRUCTURES						
700	GRANTS, CLAIMS, ETC.						
	TOTAL		570.0	2602.0	2310.0		

FUNDING (Thousands of Dollars)

GENERAL FUND		570.0	2602.0	2310.0		
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

Work Covered:

FY82: 1) Short sections of additional route study work in potential problem areas: $70,000 (Design and Construction, Interior Region).

2) Ties between railroad center line and property corners (field survey and office calculations): $75,000 (some of this work completed).

3) Right-of-way inventory and description and computation of acreage of parcels to be acquired: $125,000 (Design and Construction, Interior)

4) Environmental Imapct Statement (EIS): $300,000.

IV. DATE 1-28-81 PREPARED BY Dennis Dooley
AGENCY DOTPF, Planning and Programming
PHONE 465-2470

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)


SB


178

STATE OF ALASKA

OFFICE OF THE GOVERNOR

JUNEAU

Representative Cato,

Attached are amendments to Senate Bill 178 for your information.

Keith Specking

SB178

RECEIVED
APR 7 '81
GOVERNORS OFFICE

March 18, 1981

S 101409

The Honorable Don Bennett and Ed Dankworth
Co-Chairmen, Senate Finance Committee
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

Re: Amendment to SB178
Increase of $245,300
Departments of Transportation
& Public Facilities and
Administration

Dear Senators Bennett and Dankworth:

Your committee will soon be reviewing SB178 which makes a supplemental appropriation to pay for the FY 81 costs of the Inland Boatman's Union contract. This bill is currently in the Transportation Committee. The Administration has recently concluded negotiations with the Masters, Mates and Pilots bargaining unit. We request that SB178 be amended to add the funding necessary to pay the FY 81 costs of the agreement between the Masters, Mates and Pilots and the State. The FY 82 costs of this agreement will be requested by a budget amendment (#B100111).

The Masters, Mates and Pilots contract is retroactive to July 1, 1980 and expires on June 30, 1981. The total increased payroll costs for FY 81 required by this agreement are $240,300. This represents a 6.3% increase over the total MMP payroll prior to the increase. In addition, the agreement also requires the Department of Administration to pay $5,000 toward a jointly commissioned wage study.

An attachment to this letter proposes language to amend SB178 so that the necessary costs will be funded. Your assistance in amending the bill would be appreciated.

Sincerely,

Dr. Ronald D. Lehr
Director

rl/jm/tl
cc: Senator Ray, Chairman, Senate Transportation Committee
Representative Sam Cotten, Chairman, House Finance Committee
Commissioner Hudson, Administration
Jay Hogan
Keith Specking

4/7 Sen. Fin did not add amend. Lehr says will amend

Attachment to Senators Bennett and Dankworth

Suggested Amendments to SB 178 (S101409)

1. Change title to: "An act making supplemental appropriations to the Department of Administration and the Department of Transportation and Public Facilities to fund the Inland Boatman's Union and Masters, Mates and Pilots contracts; and providing for an effective date."

2. Renumber section 2 to section 4.

3. Add a new section 2 to read: "The sum of $240,300 is appropriated from the general fund to the Department of Transportation and Public Facilities to fund the FY 81 costs of the Masters, Mates and Pilots contract which was signed in February 1981."

4. Add a new section 3 to read: "The sum of $5,000 is appropriated from the general fund to the Department of Administration to fund the FY 81 costs of the Masters, Mates and Pilots contract which was signed in February 1981."

MM&P AGREEMENT - FY '81 COST

Across the Board Increases	
($100/mo. x 12 mos. x 65 Deck Officers)	$ 78,000.00
"Master's Pay" Increases	
SE: ($140/mo. x 12 mos. x 17 Deck Officers)	28,560.00
Tustumena: [$75/mo.] x 12 mos. x 2 Deck Officers)	[1,800.00]
Non-Watch Pay, In Lieu of Overtime, Increases	
Masters - SE (including Chilkat):	
$260/mo. x 12 mos. x 19 Deck Officers	59,280.00
Masters - SW: $260/mo. x 12 mos. x 4 Deck Officers	12,480.00
Chief Mates - SE: $95/mo. x 12 mos. x 10 Deck Officers	11,400.00
Equalization of SE 2nd and 3rd Mates:	
$126.95 x 12 mos. x 6 Deck Officers	9,140.40
Taku Upgrade	
Masters: $162.95/mo. x 12 mos. x 2 Deck Officers	3,903.60
Chief Mate: $142.82/mo. x 12 mos. x 2 Deck Officers	3,427.68
Overtime Rate Increases - SE	34,558.63
Overtime Savings - SE Chief Mates	[8,991.45]
Maintenance and Cure Improvement	3,000.00
Uniform Allowance Increase	
$1/pay period x 26 pay periods x 65 Deck Officers	1,690.00
Subtotal	$234,648.86
UI Increased Cost - 7% gross wages	1,609.71
License Insurance Increase	4,037.39
SUBTOTAL	$240,295.96
Jointly Commissioned Wage Study. These funds to be allocated to the Commissioner of Administration to pay the State share of study costs.	$ 5,000.00
TOTAL	$245,295.96

MM&P Projected Payroll, CY 1981
(Absent new Agreement) $ 3,868,816.70

Package represents approximately 6.3% increase to total projected payroll.

8/LRI/A


SB
188

GOVERNOR

STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

January 30, 1981

Speaker of the House
Alaska State Legislature
Pouch V
Juneau, AK 99811

Dear Mr. Speaker:

Once again I have been requested to recommend naming the bridge over the Yukon River in honor of E. L. Patton.

I am pleased to submit Mr. Patton's name to the Alaska State Legislature, which by law is the assembly for the unorganized borough, for its consideration. I would suggest that the Legislature pass a resolution of legislative intent on this issue, if they determine that the bridge should be named for E. L. Patton.

Thank you for your assistance and consideration on this issue.

Sincerely,

Jay S. Hammond
Governor

Alyeska pipeline SERVICE COMPANY

1835 SOUTH BRAGAW STREET (99504), P.O. BOX 4-Z (99509), ANCHORAGE, ALASKA, TELEPHONE (907) 278-1011, TELEX 090-25-127

Biographical Sketch
Edward L. Patton, Chairman
Alyeska Pipeline Service Company

Edward L. Patton was named President of Alyeska Pipeline Service Company upon its formation in August, 1970, and was named Chairman and Chief Executive officer of the company in 1976. With extensive experience in managing the construction of petroleum facilities both in the United Stated and abroad, he moved to Alyeska after managing the construction and operations of a major new refinery complex at Benicia, California.

A native of Newport News, Virginia, Patton was graduated from the Georgia Institute of Technology in 1938 with a BS degree in Chemical Engineering. He joined an Exxon affiliate in Baton Rouge, Louisiana, the same year and served in several engineering assignmants for that company before being called to active duty in the Navy.

From 1941 until 1946, Patton served in the U.S. Navy, including duty as commanding officer of several antisubmarine and escort vessels serving in Caribbean, North Atlantic, and Pacific waters. In 1946, he returned to Exxon in Baton Rouge and progressed through a number of management positions before transferring to the Norwegian affiliate for the construction and early operation of a refinery. He returned to the United States in 1964 as an advisor for Exxon refining operations in the Mediterranean, Middle East and Far East.

In 1966, Patton was transferred to Exxon's chief domestic affiliate to assume responsibility for construction and operation of the refining facility at Benicia, near San Francisco.

As Alyeska's chief executive, Patton led the world's largest private construction project through its regulatory, design, construction and operation stages, overseeing a peak workforce of 22,000 men and women.

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. SB 188
Title Naming the North Slope Bridge in honor of Edward L. Patton
Requested by (State Affairs Committee) Date 2/18/81

II. FISCAL DETAIL
Agency Affected Dept. of Transportation and Public Facilities
Program Category Affected Maintenance & Operations
BRU, Program, or Subprogram(s) Affected
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 81	FY 82	FY 83	FY 84	FY 85	FY 86
100 PERSONAL SERVICES	.45					
200 TRAVEL	.2					
300 CONTRACTUAL	.1					
400 COMMODITIES	.5					
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL	1.25					

FUNDING (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

Cost includes manufacture and installation of standard highway bridge signs.

IV. DATE February 24, 1981 PREPARED BY W. P. Miller
AGENCY Maintenance & Operations (DOT/PF)
PHONE 266-1445

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)

33-001 (Rev. 12/80

SB

212

SENATE AMENDMENT

BY _____

To: CS SENATE BILL No. 212

To: _____ HOUSE BILL No. _____

PAGE: 45 LINE: 29

Add new Sec. 5 as shown below. Re-number existing language.

Sec. 5. AS 23.10.420(b) is amended to read:

(b) Except for hostling movements and duties as negotiated for each railroad company, no person operating an Interstate Commerce Commission-regulated railroad offering passenger service in this state may operate an engine or locomotive, regardless of the form of energy used for propulsion, for switching cars or in transfer movements, unless every engine or locomotive is manned by a minimum crew consisting of one locomotive engineer, [ONE LOCOMOTIVE FIREMAN (OR HELPER),] one conductor, and one brakeman [TWO HELPERS].

ALASKA STATE CHAMBER OF COMMERCE

Statement Before House Transportation Committee

May 11, 1982

SB 212

Mr. Chairman, my name is J.P. Tangen. I'm Vice Chairman of the Alaska State Chamber of Commerce, the largest federation of Alaska businesses in the state. This morning I have been asked to present the position of the state chamber and the Anchorage Chamber of Commerce. These two organizations combined represent the majority of Alaska businesses from the singly owned and operated enterprise to the states' largest employers.

Legislation effecting transfer of the Alaska Railroad into state ownership presents major challenges, largely because of the conflict inherent in trying to operate a publicly owned corporation as a profit making business.

The Alaska State Chamber and the Anchorage Chamber have been long term supporters of transfer of ownership, however we feel SB 212 as presently before you fails in several important respects to provide an adequate framework for state ownership and operation of the railroad. We believe there are areas of direct conflict between SB 212 and the current version of S 1500 now before congress.

We believe the current version of SB 212 provides for an inherently inefficient operation.

We believe the state should not at the moment go any farther than establishing an independent Alaska Railroad Authority leaving detailing of its operation to be defined after the federal bill becomes law.

We believe the following proposed sections to be in direct conflict.

42.40.400 - Titled "Rail Properties" provides for conveyance by the authority to the state of the sub surface estate and mineral rights on railroad lands, yet S 1500 provides for reversion of railroad lands back to federal ownership if such lands are not used solely for railroad purposes. Not only will the ownership be difficult or impossible to recombine, it seems to us the authority should be free to use its enterprise assets to maximize its income.

42.40.700 - Titled "Personnel"

Drafts of S 1500 have all contained the mandate that employees may join the state personnel system. This provision prohibits it. This conflict can be avoided by having no provision in the state law until federal legislation is adopted.

42.40.740 - Titled "Claims Against the Authority" says in essence, that claims must be brought against the authority not the state. The language in S 1500 provides specifically that the word "state" includes an entity designated by the state to own, operate, or manage the Alaska Railroad (Section 2d).

Concerning the provisions of SB 212 which will make operation of the railroad inherently inefficient:

42.40.010 - We believe the interests of the people of Alaska are best served by preserving the maximum possible amount of the independence under which the railroad now operates. The authority should not be established within an existing department but should be a separate division of government either according to title 3, section 22 of the state constitution or by constitutional amendment. At a minimum, it should be a Title X corporation under Alaska statutes.

Any of these methods would assure the authority more independence from existing government and would assure the railroad of a

place in state government to match its potential impact. Furthermore, it would eliminate another layer of administrative procedures.

The rule making and public hearing procedures in sections 42.40.230, 42.4300 and 42.4420 provide for six separate sets of rules to be promulgated by the railroad to operate under this law. Each of these rule making powers individually reduces the operating efficiency of the railroad. Collectively, they represent an onerous burden.

Business must be able to move quickly to capture profit opportunities. The railroad is in competition with other carriers. It cannot be "telegraphing its punches" but must now have the speed inherent in an independent board and management, not burdened by a complex and lengthy hearing process.

In addition, every utterance of the railroad can be classified as a regulation by the reference in 42.20.900, paragraph 11 to AS 44.62.640. The railroad now has 143 volumes of orders, with 469 supplements.

The railroad would limit its own ability to attract operating and management talents under 42.40.800 paragraph 5 which limits salaries of employed executive officials. We believe prudent business practice should dictate compensation levels.

In closing, let me restate that we feel SB 212 is over long and that the state should for the moment not try to fully implement as yet unadopted federal legislation but should merely create the authority. Full definition can then be made in light of federal law.

FANNING AMENDMENT Nº 1

PROPOSED CORPORATE SEAL FOR A.R.A.



FANNING AMENDMENT Nº 1

PROPOSED CORPORATE SEAL FOR A.R.A.



Alaska State Legislature

House of Representatives

Committee on Transportation

Rep. Bette Cato, Chairman

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

TO : Members, House Transportation Committee

FROM : Steve Soenksen A.A.

DATE : May 11, 1982

RE : CSSB 212

I have researched some of the amendments to CSSB 212 to prepare a committee substitute and several issues were raised that I felt you should be aware of.

Amendment 2, by Sutcliffe would cause significant operational difficulties for the Alaska Railroad Authority. The authority would not be able to offer a "through tariff" or through rate as a carrier, as other carriers in the state can. The original language of CSSB 212 provided for "acquisition of other modes of transportation. While this caused some problems in interpretation, to delete this provision would have a negative impact on the Railroad.

Perhaps the committee could consider the language below that would allow the authority to through tariff that keeps the "acquisition of other modes" language out of the bill.

"Sec. 42.40.300 (27) plan for and undertake expansion of the railroad and [railroad] related activities, including extension of the Alaska Railroad's rail system and [acquisition of other modes of transportation service connecting to the railroads rail service] provision for connecting rail services;

This language parallels the Federal Railroad Act of March 12, 1914 that the Alaska Railroad was established under. The intent of the state since the issue of transfer of the railroad began, was to "receive not less than the federal government has to operate the railroad." This means that the state would be interrested in the transfer if the state could be assured that the constraint places on the state were no greater that the constraints that were presently on the railroad operations. This language is consistent with the state philosophy.

If the above amendment is considered, there is another area that would need minor change;

Sec. 1 (c) (E) to provide the best possible combination of types and levels of safe, efficient, and economical railroad transportation and related activities that [is] are necessary to meet the overall needs of the state, that are supported when necessary by state investment;

This includes the language that the committee amended yesterday and adds to it.

If the committee considers it necessary to include "spousal relationships" the appropriate place would be to amend the definition section as follows.

Sec. 42.40.900 (7) (A) spouse or spousal relationship;

Another issue that came up was in Sec 42.40.555 INSURANCE. The statute reads "The authority shall keep in force public liability insurance in an amount...." It was thought upon further analysis that the authority should be allowed the option of a self-insurance or risk management-type situation. Many companies are now going to this type of coverage.

The language reads as follows:

Sec. 42.40.555 INSURANCE. Unless the board authorizes and the authority establishes a self-insurance program, the authority shall.... (rest same)

Rep. Zharoff asked the question about page 44, line 24, definition of land. According to Tom Coester in the Attorney Generals office this language was used "to include tide and submerged lands" to leave no doubt that these lands were included with the real property. This is because the federal government, under the railroad, held all real property, "including tide and submerged lands", and this language gives the state owned railroad jurisdiction in lands, "the same as the federal government had". This is consistent with the state position that I referenced earlier in this memo.

I await further direction in these matters.

A M E N D M E N T

Offered in the HOUSE By: Sutcliffe

TO: HCS CSSB 849(Rls)

Failed #1

Page 1, line 15, following "railroad"

Delete all material through "state".

Insert "is not feasible although the possibility of future private acquisition and operation of the railroad should be pursued by the state and the Alaska Railroad Authority."

Passed #2

Page 17, lines 3 and 4, following "system" on line 3:

Delete all material through "rail service" on line 4

Page 21, line 6, following "materials":

Delete ","

Page 21, line 7:

Delete all material through "coal"

#3

Page 23, line 4, following "gravel,":

Insert "and"

Page 23, line 5:

Delete ", and, in accordance with AS 42.44.410(g), coal"

Page 24, lines 4 - 18:

Delete subsection (g) in its entirety

EXPLANATION OF AMENDMENTS

AMENDMENT # 1 - largely self-explanatory - the amendment would emphasize that third party acquisition of the Alaska Railroad, while not feasibile at this time, should continue to be pursued.

AMENDMENT #2 deletion of the phrase, "aquisition and operation of other modes of transportation service connecting to the railroad's rail service" would remove this power from the Railroad authority. Since the railroad is in competition with the private sector of the transportation industry I feel it is inappropriate that a tax exempt public corporation have the right to acquire at will its competition. The Alaska Railroad should remain strictly a railroad.

AMENDMENT #3 the amendment would eliminate the RR Authority's rights to coal on railroad lands. These rights would then remain with the State. The Alaska Railroad presently has no need of its own coal now. It purchases a small amount of coal from the Usibelli Coal Mine for use in the Fairbanks rail yards. It has no plans to use any additional coal in future for its own needs. If for any reason it becomes necessary for the railroad to use additional coal it can easily purchase coal from the Usibelli coal mine or the legislature can convey the coal rights on railroad lands to the RR Authority.

Proposed amendment to CSSB 212

Amendment number _____

Page 19, line 11

Delete: "the leadership of"

Page 22, line 7

Delete: "the leadership of"

Page 34, line 17:

Delete: "the leadership of"

Page 34, line 26:

Delete: subsection (9) in its entirity

Reason:

By custom in the Alaska legislature, when an agency or other unit of government is required to submit a report to the Legislature, they report is sent to the Senate secretary and the Chief Clerk of the House, where the decision is made for further distribution, unless the statute specifies that each member of the legislature receive a copy. It is unnecessary and unreasonable that the leadership should be singled out to receive the minutes of the meetings of the board.

Proposed amendment to CSSB 212

Amendment number _____

Page 6, line 1:

Delete: "$300"

Insert in its place: "$150"

Reason:

An unnecessarily high rate of compensation, considered it is in addition to travel and per diem that the board member would be allowed anyway.

#6

Proposed amendment to CSSB 212

Amendment number _____

Page 2, line 17

Following "(2)", insert: "in order to facilitate federal transfer legislation"

Reason:

This further clarifies that the state is not getting into the railroad busin s to be in the business, but because the federal government desires to divest itself of the line, and the state is the logical entity to receive it initially.

Proposed amendment to CSSB 212

Amendment number _____

Page 2, line 29

Delete: subsection (E) in its entirity

Reason:

This subsection suggests that the authority should not only be in the railroad business, but should also be in the bus, truck, airline, taxicab and bargeline business as well. In addition, the last phrase of the sentence is directly contradictory to the preceding subsection. Subsection (D) asks the organization to be self-sustaining, while (E) turns around and asks it to come to the state government for funding to provide the best possible combination of transportation types and modes.

Proposed amendment to CSSB 212



Amendment number _____

Page 1, line 16

Delete: "or in the best interests of the people of the state"

Reason:

Whether or not the private acquisition of the railroad is feasible or practical at this time, it is always in the best interests of the people of the state that the railroad become part of the private sector.

Proposed amendment to CSSB 212

Amendment number _____

Page 2, line 4

Delete: "provide"

Insert in its place: "encourage and promote"

Page 2, line 9

Delete: "provide"

Insert in its place: "encourage and promote"

Reason:

It should not be the state's policy to provide transportation services in the state. It may be the state's policy to encourage and promote those safe, efficient and economical modes of transportation, and it may even be that the state will be forced by circumstances to manage the railroad for an interim period of time until the private sector can assume its ownership and management, but transportation is not a proper service of government.

Proposed amendment to CSSB 212

Amendment number _____

Page 3, line 5

Delete subsection (G) in its entirity

Reason:

The ambiguity of what constitutes a "satisfaction" or what is a "need" make this subsection impossible to fulfill. It could be read as a mandate to expand services almost ad infinitum, and is certainly not necessary.

Proposed amendment to CSSB 212

Amendment number _____

Page 17, line 23

Delete: "convenient or desirable"

Reason:

It seems that for an authority of this sort, to empower it to do all things necessary to carry out its powers and duties should be sufficient. To empower the authority to do that which is convenient or desirable grants the authority's management unnecessary and easily abused powers.

Proposed amendment to CSSB 212

Amendment number _____

Page 7, line 9

Delete: "except as may be required by federal law,"

Reason:

It is ridiculous to imagine that the authority, an instrumentality of the state of Alaska, should be bound by federal law to pay an employee at a higher wage or salary than is generally accepted as reasonable or commensurate for other executives performing similar duties in other areas of the state government.

Proposed amendment to CSSB 212

Amendment number _____

Page 9, line 1

Delete: subsection (11) in its entirity

Page 14, line 27

Delete: "by eminent domain or"

Page 26, line 8

Delete: "EMINENT DOMAIN AND"

Page 26, line 20

Delete: subsection (d) in its entirity

Reason:

It is onerous enough that the government itself has the power of eminent domain - to take what it likes, whenever it likes - but to hand that power on over to a quasi-governmental agency like the railroad authority is to give away one more of the diminishing freedoms of Alaskans. The power of eminent domain in government is unfortunate and undesirable: To give it to the authority is not right.

AMENDMENT

OFFERED IN THE HOUSE: BY: _____

TO: CSSB 212 HOUSE BILL No. _____

SENATE BILL No. _____

PAGE: _____ LINE: _____

Page 1, line 16

Delete: "or in the best interests of the people of the state"

Page 2, line 4

Delete: "provide"

Insert in its place: "encourage and promote"

Page 2, line 9

Delete: "provide"

Insert in its place: "encourage and promote"

Page 2, line 17:

Following "(2)", insert:"in order to facilitate federal transfer legislation"

Page 2, line 29:

Delete subsection (E) in its entirity

Page 3, line 5:

Delete subsection (G) in its entirity

AMENDMENT

OFFERED IN THE HOUSE: BY: _____

TO: CSSB 212 HOUSE BILL No. _____

SENATE BILL No. _____

PAGE: _____ LINE: _____

Page 6, line 1:

Delete: "$300"

Insert in its place: "$150"

Page 7, line 9:

Delete: "except as may be required by federal law,"

Page 17, line 23:

Delete: "convenient or desirable"

Page 19, line 11:

Delete: "the leadership of"

Page 22, line 7:

Delete: "the leadership of"

Page 34, line 17:

Delete: "the leadership of"

Page 44, line 26:

Delete: subsection (9) in its entirity

AMENDMENT

OFFERED IN THE HOUSE: BY: _____

TO: CSSB 212 HOUSE BILL No. _____

SENATE BILL No. _____

PAGE: _____ LINE: _____

Page 9, line 1:

Delete: subsection (11) in its entirity

Page 14, line 27:

Delete: "by eminent domain or"

Page 26, line 8:

Delete: "EMINENT DOMAIN AND"

Page 26, line 20:

Delete: subsection (d) in its entirity

Terry Johnson / Hickey -

p. 44
A3

(D) ~~Mom~~ opposite member of 2 spouse / relationship and children -

THE LEGISLATURE OF THE STATE ...
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. CS for SB 212 (Transportation Committee)
Title An Act relating to the Alaska Railroad
Requested by Sens. Kerttula; Dankworth; Ray Date 4/23/82

II. FISCAL DETAIL
Agency Affected DOT/PF
Program Category Affected Alaska Railroad Authority
BRU, Program, Or Subprogram(s) Affected N/A
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS,CLAIMS,ETC.						
TOTAL	-0-	-0-	(See Analysis Below)			

FUNDING (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify Source)						
TOTAL	-0-	-0-				

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						
TOTAL	-0-	-0-				

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)

The effective date for this bill is triggered only upon acceptance by the legislature of the closing report under the federal transfer legislation, or acceptance by the legislature arrangements to operate the Federal Alaska Railroad by the authority. Consequently, there will be no direct fiscal impact resulting from this bill prior to the occurrence of either of these events. It should also be noted that any costs incurred by the State associated with the ongoing transfer discussions have already been adequately budgeted for within existing DOT/PF submittals.

IV. DATE April 23, 1982 PREPARED BY Mark S. Hickey
AGENCY DOT/PF: S.E. Planning & Programming
PHONE 364-4331

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)
33-001 (Rev. 12/81)

Original sponsors: Dankworth, Kerttula and Sturgulewski

Offered: 5/4/82

IN THE SENATE BY THE TRANSPORTATION COMMITTEE

CS FOR SENATE BILL NO. 212 (Transportation)

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWELFTH LEGISLATURE - SECOND SESSION

A BILL

For an Act entitled: "An Act relating to the Alaska Railroad; and providing for an effective date."

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

* Section 1. LEGISLATIVE FINDINGS, POLICY, AND DECLARATIONS. (a) The legislature finds that

(1) the United States government has expressed its determination to discontinue federal operation of the Alaska Railroad at the earliest possible date;

(2) for the time being, private acquisition and operation of the railroad [in a manner consistent with the federal transfer legislation and this Act is not presently considered to be a reasonable possibility] [or in the best interests of the citizens of the state;]

(3) continued operation of the railroad is possible only if the state acquires the railroad from the federal government and provides for operation of the railroad;

(4) continued operation and development of the Alaska Railroad is essential to the long-term economic growth and development of the state and its natural resources and will serve an important public purpose; and

(5) continued operation of the Alaska Railroad will promote the general welfare of the people of the state by providing important freight and passenger service to residents of the state, businesses, visitors, and military installations in the state.

(b) It is the policy of the state to

(1) foster and promote the development of the state's lands and

natural resources;

(2) foster and promote the long-term economic growth and development of the state;

(3) provide necessary and desirable freight and passenger rail transportation services to residents, businesses, visitors, and military installations in the state;

(4) develop and implement plans for a transportation network that effect the policies set out in this subsection; and

(5) provide safe, economical, and efficient transportation to residents, businesses, visitors, and military installations in the state.

(c) The legislature declares that

(1) the exercise of the powers of the state in the interest of the people of the state is necessary to accomplish the policy set out in (b) of this section by authorizing the creation of a public authority with the powers, duties, and functions as provided in this Act to operate the Alaska Railroad and to manage its rail, industrial, port and other properties;

(2) it is in the best interests of the people of the state for the public authority created by this Act to operate and manage in a prudent manner the Alaska Railroad

(A) to be exclusively responsible for the management of the financial and legal obligations of the Alaska Railroad;

(B) with the railroad authority, and not the state, constituting a common carrier subject to the jurisdiction of the United States Interstate Commerce Commission;

(C) with the ability to raise capital by issuing obligations exempt from federal and state taxation;

(D) to carry out its responsibilities on a self-sustaining basis;

(E) to provide the best possible combination of types and

levels of safe, efficient, and economical transportation that is necessary to meet the overall needs of the state, supported when necessary by state investment;

(F) according to sound business management practices;

(G) to provide the level of service that best satisfies the needs of the people of the state;

(H) in a fiscally sound manner; and

(I) to ensure that borrowing by the authority does not directly or indirectly endanger the state's own borrowing capacity;

(3) the continued operation of the railroad will assure greater use, development, reclamation, and settlement of the state's land for the maximum benefit of the people; and

(4) the important public purposes to be served by the railroad authority require the authority to have all of the powers and duties granted to it by this Act; the legislature intends that the authority, consistent with sound business management practices, exercise its powers and duties as a public service on behalf of the state and recognizes that the exercise of the powers and duties granted by this Act requires the authority to engage in the wide range of conduct authorized by this Act.

* Sec. 2. AS 42 is amended by adding a new chapter to read:

CHAPTER 40. ALASKA RAILROAD AUTHORITY.

ARTICLE 1. ESTABLISHMENT AND ORGANIZATION.

Sec. 42.40.010. ESTABLISHMENT OF AUTHORITY. There is established the Alaska Railroad Authority. The authority is a public corporation and, for purposes of art. III, sec. 22, Constitution of the State of Alaska, is an instrumentality of the state within the Department of Transportation and Public Facilities, but the authority has a legal existence independent of and separate from the state. The exercise by the authority of the powers provided in this chapter is considered an

essential governmental function of the state. The existence of the authority is perpetual.

Sec. 42.40.020. LIMITATION OF LIABILITY. A liability incurred by the authority must be satisfied exclusively from the assets and credit of the authority and no creditor or other person has a right of action against the state on account of a debt, obligation, or liability of the authority.

Sec. 42.40.030. BOARD OF COMMISSIONERS. (a) The powers of the authority are vested in the Board of Commissioners. The board consists of the commissioner of transportation and public facilities, who serves as a voting member; the chief executive officer of the authority, who serves as an ex officio nonvoting member; an authority employee appointed by the governor, who serves as a nonvoting member and represents the labor organizations that are certified to represent authority employees; and six voting public members appointed by the governor. The public members must have substantial experience or professional training and expertise in fields relevant to the purposes of this chapter, including, but not limited to transportation, business, and finance and have the standing in their communities to command the respect of their fellow citizens. Unless prohibited by law, one public member shall be or have been an executive official of an American railroad that is not now or was never a connecting carrier of the Alaska railroad. At least four public members must be selected from areas served by the railroad. The public members may not be state officers or employees.

(b) The public members of the board shall be confirmed by a majority of the membership of the legislature in joint session. A public member appointed by the governor, unless and until the member has been rejected by the legislature, has the full powers and responsibilities of a confirmed board member.

(c) The board shall elect from its membership a chairman, a vice-chairman, a treasurer, and a secretary and prescribe their specific duties by rule.

(d) The chairman shall call meetings of the board at least once every three months. The chairman may call other meetings of the board as he considers necessary. The chairman shall preside at meetings of the board.

(e) The governor by written notice to the member may remove a public member from the board for

(1) incapacitation caused by injury or sickness that leaves the member unable to perform his duties under this chapter;

(2) continued refusal or inability to attend meetings of the board;

(3) conviction of a misdemeanor involving moral turpitude or a felony; or

(4) any conduct that was intended to harm the authority whether or not it constitutes a crime.

Sec. 42.40.040. TERM OF OFFICE; VACANCIES. (a) The public members of the board serve for staggered terms of five years each.

(b) A vacancy on the board is filled by appointment by the governor and the appointment must be confirmed by the legislature in joint session. A member selected to fill a vacancy holds office for the balance of the term for which his predecessor is appointed.

(c) A vacancy on the board does not impair the authority of a quorum of members to exercise the powers and perform the duties of the board.

(d) A member whose term has expired shall serve until his successor has been appointed.

Sec. 42.40.050. COMPENSATION AND EXPENSES. A public member of the

board is entitled to compensation at the rate of $300 for each day the member is engaged in actual performance of duties as a member of the board. The board shall provide by rule for compensation for partial days during which a member is engaged in actual performance of his duties. A member is entitled to per diem and travel expenses authorized by law for state boards and commissions under AS 39.20.180.

Sec. 42.40.060. QUORUM AND NOTICE OF MEETINGS. Four voting members of the board constitute a quorum for the transaction of business. In addition to the notice requirements of AS 44.62, notice of a meeting of the board, including an agenda for the meeting, must be given to

(1) each member of the board;

(2) the governor;

(3) the leadership of the legislature;

(4) at least two newspapers of statewide circulation; and

(5) members of the general public upon request.

Sec. 42.40.070. VOTING. The board shall provide by rule for the manner of voting and any representation of persons absent from meetings. The rules may provide for voting and conferring by means of telecommunication devices or by mail or for voting as directed in a written proxy taking a position on a particular issue so long as voting is consistent with AS 44.62.310. However, no proxy is allowed that delegates to the holder discretion to act for a principal on undisclosed or general matters.

Sec. 42.40.080. MANAGEMENT OF AUTHORITY. (a) Unless the board provides for management of the authority by a third-party contractor under (b) of this section,

(1) the board shall appoint and fix compensation for the chief executive officer and legal counsel of the authority; the appointment of legal counsel is subject to the approval, for competence, of the governor

(2) the chief executive officer shall appoint and fix compensation for the other executive officials; the appointments and compensation are subject to board approval;

(3) officials appointed under (1) and (2) of this subsection serve at the pleasure of the board;

(4) the chief executive officer may appoint and fix compensation for any additional personnel necessary to carry out the purposes of this chapter;

(5) except as may be required by federal law, no executive official of the authority may be compensated at a rate in excess of that established under AS 39.20.080 for the heads of principal executive departments of the state.

(b) The board may provide for, in a manner consistent with the purposes of this chapter and subject to the approval of the state as provided in AS 42.40.600(g), the management and operation of the railroad by a third-party contractor. Subject to the limitations in (a) of this section, the board may provide for appointment and compensation of any executive official, including but not limited to those provided for in (a) of this section, necessary to augment the management and operation of the railroad by the third-party contractor.

Sec. 42.40.090. DELEGATION. (a) The board shall by rule delegate powers and duties necessary and appropriate for the management of the daily affairs and operations of the authority to the chief executive officer, subject to any requirement of board concurrence or authorization imposed by the rules.

(b) Within 180 days of its establishment, the board shall by rule delegate the following activities of the authority to the chief executive officer or other executive official designated by the board, subject to any board review of the activities as may be specified in the rules:

(1) leasing, granting easements in, issuing permits for the use of, or conveying other interests that do not constitute a transfer of the authority's entire interest in real property of the authority;

(2) establishment of specific rates, tariffs, divisions and contract rate agreements;

(3) routine changes in service levels; and

(4) procurement.

(c) General or particular board authorization or concurrence is required for the following:

(1) transfer of the authority's entire interest in real property other than the execution of a release of a lien or satisfaction of a mortgage after payment has been received;

(2) issuance of notes, debentures, or bonds;

(3) mortgaging or pledging of authority assets;

(4) donation of money, property, or other assets belonging to the authority;

(5) an action by the authority as a surety or guarantor;

(6) capital projects with an estimated completion cost in excess of $250,000 or an estimated completion time of more than one year;

(7) adoption of the long-range program and capital improvement plans under AS 42.40.325;

(8) certification of annual reports under AS 42.40.310;

(9) generally applicable, comprehensive increases and decreases in rates other than those periodically approved by the United States Interstate Commerce Commission for application to rail carriers generally;

(10) diversification and major expansion or reduction of services beyond those provided on the date of transfer or as provided under this chapter;

(11) the exercise of the power of eminent domain;

(12) expansion of main or branch lines, other than routine track realignment as necessary to maintain service levels in effect on the date of transfer; and

(13) selection of independent auditors and accountants.

ARTICLE 2. ADMINISTRATIVE PROVISIONS.

Sec. 42.40.200. CONFLICTS OF INTEREST. (a) Except as provided in this section, a board member or employee of the authority may not participate in a decision of the authority in which he or a member of his immediate family has a direct or indirect financial interest unless the financial interest is a remote financial interest and participation is approved under (b) of this section. For purposes of this section, "participate in a decision" includes all discussions, deliberations, preliminary negotiations, and votes concerning a matter that is the subject of formal action by the board.

(b) A board member or employee may participate in a decision if he or a member of his immediate family has only a remote interest and if the fact and extent of the interest is disclosed to the board in a public meeting and is noted in the minutes of the board before any participation by the member or employee in the decision, and thereafter in a public meeting the board authorizes or approves the participation by a vote of its membership excluding the interested member or employee. As used in this subsection, "remote interest" means

(1) that of a nonsalaried officer of a nonprofit corporation;

(2) that of an employee or agent of a contracting party when the compensation of the employee or agent consists entirely of fixed wages or salary and the contract is awarded by bid or by other competitive process;

(3) that of a landlord or tenant of a contracting party,

except when the property subject to the lease or sublease is owned or managed by the authority;

(4) that of a holder of less than one percent of the shares of the corporation or cooperative that is the contracting party;

(5) that of an owner of a savings and loan account or bank savings or share account or credit union deposit account if the interest represented by the account is less than two percent of the total deposits held by the institution; or

(6) other interests that in good faith are defined as remote by rules or regulations adopted by the authority.

(c) A board member or employee is not considered to be financially interested in a decision when the decision could not affect him in a manner different from its effect on the public or community.

(d) An action, including the award of a contract, in which a board member or employee participates in violation of this section or AS 39.50.090 is void if the board member's vote or employee's participation was necessary to the decision. If a board member votes or an employee participates in a decision in violation of this section or AS 39.50.090 and his vote or participation is not necessary to the decision, the board may ratify the action after disclosure of the violation in a public meeting of the board and without participation by the interested member or employee in the decision to ratify. A board member or employee who violates a prohibition contained in this section or in AS 39.50 forfeits his office upon a determination by the board in a public meeting that the violation was intentional.

(e) The executive officials and board members of the authority are subject to AS 39.50.

(f) Within 120 days of the first meeting of the board, the board shall adopt and may subsequently amend rules and regulations implementing

this section, providing additional conflict of interest and ethical rules and regulations as it considers appropriate, and providing for the removal by the board of a board member or employee who intentionally violates a prohibition contained in this section or in AS 39.50.

Sec. 42.40.210. PUBLIC BOARD MEETINGS. (a) The meetings of the board are public, with the exception of executive sessions permitted by AS 44.62.310 and (b) of this section.

(b) In addition to those subjects which may be discussed in executive session under AS 44.62.310, the board may consider in executive session matters that pertain to personnel, the authority's legal position, land acquisition or disposal, or proprietary information, as defined in a manner consistent with the standards and practices of the United States Interstate Commerce Commission for protection of the information including but not limited to proprietary information associated with specific shippers, divisions, and contract rate agreements.

Sec. 42.40.220. MINUTES OF MEETINGS. The board shall keep minutes of each meeting and shall send a certified copy of the minutes of the public portion of each meeting to the governor and the leadership of the legislature.

Sec. 42.40.230. ADMINISTRATIVE PROCEDURE. (a) Except for AS 44.-62.310 regarding public meetings, as limited by AS 42.40.210(b), the Administrative Procedure Act (AS 44.62) does not apply to the authority, its rules, regulations, or actions taken under this chapter. The authority shall make available to members of the public copies of the rules and regulations adopted under this section. Within 45 days after adoption, the chairman of the board shall submit a regulation adopted under this section to the chairman of the Administrative Regulation Review Committee under AS 24.20.400 - 24.20.460. The legislature may annul or temporarily suspend a regulation adopted by the authority.

(b) The board shall adopt rules and regulations to govern its procedures and to carry out the purposes of this chapter. Within 90 days after its first meeting the board shall adopt rules establishing a procedure for giving advance public notice and an opportunity for the public to comment on proposed regulations of the authority that, in the determination of the board, will have a substantial impact on the public or be used in the authority's dealings with a significant segment of the public. The rules shall also provide for the adoption of emergency regulations without public notice and comment when the immediate adoption or repeal of a regulation is necessary to continue or reinstate the orderly operation of the authority's facilities or programs. However, emergency regulations may not remain in effect more than 120 days unless during that period the board complies with the public notice and comment procedure required for regulations that are not of an emergency nature.

(c) The rules adopted under (b) of this section establishing a regulation-making procedure and all rules or regulations relating to procurement of property by the authority, conflicts of interest, disclosure of information in the possession of the authority, or the regulation of persons outside the authority through the exercise of police power shall be submitted to the attorney general for review and approval before becoming effective. The attorney general shall respond to the authority within 60 days after receipt of the rules or regulations either approving them as consistent with or disapproving them as in conflict with the Alaska Statutes and the Constitution of the State of Alaska. A disapproval of rules or regulations must be accompanied by a memorandum of law explaining the conflict with existing law and a recommendation for revisions to cure the defect. Rules or regulations submitted to the attorney general are considered approved if the attorney general fails to approve or disapprove the rules or regulations, as pro-

vided in this subsection, within 60 days after receipt.

(d) A regulation is not subject to the procedures in (b) of this section if it is one that

(1) relates to the use of public works, including terminal areas, industrial reserves, rights-of-way and streets, under the jurisdiction of the authority if the effect of the regulation is indicated to the public by means of signs or signals;

(2) is directed to a specifically named person or to a group of persons and does not apply generally throughout the state;

(3) concerns service schedules of the railroad; or

(4) relates to specific tariffs, divisions, and contract rate agreements.

(e) The authority is an agency of the state for purposes of jurisdictional determinations and judicial review of the authority's action.

Sec. 42.40.240. PUBLIC DISCLOSURE OF INFORMATION. (a) Except as provided by rule or regulation of the authority under this section, facts and information in the possession of the authority are public and communications, reports, files, books, accounts, and papers of every nature in its possession are open to public inspection at reasonable times.

(b) The authority may by rule or regulation designate and withhold disclosure of matters of a nonpublic, privileged, or proprietary nature. Those matters include but are not limited to personnel records, communications with and work product of counsel and, consistent with the standards and practices of the United States Interstate Commerce Commission for the protection of these matters, other information including but not limited to proprietary information associated with specific shippers, divisions, and contract rate agreements.

(c) A person may make written objections to the public disclosure

tained in an application, report, or document filed
, stating the grounds for the objection. When an
, the board may order the information withheld from public disclosure if the information

(1) would adversely affect the interest of that person and is not required in the interest of the public; or

(2) may be protected from disclosure consistent with the standards and practices of the United States Interstate Commerce Commission including but not limited to proprietary information associated with specific shippers, divisions and contract rate agreements.

ARTICLE 3. POWERS AND DUTIES.

Sec. 42.40.300. GENERAL POWERS. The authority may

(1) adopt a seal;

(2) adopt rules and regulations;

(3) sue and be sued;

(4) appoint officers, employees, trustees, and agents, and prescribe their powers and duties;

(5) hire legal counsel to represent the authority;

(6) make contracts and execute instruments necessary or convenient in the exercise of its powers and duties;

(7) acquire by purchase, lease, bequest, devise, gift, exchange, the satisfaction of debts, the foreclosure of mortgages, or otherwise, real or personal property, rights, rights-of-way, franchises, easements, and other interests in land, including land lying under water and appropriation of water rights that are located in the state, taking title to the property in the name of the authority;

(8) acquire property by eminent domain or by declaration of taking;

(9) hold, maintain, use, operate, lease, exchange, donate,

improve, convey, alienate, dispose of, mortgage, encumber, and otherwise grant security interests in or transfer any real or personal property including without limitation facilities and equipment;

(10) borrow money and issue its bonds or notes and provide for and secure their payment, provide for the rights of their holders and purchase, hold, or dispose of its bonds or notes;

(11) secure the payment of its obligations by pledge or mortgage or other lien on its contracts, revenues, income, or property;

(12) contract with and accept transfers, gifts, grants or loans of funds or property from the United States, the state, and its political subdivisions, subject to the provisions of federal, state, or local programs;

(13) acquire, hold and dispose of stocks, memberships, contracts, bonds, general or limited partnership interests or other interests in another corporation, association, partnership, joint venture or other legal entity, and exercise the powers or rights in connection with these interests which are provided in contracts or agreements and that are allowed by law concerning the satisfaction of debts;

(14) undertake or provide for the management, operation, maintenance, use, and control of all of the properties of the Alaska Railroad including without limitation, the tracks, equipment and other property transferred to it by the federal government or by any person;

(15) undertake or provide for the acquisition, construction, maintenance, equipping, and operation of connecting, switching, terminal, or other railroads and railroad facilities in the state;

(16) recommend to the legislature and the governor any tax, financing, or security measure the authority considers appropriate for maximizing the public interest in the operation of the railroad;

(17) lend its funds, property, credit or services for author-

ity purposes;

(18) consent to the modification of the rate of interest, time of payment of an installment of principal or interest, or other term of a loan, contract, or agreement to which the authority is a party;

(19) include in any borrowing the amounts necessary to establish reasonable reserves and pay financing charges and interest on the obligations for a reasonable period after which the authority estimates funds will be otherwise available to pay the interest, consultant, advisory, and legal fees, and other expenses necessary or incident to borrowing;

(20) maintain offices and facilities at places it designates;

(21) purchase the authority's bonds at a price not more than the principal amount of them plus interest;

(22) cancel bonds purchased under (21) of this section;

(23) apply to the appropriate agencies of the state, the United States, and to a foreign country and other proper agencies for the permits, licenses, or approvals necessary to construct, maintain, and operate transportation services, and to obtain, hold, and reuse the licenses and permits in the same manner as other operating units or persons;

(24) prescribe rates to be charged for services provided by the Alaska Railroad;

(25) determine the routes, schedules, and types of service to be provided by the Alaska Railroad;

(26) enter into contracts, leases, and other agreements with connecting carriers, shippers, and other persons concerning the services, activities, operations, properties and facilities of the railroad, including contracts, leases and other agreements that contain provisions intended to preserve and expand the railroad's traffic base;

(27) plan for and undertake expansion of the railroad and railroad activities, including extension of the Alaska Railroad's rail system [and acquisition and operation of other modes of transportation] service connecting to the railroad's rail service;

(28) adopt regulations having the force of law that are designed to safeguard property owned, managed, or transported by the authority, to protect employees and persons using the authority's property or services, and to promote safe, healthy, secure, and effective railroad operations;

(29) maintain a security force to enforce state law and the authority's regulations;

(30) adopt rules and regulations having the force of law that require designated classes of proprietary and personnel information and communications to be confidential;

(31) hire and discharge railroad personnel and determine benefits and other terms and conditions of employment established in accordance with obligations that may be imposed by the federal transfer legislation;

(32) assume and satisfy liabilities of the United States or its agencies as provided by the federal transfer legislation and the closing report, or its substantive equivalent, as accepted by the legislature; and

(33) do all things necessary, convenient or desirable to carry out the powers and duties expressly granted or necessarily implied in this chapter or under other laws of the state or the laws and regulations of the federal government.

Sec. 42.40.310. ANNUAL REPORT. The board shall direct preparation of, certify and distribute to the governor and to each member of the legislature by February 1 of each year a report generally describing the

operations and financial condition of the authority. The board may include in the report suggestions for legislation relating to the structure, powers, or duties of the authority or relating to the operation of facilities of the authority.

Sec. 42.40.320. ANNUAL AUDIT. The board shall have the financial records of the authority audited annually by an independent certified public accountant experienced in railroad accounting. The authority shall, at all times during normal business hours and as often as the governor's auditor or the legislative audit division considers necessary, make available to an auditor appointed by the governor or to the legislative audit division for examination all of its financial records, and shall permit the auditor appointed by the governor or the legislative audit division to audit, examine and make excerpts or transcripts from the records, and to make audits of all contracts, invoices, materials, payrolls, records of personnel, conditions of employment, provision of services and the rates at which the services are provided and other relevant data; disclosure of this information is subject to AS 42.40.240 and rules and regulations implementing that section.

Sec. 42.40.325. LONG-RANGE PROGRAM AND CAPITAL IMPROVEMENT PLANS. (a) The authority shall prepare and the board shall adopt a long-range program plan and a capital improvement plan in accordance with sec. 10 of this Act.

(b) The long-range program plan must delineate the manner in which the authority intends to accomplish the purposes of and fulfill its responsibilities under this chapter during each of the five years after the plan is adopted. The long-range program plan shall provide information substantially consistent with the requirements of AS 37.07.050; the format of the plan must be jointly determined by the authority, the legislative audit division, and the division of budget and management,

Office of the Governor.

(c) The long-range capital improvement plan must present and explain the authority's anticipated capital improvements for each the five years after the plan is adopted. The long-range capital improvement plan must include the information required by AS 42.40.600(b) together with any other information prescribed by the governor or the legislative audit division.

(d) The authority shall annually revise and the board shall adopt the plans required in this section.

(e) The authority shall provide copies of its plans to the governor and the leadership of the legislature.

(f) The governor and the legislative audit division may conduct an annual performance and efficiency audit in accordance with sec. 10 of this Act.

Sec. 42.40.330. USE OF AUTHORITY ASSETS. (a) The authority shall apply all money, property, other assets, and credit of the authority toward activities authorized by this chapter. The authority may not issue shares of stock, pay dividends, make private distribution of assets, make loans to board members or employees, or engage in business for private benefit. The use of authority money, property, other assets, or credit for purposes not authorized by law by persons having the possession or control of it is prohibited.

(b) Notwithstanding the provisions of this section, the authority may

(1) assist board members and employees as members of a general class of persons to be assisted by an activity to the same extent as other members of the class and as long as no special privileges or treatment accrues to the member or employee by reason of his status or position in the authority;

(2) return to board members and employees fees, dues, or service charges originally contributed by them and surplus to the purposes for which collected;

(3) defend and indemnify a current or former employee, agent, or board member of the authority and their successors against all costs, expenses, judgments, and liabilities, including attorney fees, reasonably incurred by or imposed upon him in connection with a civil or criminal action in which he is involved because of his affiliation with the authority, if he was acting in good faith on behalf of the authority and within the scope of his duties or powers; and

(4) purchase insurance to protect and hold personally harmless its employees, agents, and board members from an action, claim, or proceeding instituted against these individuals arising out of the performance, purported performance, or failure of performance, in good faith, of duties for, or employment with, the authority and to hold these individuals harmless from expenses connected with the defense, settlement, or monetary judgments from that action, claim, or proceeding; the purchase of insurance and its policy limits are discretionary with the board and insurance is not considered to be compensation to the insured individual.

ARTICLE 4. RAIL PROPERTIES.

Sec. 42.40.400. RAIL PROPERTIES. (a) The authority shall receive from the United States and, in its own name, take title to all rail properties transferred under the federal transfer legislation. All land among the rail properties so transferred or otherwise acquired by the authority is subject to AS 38.95.010 and is not subject to classification, control or disposal under AS 38 or other state law, except as otherwise specifically provided in this chapter.

(b) Within 120 days after transfer of the rail properties, the

authority shall convey to the state the subsurface estate of and the mineral rights in the land among the rail properties. The conveyance shall be made by one or more quitclaim deeds executed by the chief executive officer and delivered to the commissioner of natural resources. The authority may reserve in each quitclaim deed the right to extract and use for the authority's purposes sand, gravel, other construction materials, and, in accordance with AS 42.40.410(g), coal on the subject land. The interest retained by the authority after conveyance to the state under this subsection entitles it to exclusive use and control of the surface, complete subjacent and lateral support of the surface, and the right to tunnel, ditch, recontour, excavate and otherwise use the subsurface for railroad, transportation, transmission, and related purposes.

(c) The authority may litigate, compromise, and otherwise settle claims related to the transfer of rail properties from the United States and to recover for breach of warranties made or other obligations assumed by the United States or other party in relation to the transfer or status of the rail properties.

(d) The authority may submit applications on its own behalf as an instrumentality of the state for acquisition of interests in federal land available under federal law that will enhance the operations of the authority and may receive conveyances of all interests in its own name.

(e) The authority, as an agency of the state, may acquire in its own name from the United States under the Surplus Property Act (50 App. U.S.C. 1622 et seq.), the Federal Property and Administrative Services Act of 1949 as amended (40 U.S.C. 471 et seq.), or other law, property under the control of a federal department or agency that is useful for the authority's purposes and may acquire from the Department of Administration property of the state made available under AS 44.71.010 - 44.71.040.

(f) Before disposing of an interest in real property, other than a leasehold, a utility or access easement, or a land use permit, to a party other than the state, the authority shall give public notice of the disposition in two newspapers of general circulation. The authority shall make copies of the notice available to the public at its administrative office, and mail copies of the notice to the commissioner of natural resources, the governor, and the leadership of the legislature.

Sec. 42.40.410. CLASSIFICATION, ACQUISITION, AND USE OF STATE LAND FOR RAILROAD PURPOSES. (a) The board by resolution may identify land owned by or subject to selection by the state, including tide and submerged land, as necessary or useful for present or intended railroad purposes. The resolution must include a statement of and justification for the present or intended railroad use and the date when the use should begin. Upon submission of the resolution and a request for classification and conveyance to the commissioner of natural resources, the commissioner may temporarily classify and reserve the land identified in the request for railroad purposes and may temporarily vacate a classification allowing disposal or lease of that land under laws or programs of the state. A temporary classification and vacation is subject to valid existing rights.

(b) Within 180 days after receiving the request, the commissioner of natural resources by departmental order shall

(1) permanently classify the surface estate of that land for railroad purposes and, subject to valid existing rights, convey the state's interests in and to the surface estate of the land to the authority;

(2) deny the classification and conveyance as not in the best interest of the state; or

(3) approve in part and deny in part the request for classi-

fication under this section.

(c) In the absence of a reservation to the contrary, a conveyance under (b) of this section vests in the authority the exclusive right to extract and use for its purposes sand, gravel, other construction materials, and, in accordance with (g) of this section, coal on the land conveyed without regard to the classification of the resources as part of the surface or subsurface estate.

(d) The authority and the commissioner of natural resources may agree to joint management of railroad land and to conditions for classification of railroad land. The authority and the commissioner of natural resources may agree to periodic joint review of state land to determine suitability for railroad purposes and periodic joint review of the status of railroad land to determine the necessity for continued ownership by the authority. The authority may reconvey to the state land that the authority and the commissioner of natural resources jointly identify as unnecessary or unsuitable for the authority's purposes.

(e) The authority's ownership of a surface interest in state land entitles it to exclusive use and control of the surface, complete subjacent and lateral support of the surface, and the right to tunnel, ditch, recontour, excavate or otherwise use the subsurface for railroad, transportation, transmission, and related purposes.

(f) When physical conditions require that track or other right-of-way fixtures of the authority be moved from the existing location and relocated on state-owned land adjacent to or in the vicinity of the existing right-of-way, and the chief executive officer determines that relocation is necessary to maintain safe and adequate rail operations, the authority may effect the relocation after notice to the Department of Natural Resources. The relocation must be limited to land adequate to restore or continue safe rail operations at a normal level. Within

45 days after a relocation under this subsection, the authority shall request classification and conveyance of the land for railroad purposes in accordance with (a) of this section.

(g) Before the authority extracts coal on lands in which it owns an interest, as authorized by AS 42.40.400(b) and (c) of this section, it shall submit a request for authorization to do so to the Department of Natural Resources. Within 45 days after receiving the request, the Department of Natural Resources shall approve the request if it determines that the coal to be extracted is located on lands in which the authority owns an interest and is not subject to existing rights of a third party. The state holds title to all coal on lands in which the authority owns an interest until the coal is extracted from the land by the authority under this subsection or otherwise disposed of in accordance with AS 38.05.150 and AS 42.40.415. The authority may use coal made available to it under this chapter for operational, non-income producing purposes only, including the generation of power to support operations and in-kind compensation to a person with whom the authority contracts to extract coal.

Sec. 42.40.415. DEVELOPMENT OF OIL, GAS, MINERALS, AND GEOTHERMAL RESOURCES ON AUTHORITY LAND. (a) The Department of Natural Resources, in accordance with AS 38.05, may lease or otherwise develop oil, gas, minerals, and geothermal resources located on land in which the authority owns an interest, including a surface interest, only upon satisfaction of the following conditions:

(1) the Department of Natural Resources submits to the authority a request for authorization identifying the interest to be developed and describing with specificity the proposed plan for development of the interest, potential negative effects the proposed development may have on the authority's operations, and measures that will be used to avert

or mitigate the effects;

(2) the authority reviews the request for authorization and, after considering potential negative effects and proposed mitigation measures, determines that the plan of development presents no appreciable risk of interference with the operations of the authority;

(3) the Department of Natural Resources and the authority agree upon a suitable requirement that the lessee or party other than the state undertaking the development reimburse the authority from the proceeds of the development for costs incurred by the authority and materials lost by the authority as a result of the development; and

(4) the authority issues to the Department of Natural Resources a written authorization to proceed with the plan for lease or development; the authority may not unreasonably withhold its consent to a request for authorization submitted by the Department of Natural Resources under this section.

(b) The Department of Natural Resources shall require a party other than the state exercising rights under this section to post a surety bond in an amount sufficient to secure the authority against potential detrimental effects of the activity undertaken.

(c) The Department of Natural Resources shall maintain an accurate record of all income received by the state from the land in which the authority has an interest and of the value of all subsurface estates conveyed by the authority to the state. The Department of Natural Resources shall prepare a yearly summary of the income and subsurface value and submit it to the legislature and the authority before March 15 of each year.

(d) There is established in the state treasury the Alaska Railroad income fund. All income received by the state from lands in which the authority has an interest shall be deposited into the fund. The fund is subject to appropriation by the legislature.

Sec. 42.40.420. LAND USE REGULATION. The board may adopt exclusive regulations governing land use by private parties having interests in or permits for land owned or managed by the authority. The power conferred by this section is exercised for the common health, safety, and welfare of the public and, to the extent constitutionally permissible, may not be limited by the terms and conditions of leases, contracts, or other transactions with private parties.

Sec. 42.40.430. EMINENT DOMAIN AND ACQUISITION OF PROPERTY AND MATERIALS. (a) The authority may exercise the power of eminent domain under AS 09.55.240 - 09.55.460 to acquire land or an interest in land for lawful purposes consistent with this chapter.

(b) The authority may acquire a fee simple title whenever, in the judgment of the authority, ownership of a fee simple is necessary to carry out the authority's lawful purposes in condemning property. When the authority acquires a fee simple, it shall as soon as practicable reconvey the subsurface estate to the state by a quitclaim deed.

(c) The authority may file a declaration of taking, under AS 09.55.420 - 09.55.460, in the same manner and with the same effect as the state.

(d) The authority's power of eminent domain includes, without limitation, the power to obtain material, including clay, gravel, sand, or rock, the land necessary to obtain the material, and access to the land and material.

(e) The authority may vacate land, or part of it, or rights in land acquired for railroad purposes by executing and filing a deed in the appropriate recording district. Upon filing of the deed, title reverts to the State of Alaska, if compensation has been paid.

ARTICLE 5. FINANCIAL PROVISIONS.

Sec. 42.40.500. BONDS AND NOTES. (a) The authority, by resolu-

tion of the board, may issue bonds and bond anticipation notes to provide money to carry out its purposes.

(b) The principal and interest on the bonds or notes of the authority are payable from money or assets of the authority. Bond anticipation notes may be payable from the proceeds of the sale of bonds or from the proceeds of sale of other bond anticipation notes or, if bond or bond anticipation note proceeds are not available, the notes may be paid from other money or assets of the authority. Bonds or notes may be additionally secured by a pledge of a grant or contribution or other property from the federal government, the state or any of its political subdivisions, or a corporation, association, institution, or person, or a pledge of money, income, or revenues of the authority from any source.

(c) Bonds or bond anticipation notes may be issued in one or more series and shall be dated, bear interest (fixed or variable) at the rate or rates per year or within the maximum rate, be in the denomination, be in the form, either coupon or registered, carry the conversion or registration provisions, have the rank of priority, be executed in the manner and form, be payable from the sources in the medium of payment and place or places inside or outside the state, be subject to authentication by a trustee or fiscal agent, and be subject to the terms of redemption with or without premium, as the resolution of the board may provide. Bond anticipation notes mature at the time or times determined by the board. Bonds mature at the time, not exceeding 50 years from their date, determined by the board. Before the preparation of definitive bonds or bond anticipation notes, the authority may issue interim receipts or temporary bonds or bond anticipation notes, with or without coupons, exchangeable for bonds or bond anticipation notes when these definitive bonds or bond anticipation notes have been executed and are available for delivery.

(d) Bonds or bond anticipation notes may be sold in the manner, on the terms, and at the price the board determines.

(e) If an officer whose signature or a facsimile of whose signature appears on bonds or notes or coupons attached to them ceases to be an officer before the delivery of the bond, note, or coupon, his signature or facsimile is valid as if he had remained in office until delivery.

(f) Bond or bond anticipation note proceeds may not be dedicated to activities other than those the board reasonably determines to be specifically related to the purpsoes for which the instruments are issued.

(g) In a resolution of the board authorizing or relating to the issuance of bonds or bond anticipation notes, the board has power by provisions in the resolution that will constitute covenants of the authority, and contracts with the holders of the bonds or bond anticipation notes

(1) to pledge to a payment or purpose all or a part of its revenues to which its right then exists or may later exist, and the money derived from the revenues, and the proceeds of its bonds or notes;

(2) to covenant against pledging all or part of its revenues, or against permitting or suffering a lien on the revenues or its property;

(3) to covenant as to establishment of reserves or sinking funds and the provision for and the regulation and disposition of the reserves or sinking funds;

(4) to covenant with respect to or against limitations on a right to sell or otherwise dispose of property of any kind;

(5) to covenant as to bonds and notes to be issued, and their limitations, terms and conditions, and as to the custody, application and disposition of the proceeds of the bonds and notes;

(6) to covenant as to the issuance of additional bonds or

notes, or as to limitations on the issuance of additional bonds or notes and the incurring of other debts;

(7) to covenant as to the payment of the principal of or interest on the bonds or notes, as to the sources and methods of payment, as to the rank or priority of the bonds or notes with respect to a lien or security, or as to the acceleration of the maturity of the bonds or notes;

(8) to provide for the replacement of lost, stolen, destroyed, or mutilated bonds or notes;

(9) to covenant against extending the time for the payment of bonds or notes or interest on bonds or notes;

(10) to covenant as to the redemption of bonds or notes and privileges of their exchange for other bonds or notes of the authority;

(11) to covenant to create or authorize the creation of special funds of money to be held in pledge or otherwise for operating expenses, payment or redemption of bonds or notes, reserves or other purposes, and as to the use and disposition of the money held in the funds;

(12) to establish the procedure, if any, by which the terms of a contract or covenant with or for the benefit of the holders of bonds or notes may be amended or abrogated, the amount of bonds or notes the holders of which must consent to amendment or abrogation, and the manner in which the consent may be given;

(13) to covenant as to the custody of its properties or investments, their safekeeping and insurance, and the use and disposition of insurance money;

(14) to vest in a trustee or trustees inside or outside the state property, rights, powers, and duties in trust as the authority may determine, that may include any or all of the rights, powers, and

duties of a trustee appointed by the holders of bonds or notes of the authority, and to limit or abrogate the rights of the holders of the bonds or notes of the authority to appoint a trustee under this chapter or limit the rights, powers, and duties of the trustee;

(15) to pay the costs or expenses incident to the enforcement of the bonds or notes or of the provisions of the resolution or of a covenant or agreement of the authority with the holders of its bonds or notes;

(16) to agree with an authority trustee that may be a trust company or bank having the powers of a trust company inside or outside the state as to the pledging or assigning of revenues or funds in which the authority has any rights or interest; the agreement may further provide for other rights and remedies exercisable by the trustee as may be proper for the protection of the holders of bonds or notes of the authority and not otherwise in violation of law and may provide for the restriction of the rights of an individual holder of bonds or notes of the authority;

(17) to appoint and provide for the duties and obligations of a paying agent or other fiduciary as the resolution may provide inside or outside the state;

(18) to limit the rights of the holders of bonds or notes of the authority to enforce a pledge or covenant securing the bonds or notes; and

(19) to make covenants other than and in addition to the covenants expressly authorized in this section, of like or different character, and to make the covenants to do or refrain from doing the acts and things as may be necessary, or convenient and desirable, in order to better secure bonds or notes or which, in the absolute discretion of the board, will tend to make bonds or notes more

marketable, notwithstanding that the covenants, acts, or things may not be enumerated in this section.

Sec. 42.40.510. INDEPENDENT FINANCIAL ADVISOR. In negotiating the private sale of bonds or bond anticipation notes to an underwriter, the board shall retain a financial advisor who is independent from the underwriter.

Sec. 42.40.515. VALIDITY OF PLEDGE. The pledge of assets or revenues of the authority to the payment of the principal or interest on bonds or notes of the authority is valid and binding from the time the pledge is made, and the assets or revenues are immediately subject to the lien of the pledge without physical delivery or further act. The lien of a pledge is valid and binding against all parties having claims of any kind in tort, contract, or otherwise against the authority, irrespective of whether those parties have notice of the lien of the pledge. Nothing in this section prohibits the authority from selling assets subject to a pledge, except that a sale may be restricted by the trust agreement or resolution providing for the issuance of the bonds or notes.

Sec. 42.40.520. REMEDIES. A holder of bonds or notes or of coupons attached to them issued under this chapter, and a trustee under a trust agreement or resolution authorizing the issuance of the bonds or notes, except as restricted by a trust agreement or resolution, either at law or in equity, may enforce all rights granted under this chapter or under the trust agreement or resolution, or under any other contract executed by the authority under this chapter, and may enforce and compel the performance of all duties required by this chapter or by the trust agreement or resolution to be performed by the authority or by its board members or employees.

Sec. 42.40.525. NEGOTIABLE INSTRUMENTS. Bonds and notes and

interest coupons attached to them issued under this chapter are negotiable instruments under the laws of this state, subject only to applicable provisions for registration.

Sec. 42.40.530. BONDS AND NOTES ELIGIBLE FOR INVESTMENT. Bonds and notes issued under this chapter are securities in which all public officers and public bodies of the state and its political subdivisions, all insurance companies, trust companies, banking associations, investment companies, executors, administrators, trustees, and other fiduciaries may properly and legally invest money, including capital in their control or belonging to them. These bonds and notes may be deposited with a state or municipal officer of an agency or political subdivision of the state for any purpose for which the deposit of bonds or notes of the state is authorized by law.

Sec. 42.40.535. REFUNDING BONDS. (a) The authority may provide for the issuance of refunding bonds for the purpose of refunding any bonds then outstanding that have been issued under this chapter, including the payment of any redemption premium on them and any interest accrued or to accrue to the date of redemption of the bonds. The issuance of the refunding bonds, the maturities and other details of them, the rights of the holders of them, and the rights, duties, and obligations of the authority in respect to them are governed by the applicable provisions of this chapter that relate to the issuance of bonds.

(b) Refunding bonds may be sold or exchanged for outstanding bonds issued under this chapter and, if sold, the proceeds may be applied, in addition to other authorized purposes, to the purchase, redemption, or payment of the outstanding bonds. Pending the application of the proceeds of refunding bonds, with any other available money, to the payment of the principal, accrued interest, and any redemption premium on the bonds being refunded, and, if so provided or permitted in the resolution

authorizing the issuance of the refunding bonds or in the trust agreement securing them, to the payment of any interest on the refunding bonds and any expenses in connection with the refunding, the proceeds may be invested in direct obligations of, or obligations the principal of and the interest on which are unconditionally guaranteed by, the United States of America, the State of Alaska, or other entities with comparably rated credit that mature or that will be subject to redemption, at the option of the holders of them, not later than the respective dates when the proceeds, together with the interest accruing on them, will be required for the purposes intended.

Sec. 42.40.540. CREDIT OF STATE NOT PLEDGED; REQUIRED DISCLAIMER. Bonds and notes issued under this chapter do not constitute a debt, liability, or obligation of the state or a pledge of the faith and credit of the state or of a political subdivision of the state other than the authority but are payable solely from the revenues or assets of the authority. Each bond and note issued under this chapter must contain on its face a statement that the authority is not obligated to pay it nor the interest on it except from the revenues or assets pledged for it and that neither the faith and credit nor the taxing power of the state or of a political subdivision of the state other than the authority is pledged to the payment of the principal of or the interest on the bond or note.

Sec. 42.40.545. NO PERSONAL LIABILITY. A board member or employee of the authority is not subject to personal liability or accountability because of his execution of bonds or notes or their issuance.

Sec. 42.40.550. REVENUES. Revenues generated by the authority do not become part of the general fund of the state but are kept and managed by the authority for purposes authorized by this chapter.

Sec. 42.40.555. INSURANCE. The authority shall keep in force

public liability insurance in an amount reasonably calculated to cover potential claims for bodily injury, death or disability, and property damage that may arise from or be related to its operations and activities, naming the state as an additional insured.

Sec. 42.40.560. SAFEGUARDING OF MONEY. The authority shall maximize revenues from and deposit all money in depositories acceptable to the governor and otherwise safeguard the money under instructions as the governor may from time to time issue.

Sec. 42.40.565. FIDELITY BOND. The authority shall obtain a fidelity bond in an amount determined by the board for its members and any official responsible for accounts and finances. A bond must be in effect for the tenure in office of the bonded person.

Sec. 42.40.570. REVERSION OF ASSETS. If the authority ceases to exist, for whatever reason, its assets revert to the state.

ARTICLE 6. STATE OVERSIGHT.

Sec. 42.40.600. STATE REVIEW. (a) The board shall notify the governor and [the leadership of] the legislature before undertaking

(1) expansion, reduction, or diversification of services provided by the railroad upon the date of transfer to the authority or as provided under this chapter that the board determines would represent a significant and permanent change in the level and nature of services provided;

(2) extension of main or branch lines by more than 25 miles or five percent of the railroad's total track mileage, whichever is greater; or

(3) the issuance of securities, notes, bonds or contracts for other borrowings with a term in excess of one year and in an amount exceeding $5,000,000.

(b) The notice required by (a) of this section must be in writing

and describe the proposed undertaking in detail, specifying

(1) its financial impact on the authority;

(2) its impact on the level and nature of services provided by the authority;

(3) why the project is necessary or desirable to achieve the purposes of this chapter; and

(4) whether and when the undertaking will be self-sustaining financially.

(c) The notice required by (a) of this section shall be published and given in the same manner as notice required under AS 42.40.060.

(d) Within 45 days after receipt of the notice required by (a) of this section, the governor, in his sole discretion, may

(1) disapprove the proposed undertaking;

(2) suspend the proposed undertaking and direct that it not be implemented until the legislature has reviewed it under (f) of this section; or

(3) approve the proposed undertaking, in which case the authority may proceed with the undertaking.

(e) A decision by the governor disapproving the proposed undertaking under (d) of this section is binding on the authority, unless the authority is directed by the legislature under AS 42.40.610 to proceed with the proposed undertaking. If the governor suspends the proposed undertaking under (d) of this section, he shall promptly transmit his decision to the board and [the leadership of] the legislature in the form of a recommendation that the legislature acquiesce in the proposed undertaking or that the legislature reject the proposed undertaking. The authority's proposed undertaking is considered approved if the governor fails to act under (d) of this section within the prescribed time.

(f) During a legislative session, within 60 days after receipt of the governor's recommendation the legislature may, by law, reject the proposed undertaking. The legislation is binding on the authority. The proposed undertaking is considered approved if the legislature fails to pass legislation rejecting it within the prescribed time.

(g) Notwithstanding the provisions of (a) - (f) of this section, a proposed extension of main or branch lines by more than 50 percent of the railroad's total track mileage and requiring the issuance of securities, notes, bonds, or contracts for other borrowings of an amount in excess of $50,000,000 or provision for the management and operation of the railroad by a third-party contractor must be specifically authorized by law.

(h) An undertaking described in (a) or (g) of this section is considered approved or rejected for purposes of this section if

(1) the authority has been directed to act or refrain from acting in accordance with AS 42.40.610; or

(2) the legislature by law has specifically approved the undertaking by authorizing, appropriating financing for, or guaranteeing the authority's borrowing for the proposed undertaking.

Sec. 42.40.610. ACTION-FORCING MECHANISM. (a) The governor or the legislature, by resolution, may request that the authority exercise or refrain from exercising its powers and authorities. Notice of a request shall be given to the legislature by the governor and to the governor by the legislature.

(b) To the greatest extent practicable within 30 days after receipt of a request the board shall respond to both the governor and the leadership of the legislature in writing specifying

(1) the manner in which it proposes to take the requested action or any modification to the requested action sought by the author-

ity; or

(2) the specific reasons, financial, legal or otherwise, why the board declines to take the requested action.

(c) At the request of the governor or on its own initiative, the legislature by law may then direct the authority to take the requested action or the legislature may act to cure the problem precluding the authority from taking the requested action. If the authority is unable to take the requested action for financial reasons, it is obligated to do so, even if directed, only upon provision by the legislature of sufficient money to plan and implement the action.

Sec. 42.40.615. INTERVENTION. (a) When authorized by law, the governor as provided in the legislation shall intervene and exercise such control over the authority as is necessary and appropriate to correct a deficiency or to assure that the purposes of this chapter may be reasonably accomplished, including directing affirmative action when

(1) the board has requested intervention by resolution;

(2) the authority has represented to the public or to creditors that recourse may be had to the assets, property, or credit of the state on account of acts or omissions of the authority, unless the secondary or direct liability has been expressly assumed by the state;

(3) the authority has failed to file an annual report as required by AS 42.40.310 within 120 days after receipt of formal notice of the omission or has filed an annual report that is false or misleading on a material matter;

(4) a deadlock has occurred in the board, or the membership of the board is insufficient to constitute a quorum for conduct of affairs so that the authority is unable to conduct its operations or perform its activities; or

(5) the assets of the authority have been or are committed to

be misapplied or wasted or illegally expended, or the authority has committed or is about to commit a material violation of this chapter.

(b) The governor may take actions necessary to achieve the object of the intervention stated in the legislation and make ancillary corrections, and shall accomplish the purposes of the intervention as expeditiously as reasonable. Board members and employees may not be displaced nor the conduct of their duties impaired more than necessary to accomplish the purposes of the intervention and the intervention must cease as soon as the objective stated in the legislation and ancillary corrections have been accomplished.

Sec. 42.40.620. TRUSTEESHIP. (a) When authorized by law, the governor may petition the superior court of the State of Alaska for the Third Judicial District at Anchorage to impose a trusteeship over the authority and appoint the trustees if

(1) the board has requested imposition of the trusteeship by resolution;

(2) the authority has become insolvent or otherwise unable to carry out its contractual obligations to creditors and other persons;

(3) the authority has filed an annual report that is false or deceptively misleading on a material matter;

(4) the authority has become incompetent or ineligible to carry out the public purposes for which it was established;

(5) the authority has misused, abused, or continuously exceeded the power or authority conferred by this chapter or committed repeated violations of this chapter;

(6) the assets of the authority have been or are committed to be misapplied or wasted, or illegally expended, or a material violation of this chapter has been committed or is about to be committed and the governor has determined that intervention as provided in AS 42.40.615

would not be feasible under the circumstances; or

(7) the credit-worthiness of the state has been directly or indirectly substantially impaired by actions of the authority.

(b) The trustees appointed by the superior court shall take reasonable actions necessary during the trusteeship to achieve its object. The trustees have the power and authority to reorganize the authority and amend its rules and regulations; suspend or remove board members and executive officials; manage the assets and affairs of the authority; and exercise all powers necessary or appropriate to fulfill outstanding agreements, to restore the capability of the authority to perform the functions and activities for which it was established, to reinstate its credit or credibility with its creditors or obligees or the credit of the state or its credibility with its creditors or obligees to the extent impaired by authority actions.

ARTICLE 7. MISCELLANEOUS PROVISIONS.

Sec. 42.40.700. PERSONNEL. (a) All personnel employed by the Alaska Railroad are personnel of the authority, and not of the state. The provisons of AS 39 do not apply to personnel employed by the authority.

(b) For the purposes of the Public Employment Relations Act (AS 23.40.070 - 23.40.260) the authority is considered a "public employer" within the meaning of that Act, except that AS 23.40.070(3) does not apply to the authority, and the authority's employees are classified as employees under AS 23.40.200(a)(1).

(c) The authority may not enter into any collective bargaining agreement concerning wages, hours, working conditions or other employment terms, conditions and benefits with any organization representing the authority's executive officials.

Sec. 42.40.710. POLITICAL ACTIVITIES. (a) Money, assets, or

property of the authority may not be used for partisan political activity or to further the election or defeat of a person seeking an elective office. Money or a substantial part of the activities of the authority may not be used for publicity or educational purposes designed to support or defeat legislation pending before congress or the legislature. However, board members and employees of the authority may communicate with and appear before committees of congress or the legislature as well as local legislative bodies in connection with financing and other matters directly affecting the authority or its ability to carry out the purposes for which it is established and respond to requests by members of congress, the legislature, or local legislative bodies for information, views, and testimony.

(b) A board member or employee who violates the provisions of this section is personally subject to a civil penalty assessed by a judge of the superior court in an amount not to exceed $5,000. An action to enforce this penalty may be brought by any person. A violation of this chapter does not constitute a crime and assessment of the civil penalty by a judge does not create any disability or legal disadvantage based on conviction of a criminal offense.

Sec. 42.40.720. LICENSES AND PERMITS. Except as otherwise provided in this chapter, if the laws of a municipality, the state, or the United States require a person to hold a license or permit to undertake certain activities or perform an act, the authority, before under taking the activity or performing the act, shall comply with the law to the same extent the state is required to comply.

Sec. 42.40.730. UNAUTHORIZED REPRESENTATION. All persons who assume to act for the authority without authority to do so are jointly and severally liable for the debts and liabilities incurred.

Sec. 42.40.740. CLAIMS AGAINST THE AUTHORITY. (a) All claims and

lawsuits involving activities of the railroad, including without limitation suits in contract, quasi-contract, or tort, shall be brought against the authority, and not against the state.

(b) For the purposes of actionable claims, undertakings, payments of judgments, execution, interest, punitive damages, statutes of limitations, bonds, costs, and similar matters related to the presentation and prosecution of claims by and against the authority, the authority and its board members and employees enjoy the same rights, privileges, and immunities as the state and state officers as provided in AS 09.10.120, AS 09.50.250 - 09.50.290, AS 09.65.040, and other similar or related statutes.

(c) Claims against the authority are not subject to the provisions of AS 44.77.010 - 44.77.070 regarding claims against the state.

(d) The authority is not subject to the provisions of AS 44.80.-010, regarding the state as a party to an action.

Sec. 42.40.755. EXEMPTION FROM TAXATION. (a) The real and personal property of the authority and its assets, income, and receipts are declared to be the property of a political subdivision of the state and devoted to an essential public and governmental function and purpose, and the property, assets, income, and receipts are exempt from all taxes and special assessments of the state or a political subdivision of the state, including, without limitation, a borough, city, municipality, school district, public utility district and other taxing unit. All bonds of the authority are declared to be issued by a political subdivision of the state and for an essential public and governmental purpose and to be a public instrumentality and the bonds, and the interest on them, the income from them and the transfer of the bonds, and all assets, income, and receipts pledged to pay or secure the payment of the bonds, or interest on them, are at all times exempt from

taxation by or under the authority of the state, except for inheritance and estate taxes and taxes on transfers by or in contemplation of death.

(b) Nothing in this section affects or limits an exemption from license fees, property taxes, or excise, income or other taxes, provided under any other law, nor does it create a tax exemption with respect to the interest of any business enterprise or other person, other than the authority.

(c) For purposes of AS 14.17 relating to the computation of the required local effort by a district as defined in AS 14.17.250(3), property exempted from taxation by this chapter is considered taxable real and personal property.

Sec. 42.40.770. PAYMENTS IN PLACE OF LOCAL REAL PROPERTY TAXATION AND IMPACT AID. (a) To the extent feasible, without impairing the authority's financial viability and consistent with sound business principles, including but not limited to the operation of the railroad on a self-sustaining basis, the need for capital accumulation, and consistency with regulation by the United States Interstate Commerce Commission, the authority may

(1) make voluntary payments to political subdivisions served by the railroad or in which the authority has substantial land holdings in place of local taxation of authority real property; and

(2) provide financial assistance to political subdivisions and other local districts in the development of public education and other facilities required to be developed as a result of expanded authority activities in the area.

(b) The board shall adopt regulations prescribing the conditions under and the extent to which it will undertake to provide payments or assistance, including, but not limited to

(1) the conditions cited in (a) of this section;

(2) the relative magnitude of the taxation effort deficit or impact caused by authority activities in an area;

(3) the relative need among communities affected by authority activities; and

(4) the present or anticipated benefits to the communities attributable to authority activities.

ARTICLE 8. GENERAL PROVISIONS.

Sec. 42.40.870. ENFORCEMENT OF LAW AND AUTHORITY REGULATIONS BY AUTHORITY SECURITY FORCE. Members of the security force maintained by the authority under AS 42.40.300 may enforce state laws and regulations adopted by the authority with respect to violations of the laws or regulations that occur on or to property owned, managed or transported by the authority. Members of the security force may exercise the same enforcement powers granted by law to state law enforcement officers.

Sec. 42.40.880. PENALTY FOR VIOLATION OF DESIGNATED REGULATION. A person who violates a regulation of the authority that has been designated by the authority as a regulation that is necessary to protect life, health or property, is guilty of a class B misdemeanor.

Sec. 42.40.890. CONSTRUCTION. This chapter shall be liberally construed to carry out its purposes.

Sec. 42.40.900. DEFINITIONS. In this chapter, unless the context clearly indicates otherwise,

(1) "authority" means the Alaska Railroad Authority;

(2) "board" means the Board of Commissioners of the Alaska Railroad Authority;

(3) "date of transfer" means the date on which the United States Secretary of Transportation delivers the deed of conveyance for the properties of the Alaska Railroad under the federal transfer legislation;

(4) "employees" means all persons employed by the authority, including executive officials;

(5) "executive officials" means the authority's chief executive officer, assistant chief executive officer, assistant to the chief executive officer, chief of administration, superintendent of transportation, manager of marketing and sales, chief engineer, chief mechanical officer, manager of industrial development and real estate, manager of budget and accounting, manager of planning, manager of personnel, manager of supply and procurement, chief of security, manager of operating rules, manager of data processing, or any employee of the authority who fulfills these management functions under a different title or who exercises a similar or comparable level of responsibility if so designated by the board;

(6) "federal transfer legislation" means that Act of Congress authorizing transfer of the Alaska Railroad to the State of Alaska or the authority;

(7) "immediate family" means

(A) spouse;

(B) dependent parent, parent-in-law, child, son-in-law, or daugher-in-law; or

(C) a parent, parent-in-law, child, son-in-law, daughter-in-law, sibling, uncle, aunt, cousin, niece, or nephew residing in the household of an officer or employee of the authority;

(8) "land" means all interests in real property, including tide and submerged land;

(9) "leadership of the legislature" means the president of the senate, the speaker of the house, the minority leaders of each house, the chairmen of the senate and house transportation and finance committees, the chairman of the legislative budget and audit committee

or jurisdictional successors or persons or offices designated by those individuals;

(10) "rail properties" means all right, title, and interest of the United States to real and personal property, tangible and intangible, identified in the closing report prepared under the federal transfer legislation and transferred to the authority under the legislation;

(11) "regulation" has the same meaning as under AS 44.62.640;

(12) "rules" means rules, standards, or written procedures relating to the governance and internal management and affairs of the authority or the board; rules may not be considered to be "regulations".

* Sec. 3. AS 09.55.310(a)(4) is amended to read:

(4) if the property sought to be condemned is for a railroad <u>other than one operated by the Alaska Railroad Authority</u>, the cost of good and sufficient fences along the line of the railroad, and the cost of cattle guards where fences may cross the line of the railroad.

* Sec. 4. AS 09.55.350 is amended to read:

Sec. 09.55.350. TIME FOR PAYING COMPENSATION OR DAMAGES OR BOND TO BUILD RAILROAD FENCES AND CATTLE GUARDS. The plaintiff shall, within 30 days after final judgment, pay the sum of money assessed. If the use is for railroad purposes <u>other than the purposes of the Alaska Railroad Authority</u>, the plaintiff may, at the time of or before the payment, elect to build the fences and cattle guards. If he so elects, he shall execute to the defendant a bond, with one or more sureties to be approved by the court, in double the assessed cost of the same to build such fences and cattle guards within eight months from the time the railroad is built on the land taken. If the bond is given, the plaintiff need not pay the cost of the fences and cattle guards. In an action on the bond, the plaintiff may recover reasonable attorney fees.

* Sec. 5. AS 39.50.200(b) is amended by adding a new paragraph to read:

(46) members of the Board of Commissioners of the Alaska Railroad Authority.

* Sec. 6. COMMENCEMENT OF LEGAL EXISTENCE OF ALASKA RAILROAD AUTHORITY. The legal existence and authority of the Alaska Railroad Authority commences upon appointment by the governor under AS 42.40.030 enacted in sec. 2 of this Act of all members of the Board of Commissioners of the authority.

* Sec. 7. APPOINTMENT OF FIRST MEMBERS OF THE BOARD OF COMMISSIONERS. (a) The governor shall designate the terms of the six public members of the Board of Commissioners of the Alaska Railroad Authority first appointed under AS 42.40.040. Of the six public members first appointed

(1) two shall serve a term of two years;

(2) one shall serve a term of three years;

(3) one shall serve a term of four years;

(4) two shall serve a term of five years.

(b) The governor may exercise the power of appointment under AS 42.-40.030 only upon acceptance by the legislature by law of the closing report or its substantive equivalent prepared and submitted under the federal transfer legislation or upon approval by the legislature of operation of the Federal Alaska Railroad by the authority.

* Sec. 8. CLOSING REPORT SUBMITTED UNDER FEDERAL TRANSFER LEGISLATION. The closing report submitted under the federal transfer legislation must include a statement of the assets and liabilities of the Alaska Railroad proposed to be transferred to and assumed by the Alaska Railroad Authority or the state which statement is as specific and definitive as practicable under the federal transfer legislation. The legislature may accept or reject the report and may not condition acceptance on its modification in any material respect.

* Sec. 9. ASSETS AND LIABILITIES TO BE NOTED IN AUDIT. To the extent practicable, for the five years following the date of transfer of the Alaska

Railroad to the state or the Alaska Railroad Authority the status of the assets and liabilities specifically identified in the closing report submitted under the federal transfer legislation must be noted in the annual audit.

* Sec. 10. INITIAL LONG-RANGE PROGRAM AND CAPITAL IMPROVEMENT PLANS. (a) Within 18 months of the date of transfer of the Alaska Railroad to the state or the Alaska Railroad Authority, the authority shall prepare and the Board of Commissioners of the authority shall adopt a long-range program plan and a capital improvement plan in accordance with AS 42.40.325.

(b) Beginning three years after the preparation of the long-range program plan described in (a) of this section, the governor and the legislative audit division may conduct an annual performance and efficiency audit of the authority's compliance with the plan.

* Sec. 11. PRE-EXISTING RULES, REGULATIONS AND ORDERS OF THE ALASKA RAILROAD. The Board of Commissioners of the Alaska Railroad Authority, by resolution, may continue in force for a period of not more than two years after date of transfer all or part of the rules, regulations, and orders of the Alaska Railroad which were in effect one day before the date of transfer and are not inconsistent with this chapter or other state law. All authorities continued in force under this section shall expire on the second anniversary of the date of transfer. The Board of Commissioners may adopt in its rules, regulations, and orders the substance of former federal authorities relating to the Alaska Railroad. This adoption is not considered a continuation of the federal authorities if made in compliance with the procedural requirements of this chapter and other applicable law.

* Sec. 12. COLLECTIVE BARGAINING AGREEMENT BETWEEN THE ALASKA RAILROAD AUTHORITY AND EMPLOYEES. As soon as practicable after transfer of the Alaska Railroad, the Alaska Railroad Authority and its employees shall adopt collective bargaining agreements that continue the provisions of the

agreements in effect between the Alaska Railroad and its employees immediately before transfer of the Alaska Railroad. The collective bargaining agreements between the authority and its employees shall remain in effect until they expire by their terms or, as required under the federal transfer legislation, they are renegotiated, subject to the approval of the Board of Commissioners of the Alaska Railroad Authority.

* Sec. 13. CONFLICTING LAWS INAPPLICABLE. If provisions of this Act are in conflict with the provisions of other law, the provisions of this Act prevail.

* Sec. 14. APPLICATION OF EXISTING STATUTES. (a) AS 19 does not apply to the operations of the Alaska Railroad Authority.

(b) The Alaska Railroad Authority is considered a political subdivision of the state for the purposes of AS 23.10.055.

(c) AS 23.10.420 does not apply to the operations of the Alaska Railroad Authority.

(d) AS 30.15 does not apply to the operations of the Alaska Railroad Authority.

(e) AS Title 35 does not apply to the operation of the Alaska Railroad Authority

(f) The following provisions of AS 37 do not apply to the operations and budgeting procedures of the Alaska Railroad Authority: AS 37.05; AS 37.07; AS 37.10.010 - 37.10.060, 37.10.085; AS 37.20; and AS 37.25.

(g) The Alaska Railroad Authority is not subject to the jurisdiction of the Alaska Transportation Commission.

(h) No subsequently enacted statute shall be interpreted or construed to apply to the Alaska Railroad Authority, the Alaska Railroad, or any of the authority's activities unless it specifically so provides by its terms.

* Sec. 15. EFFECTIVE DATE. This Act takes effect upon acceptance by the Alaska State Legislature of the closing report submitted under the federal

transfer legislation enacted by Congress authorizing transfer of the Alaska Railroad to the State of Alaska or the Alaska Railroad Authority or upon approval by the legislature of operation of the Federal Alaska Railroad by the Alaska Railroad Authority.

SB

219

STATE OF ALASKA
THE LEGISLATURE

POUCH Y - STATE CAPITOL
JUNEAU, ALASKA 99811
907-465-3800

LEGISLATIVE AFFAIRS AGENCY

M E M O R A N D U M March 7, 1981

SUBJECT: SB 219 -- Surface Transportation Projects

TO:

FROM: John B. Chenoweth
Legislative Counsel

The genesis of this bill is the limitation of Article II, section 13 of the state constitution by which "bills for appropriations shall be confined to appropriations", and the rather unsettling habit of the last few years to clothe appropriation bills with statements of intent, letters of intent and other devices in order to pin down the purpose and use of particular appropriations. So significant are the projects which are under consideration in SB 219 and SB 220 that, rather than provide the detail for authorization of the projects only in an appropriation bill, I developed two pieces of legislation, "confining the appropriation bill to appropriations" and adding all the details concerning use of the proceeds into a companion authorization. The appropriation is dependent on the authorization by its effective date clause.

SB 219: Secs. 1 - 5 amend provisions of law relating to roads built for resource development purposes by saying that these roads may be built for assistance in agricultural development. The material in Sec. 4 is responsive to your request for provisions by which to make the state transportation department the "lead" agency, and to waive major state permits that might hold up a road project. Related to this is the repealed in Sec. 10 (payment by land credit certificates). The companion appropriation bill provides money for one specific agricultural road project in the vicinity of Nenana.

Secs. 6 and 7 add a new "intermunicipal road" program for the construction of roads between settled communities which

would not be part of the federal system. Most of the provisions describe in some specificity just what is to be done, and who has legal responsibility. "Review and comment" and "permit waiver" provisions are included, and you should note the unique provision that requires all construction contracts relating to an intermunicipal road project to be released at the same time. Sec. 11 authorizes specific intermunicipal road projects to span Knik Arm between Anchorage and the Matanuska-Susitna Borough, north from Juneau to connect with Haines and Skagway, and between the Kuskokwim river communities of Bethel and Napakiak.

Secs. 8 and 9 add a parallel program for urban roads, that is, roads built wholly within one municipality without local government support (distinguishing them from matching programs and the local service roads program). There is no requirement in the urban road program that all contracts be awarded at the same time, but these are generally less extensive projects so there is likelihood that contracts for construction would be awarded to one party anyway. In all other respects, the urban program is similar to the intermunicipal road program. In Sec. 11, two urban road projects are authorized: Ketchikan and Kenai (North Kenai area).

Sec. 12 of the bill, uncodified, directs certain work to be performed to extend the Alaska railroad west from the interior to the general proximity of Nome/Kotzebue, and the alignment of a surface transportation corridor for the upper Colville area on the north side of the Brooks Range. The companion appropriation awards money for this project.

JBC:ljb

SB

222

Original sponsors: Sackett, Fahrenkamp, Parr and Bennett

Offered: 3/18/81
Referred: Finance

Funding Information
General Fund $500,000
Other Funds -0-
$500,000

IN THE SENATE BY THE TRANSPORTATION COMMITTEE

CS FOR SENATE BILL NO. 222 (Transportation)

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWELFTH LEGISLATURE - FIRST SESSION

A BILL

For an Act entitled: "An Act making a special appropriation to the Department of Transportation and Public Facilities for engineering and design of bridges and roads in the Nenana agricultural area; and providing for an effective date."

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

* Section 1. The sum of $500,000 is appropriated from the general fund to the Department of Transportation and Public Facilities for payment as a grant to the City of Nenana for engineering and design of bridges and roads in the Nenana agricultural area.

* Sec. 2. The appropriation made by this Act shall be disbursed in accordance with AS 35.15.080 and 35.15.090.

* Sec. 3. This Act takes effect immediately in accordance with AS 01.10.-070(c).

PLEASE NOTE: THE FOLLOWING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT

Alaska Transportation Consultants, Inc.

PLANNERS & ENGINEERS
212 WEDGEWOOD DRIVE · SUITE C · FAIRBANKS, ALASKA 99701 · (907) 456-1967

March 2, 1981

The Honorable John B. Coghill
Mayor of the City of Nenana
City Hall
Nenana, Alaska

Dear Mayor:

We are pleased to have had the opportunity to work with you in the development of the agricultural potential within the Nenana area. I believe that your effort has proven exemplary and you have demonstrated that projects such as these can be fast-tracked and still be accountable to all concerned.

We are confident that you now wish to proceed as fast as practicable in completing this project. Bridge construction is a key element in staying with an accelerated schedule. It will be necessary to have it under construction next winter to take advantage of the winter ice for construction purposes. Roadways should be under construction as soon as possible to provide access during the 1982 growing season.

The next phase of this work is the design of the bridges and roadways. We have given this phase serious thought and of course would like to participate in it. Alaska Transportation Consultants, Inc. (ATC), Henningson, Durham & Richardson (HDR), and Kaljenco, Inc. are prepared to do this work as a joint effort. Within this team, Alaska Transportation Consultants, Inc. would be responsible for the overall project and would work with Kaljenco to develop a final road design and with HDR to develop a final bridge design. Kaljenco would be doing design surveying. Because each of these firms have intimate knowledge of the proposed project it is possible for us to provide design services at approximately three percent (3%) of the anticipated construction cost. This works out to be approximately $519,000 and would result in a final design package that is ready for advertising and has the approval of both the client (City of Nenana) and the State Department of Transportation and Public Facilities.

Given an early notice to proceed our joint effort would have the roadway ready to advertise by the middle of July and the bridge by early September.

We would be pleased to discuss this matter with you further and to provide you with additional details regarding our proposal.

Sincerely,

Francis W. Engle

Francis W. Engle, P.E.
Vice President
Alaska Transportation Consultants, Inc.

FWE-lvb

FEE BY ACTIVITY

	Estimated Construction	Design Fee
STRUCTURES 1 Major (600') 2 Minor (Less than 100')	$5,354,700	$ 189,000
ROADWAY (Approximately 37 miles)	$9,965,000	$ 160,000
DESIGN SURVEYS		$ 123,000
SUB TOTAL	$15,319,700	$ 472,000
ROW	$ 30,000	$ -0-
CONTINGENCY	$ 1,840,000	$ 47,000
	$17,190,000	$ 519,000

Bill/Resolution No. C.S. S.B. 222 P.
Title Special Appropriation to the DOT/PF for Engineering & Design of 3 Bridges & Road
Requested by Sen. Trans. Committee Date in Nenana Ag. Ar
3/20/81

II. FISCAL DETAIL

Agency Affected DOT/PF
Program Category Affected Highways and Design & Construction
BRU, Program, or Subprogram(s) Affected
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

		FY 81	FY82	FY83	FY84	FY 85	FY 86
100	PERSONAL SERVICES		500.0				
200	TRAVEL						
300	CONTRACTUAL						
400	COMMODITIES						
500	EQUIPMENT						
600	LAND & STRUCTURES						
700	GRANTS, CLAIMS, ETC.						
	TOTAL						

FUNDING (Thousands of Dollars)

GENERAL FUND		500.0				
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

This amount is sufficient according to City of Nenana

IV. DATE 3/23/81 PREPARED BY Dave Truax
AGENCY Planning & Programming
PHONE 479-4284

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)

33-001 (Rev. 12/79)

PLEASE NOTE: THE PRECEDING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT.

PLEASE NOTE: THE FOLLOWING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT



Office of the City Clerk
832-5441
Incorporated November 17, 19

City of Nenana

State of Alaska

April 2, 1981

The Honorable Terry Gardiner
House of Representatives
Pouch V
Juneau, AK 99811

Dear Representative Gardiner:

Thank you for your letter dated March 30, 1981. Some background to Contract AG-103 is necessary.

The legislature appropriated $500,000.00 to "the Office of the Governor, special projects office, to be administered in conjunction with the Totchaket Development Corporation for development of the Totchaket agricultural project." 1980 SLA Ch.50, §281.

The Attorney General's O' ice determined that to the extent the legislature had appropriated money to a private corporation, the appropriation was illegal. The Special Projects Office has instead administered the appropriation through the City of Nenana. The City has contracted with the special projects office for the following services

AG-101	Transportation system
AG-102	Livestock Feasibility
AG-103	Vegetable Feasibility
AG-104	Wood Fiber Harvest
AG-105	Land Use Planning
AG-106	Road right of way clearing
AG-107	Bridge site and right of way corings.

The City has performed or arranged for performance of all of the contracts but AG-104 and AG-105 through subcontractors. Gene Whiting, d/b/a Little Goldstream Associates, is the subcontractor for AG-103.

Enclosed with this letter is a copy of the contract between the City and the Special Projects Office and a copy of the contract between Little Goldstream Associates and the City.



The City has serious reservations about Little Goldstream's performance of its contract with the City. The City has requested Little Goldstream take steps to make the final report meet the contract specifications and the terms of Little Goldstream's proposal to the City.

Bob Palmer, of the Special Projects Office, apparently has written Little Goldstream and advised them, in qualified language, that the technical requirements of the State have been met. A copy of that letter is enclosed. The City received that copy on March 27, 1981. The City had not been advised earlier that the report conformed to its contract with the State, and still has not been formally advised of the State's acceptance.

As Mr. Palmer noted, the report must also conform to the City's contract with Little Goldstream. The City has offered Little Goldstream additional time within which to modify the report; see my letter dated March 17 to Little Goldstream, also enclosed. Your letter is the only response to that offer that the City has received. I believe that letter will convey to you the City's concerns and requirements.

Mr. Whiting of Little Goldstream has retained an attorney and has stated to several persons he is considering legal action. Under those circumstances, the City Attorney has instructed city officials not discuss this matter except to the extent it is in the public record. Thus, I cannot respond further to the allegations contained in Mr. Whiting's letter, except to direct you to the materials contained in the file at the Special Projects Office.

Sincerely yours,

CITY OF NENANA, ALASKA

John B. Cohill
Mayor

cc: W.I. Palmer
Little Goldstream Assoc.
Call, DeWitt & Barrett

Alaska State Legislature

House of Representatives

Committee on Resources

Terry Gardiner, Co-Chairman
Fred F. Zharoff, Co-Chairman
465-3715

Pouch V
State Capitol
Juneau, Alaska 99811

March 30, 1981

John Coghill
Mayor, City of Nenana
Nenana, Alaska 99760

Dear Mayor Coghill:

Attached is a letter from Gene Whiting of Little Goldstream Associates, the party contracted to complete a report on the feasibility of a vegetable industry located at the proposed Nenana-Totchaket agricultural development site. I understand that Bob Palmer of the Governor's Special Projects Office has accepted the vegetable industry report as completed by Little Goldstream Associates on its technical merits. I also understand that the Totchaket Development Corporation has not accepted the report, and subsequently has refused payment for the report.

Please convey to me the reasons why the "Vegetable Industry Report", contract # AG-103 is found unacceptable by the Corporation and why payment is being witheld.

Sincerely,

Terry Gardiner

Rep. Terry Gardiner

Little Goldstream Associates

Rt. 1, Mile 314½ Parks Highway
Nenana, Alaska 99760

Phone (907) 789-2455

3031 Riverwood Drive
Juneau, Alaska 99803

March 26, 1981

The Honorable Terry Gardiner
Chairman, House Resources Committee
State House of Representatives
Juneau, Alaska 99811

Dear Representative Gardiner:

Little Goldstream Associates recently completed the Vegetable Industry Report for the Totchaket Development Corporation and the Governor's Office of Special Projects. The report has been approved by the Office of Special Projects and payment has been made to the contractor, i.e., the City of Nenana. However, in direct violation of the contract, payment has not been forthcoming to the subcontractor, Little Goldstream Associates. Normally, this would be of no concern to any legislative body, but since the report is a factor in determining the recommendations of the House Resources Committee, the nature of the conflict adds context to the body of the study. The latest correspondence (dated March 17) from the City of Nenana includes the following paragraph: "Be assured that the City of Nenana is seeking through AG-103 a final report that provides the City with a long-term program for the development of a 'feasible vegetable industry' utilizing the extensive class II soils at Nenana-Totchaket." Little Goldstream Associates cannot supply this. While small plots may be desirable for social and political reasons, we cannot demonstrate their "economic feasibility" as vegetable farms under the conditions of new lands settlement/development.

In addition to this basic conflict between expectations and conclusions is a larger consideration. There is no overall State agricultural policy that allows for adequate preliminary studies and subsequent orderly land development. While I stand 100 percent behind Little Goldstream Associates' data and conclusions, there is no doubt that form and style have suffered somewhat by the incredibly compressed schedule imposed to promote funding of a regional enterprise. Like all State agricultural projects, the time constraints are so severe as to prevent rational development of the existing resources as well as the agricultural potential. A more appropriate approach to the vegetable industry in Alaska as a whole is included in my testimony submitted to the House Resources Committee on March 9.

I would appreciate any support that you may deem appropriate in the matter of the State funds being held by the City of Nenana.

Sincerely,

Gene Whiting

JAY S. HAMMOND
GOVERNOR

STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

March 25, 1981

Mr. Gene Whiting
Little Goldstream Associates
3031 Riverview Drive
Juneau, Alaska 99760

Dear Mr. Whiting:

In response to your request for a letter from the Special Projects Office with regard to AG-103, the vegetable study, I will commit the following to writing:

In my judgment, the report submitted by Little Goldstream Associates does meet the technical requirements of the contract between the City of Nenana and the Special Projects Office.

Sincerely,

W. I. "Bob" Palmer
Special Projects Coordinator

cc: The Honorable John Coghill
Mayor of Nenana

RECEIVED MAR 27 1981



Office of the City Clerk
832-5441
Incorporated November 17, 197

City of Nenana

State of Alaska

March 17, 1981

Mr. Gene Whiting
Little Goldstream Associates
3031 Riverview Drive
Juneau, Alaska 99760

Rt. 1, Mile 314.5, Parks Hwy.
Nenana, Alaska 99760

Re: Nenana Contract AG-103

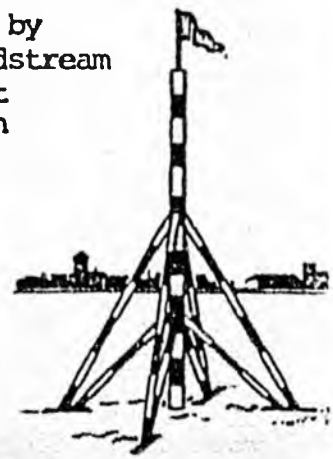
Dear Mr. Whiting:

I have received and reviewed your letter of March 13, 1981 with interest. Since you imply that if more time had been available you might have been willing to rewrite portions of your report, we are willing to delay our pending termination of the subcontract between the City of Nenana and Little Goldstream Associates. We have requested and have today received approval from the Special Projects Office to extend the deadline for submittal of a final report on vegetable industry feasibility by the City of Nenana to the Special Projects Office from March 31 to July 31, 1981.

Therefore, we are prepared to extend the deadline for submittal of a final report to the City by your firm from February 15 to June 15, 1981 subject, however, to the following conditions:

1. That the content of the final report will be reorganized under topic headings A.1 through A.7 of Appendix B of the contract between the City of Nenana and the Special Projects Office, in the manner you suggested in your original proposal.

2. That Dr. Don Dinkel of the University of Alaska be engaged by written agreement - approved by the City of Nenana - with Little Goldstream Associates to ". . .supply production data for establishing farm unit costs and review the study as a whole to maintain basic validity," in the manner you suggested in your original proposal.



3. That the firm of Homan-McDowell Associates be engaged by written agreement - approved by the City of Nenana - with Little Goldstream Associates to ". . .provide the economic analysis," in the manner you suggested in your original proposal.

4. That Dr. Wayne Burton be engaged by written agreement - approved by the City of Nenana - with Little Goldstream Associates to review, evaluate and provide critical comments on the final draft of the report after it has been rewritten and reorganized.

5. That the rewritten, reorganized final draft with the complete text of Dr. Burton's review comments be submitted to the City of Nenana no later than May 15, 1981.

6. That pending tentative acceptance of the final draft by the City of Nenana on June 1, 1981 and prior to June 5, 1981, Dr. Dinkel and the firm of Homan-McDowell submit letters to the City of Nenana stating that their respective agreements with Little Goldstream Associates have been satisfactorily completed.

7. That all certificates and assurances required by Paragraphs 5 and 7 of the subcontract agreement be submitted to the City prior to June 10, 1981.

8. That upon written authorization by the City, the approved final report will be printed in 250 copies and delivered to the City no later than June 15, 1981.

9. That all costs incurred by the City of Nenana in assuring the performance of Little Goldstream Associates under Contract AG-103 and this agreement will be deducted from remaining funds available for the completion of subcontract work under City Contract AG-103.

10. That you, as owner of Little Goldstream Associates, sign, date and return this letter to the City of Nenana no later than April 15, 1981.

I will be out of the state for an extended period prior to April 5, 1981. The City of Nenana is prepared to meet with you and your associates, Dr. Dinkel, Dr. Burton and Homan-McDowell at your mutual convenience and at your invitation in either Fairbanks, Juneau or Anchorage between April 5 and April 15 to further discuss these conditions. In the meantime, please contact Jerry Smetzer, Development Consultant to the City of Nenana, if you have questions.

Be assured that the City of Nenana is seeking through AG-103 a final report that provides the City with a long term program for the development of a "feasible vegetable industry" utilizing the extensive Class II soils at Nenana-Totchaket.

Since you have made much of your conclusion that production of the vegetables you investigated are not "feasible," we insist that you either explore and exhaust other possibilities or demonstrate by formal consensus of other agricultural experts that vegetable production is not now and cannot in the near future be "feasible" in the State of Alaska.

Sincerely yours,

CITY OF NENANA, ALASKA

John B. Coghill, Mayor

JBC:so
cc: Bob Palmer
Dr. Don Dinkel
Dr. Wayne Burton
Homan-McDowell
Bob Pollock
Stephen J. Pearson
James D. DeWitt

Office of the City Clerk
832-5441
Incorporated November 17, 192

City of Nenana

State of Alaska

March 9, 1981

Mr. Gene Whiting
Little Goldstream Associates
3031 Riverview Drive
Juneau, Alaska 99801

Rt. 1, Mile 314.5, Parks Hwy.
Nenana, Alaska 99760

Re: Nenana Contract AG-103

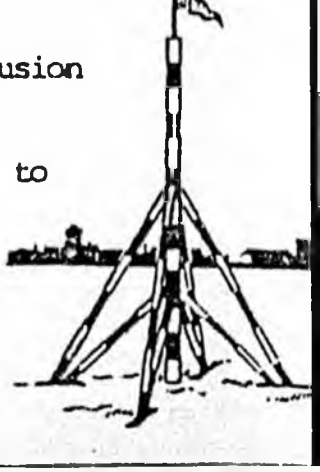
Dear Mr. Whiting:

The report submitted by your firm has been reviewed by myself and the Agriculture Specialist for the City of Nenana, Jerry Smetzer. It has also been reviewed by the City Attorney. The consensus among us is that the report as submitted fails to meet either the standards set out in the subcontract or the commitments made in your submittals to the City on September 23, 1980.

While the City is not required to do so by any of the terms of the contract, it is providing the other members of your firm until March 15, 1981 to cure the matters described below. If the defects identified are not cured within that time, the City will have no choice but to have the contract performed elsewhere and seek to recover from your firm any damages, including extra costs and consequential damages, that are incurred as a result. Obviously, if a portion of the project were delayed for a year those damages could be very substantial.

To conform to the subcontract and the commitments made by your firm in its submittal, the report delivered must, at a minimum, be amended in the following areas:

1. The report must clearly demonstrate why a given conclusion follows from data included in the report. The persons for whom the report was written have little knowledge of the field in general and vegetable production in particular. Conclusions that may be obvious to you are not apparent to the unsophisticated reader.



2. You should consider involving a professional report writing firm in the preparation of an amended final report. Many of the reasons the report is confusing and obscure trace to poor sentence structure and the somewhat disorganized approach your firm has used. Typographical and spelling errors must be eliminated.

3. In your definition of the market, you consider only the "railbelt area," which you fail to define adequately. If that is the only market, you should state why and what it consists of in specific geographic terms. The omission of reasons for the market limitation goes to the heart of vegetable market feasibility in Alaska.

4. The report must meet the commitments and involve the personnel described in your proposal to the City delivered September 23, 1980. It does not do so in its present draft.

5. Jerry Smetzer provided you with a copy of your firm's report, annotated with questions, comments and criticisms. Your responses to those comments, an unsolicited seven page addendum, provides only minimal answers or no answers at all to Smetzer's questions. Further, the addendum is difficult to work with in relation to the report.

6. Many of your conclusions are obscure. For example, in your discussion of the market for vegetables you state:

> More than seventy-five percent of frozen potato marketings go to the "institutional" or food service trade. This area of the market is certainly open to Alaskan-produced, if quality and service equal or exceed that from 'outside'. Also, this area of the market is Alaska located, thus directly accessible. The same cannot be said for the retail supplyer (sic) market. Four retail store groupings dominate the retail grocery trade in Alaska, with only one being functionally accessible within Alaska.

In response to Smetzer's question regarding this language, your firm stated, "The institutional market should be addressed by Alaskan producers, as it is not brand conscious and may not be dominated by suppliers as completely as other markets." (Addendum, p.2)

The City does not understand any of this. What, for example, does "functionally accessible" mean? Is it jargon or does it have some special meaning? What grocery chain is accessible, and which ones are not and why? Can incentives be created to break open the other grocery chains? Your firm may be completely correct in concluding that the institutional market will not support a vegetable industry, but the reasons why the analysis is confined to the institutional market are not at all clear.

7. As you are well aware, this report is intended for the Alaska Legislature and the state agencies involved in the Totchaket Agricultural Project and the other agricultural projects planned for the State. As it reads now, the report is useless for those purposes.

Therefore, the City requires that the report be corrected to conform to the contract between the City and the State, the subcontract between the City and your firm, and the terms of your proposal to the City not later than March 15, 1981, or the City will regard your firm as being in default of its subcontract, with the results detailed earlier.

Finally, in disregard for its contractual commitments, your firm has distributed copies of its report to persons prior to approval by either the State or the City. The City will hold Little Goldstream liable for any damages suffered by the City to the State, whether direct, indirect or consequential, arising in whole or in part from this wilful breach.

Please contact Jerry Smetzer for specific instructions as to how to bring your firm's report into conformity with the standards set out above.

Sincerely yours

John B. Coghill
Mayor, City of Nenana, Alaska

cc: Don Dinkel, Wayne Burton, Homan-MacDowell, Robert Palmer, Robert Pollock, Jim DeWitt.

STANDARD AGREEMENT FORM
FOR PROFESSIONAL SERVICES CONTRACT

This contract, which is effective only if it is approved by the Department of Administration, is between the State of Alaska,

Department of: Office of the Governor/Special Projects Office — *hereafter, The State, and*

Contractor: City of Nenana — *hereafter, the Contractor*

Mailing Address: Street or P. O. Box	City	State	Zip Code
Box 177	Nenana, Alaska		99760

Alaska Business License Number	Internal Revenue Service Number

This is a contract for professional services. AS 44.37.030 *authorizes the State to make this contract. The parties to the contract agree as follows:*

ARTICLE 1. Appendices. Appendices referred to in this contract and attached to it are considered part of it.

ARTICLE 2. Performance of Services.

2.1 Appendix A, Articles 1 through 16, governs the performance of services under this contract.

2.2 Appendix B sets forth the services to be performed by the contractor.

ARTICLE 3. Period of Performance. The period of performance under this contract begins September 1, 1980, and ends March 31, 1981. Performance may be extended for additional periods by the written agreement of the parties.

ARTICLE 4. Consideration.

4.1 In full consideration of the Contractor's performance under this contract, the State shall pay the Contractor in accordance with the provisions of Appendix C.

4.2 When billing the State, the Contractor shall refer to the State Contract Number and send the billing to:

Department of	Attn: Division of
Office of the Governor	Special Projects Office
Mailing Address: Pouch AN, Juneau, Alaska 99811	

CONTRACTOR	STATE
Name of Firm: City of Nenana	Department or Agency: Office of the Governor/Special Projects
Signature of Authorized Representative	Signature of Certifying Officer
Typed or Printed Name of Authorized Representative: JOHN B. COGHILL	Typed or Printed Name of Certifying Officer
Title: MAYOR	Title

APPROVAL BY THE DEPARTMENT OF ADMINISTRATION

NOTICE! This contract has no effect except as an offer by the Contractor until it is approved by the Department of Administration.

Signature of Authorized Official of the Department of Administration	Date
Kenneth R Rigals	10-07-80
Typed or Printed Name of Authorizing Official: Kenneth R Rigals	Title: Pre-Audit Supervisor

APPENDIX A

Article 1. Definitions.

1.1. In this contract and appendices, "Certifying Officer" means the person who signs this contract on behalf of the Department and includes a successor or authorized representative.

1.2 "Department" means the agency for which this contract is to be performed and for which the Certifying Officer acted in signing this contract.

Article 2. Inspection and Reports.

2.1 The Department may inspect, in the manner and at reasonable times it considers appropriate, all the Contractor's facilities and activities under this contract.

2.2 The Contractor shall make progress and other reports in the manner and at the times the Department reasonably requires.

Article 3. State Saved Harmless.

The Contractor shall indemnify and hold and save the State, its officers, agents and employees harmless from liability of any nature or kind, including costs and expenses, for or on account of any and all legal actions or claims of any character whatsoever resulting from injuries or damages sustained by any person or persons or property arising from its performance of this contract in any way whatsoever.

(OVER)

OCT 0 2 1980

02-093(1/80)

Article 4. Disputes.

4.1. Any dispute concerning a question of fact arising under this contract which is not disposed of by mutual agreement shall be decided without bias by the Director of the Department's Division of Administrative Services (or, if none, the Department's Administrative Officer), who shall reduce his decision to writing and mail or otherwise furnish a copy of it to the Contractor. The decision of the Director is final and conclusive unless, within 30 days from the date of receipt of that copy, the Contractor mails or otherwise furnishes to the Certifying Officer a written appeal addressed to the Commissioner of the Department. The Commissioner shall appoint a three-person board from the Department to hear the appeal, none of whom may be from the Division of Administrative Services. The decision of the board is final and conclusive, unless it is fraudulent or not supported by substantial evidence. In any proceeding under this article, the Contractor has a right to be heard by an unbiased panel and to offer evidence in support of his appeal. Pending final decision of a dispute, the Contractor shall proceed diligently with the performance of the contract and in accordance with the Director of the Division of Administrative Services decision.

4.2. This disputes article does not preclude consideration of questions of law in connection with decisions provided for in paragraph 4.1 above. However, this article does not make the decision of any administrative official, representative or board on a question of law final or conclusive.

Article 5. Equal Employment Opportunity.

5.1. The Contractor may not discriminate against any employee or applicant for employment because of race, religion, color, national origin, or because of age, physical handicap, sex, or marital status, change in marital status, pregnancy or parenthood when the reasonable demands of the position do not require distinction on the basis of age, physical handicap, sex, or marital status, changes in marital status, pregnancy, or parenthood. The Contractor shall take affirmative action to insure that the applicants are employed and that employees are treated during employment without regard to their race, color, religion, national origin, ancestry, age, sex, or marital status. This action must include, but need not be limited to, the following: employment, upgrading, demotion, transfer, recruitment or recruitment advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training including apprenticeship. The Contractor shall post in conspicuous places, available to employees and applicants for employment, notices setting out the provisions of this paragraph.

5.2. The Contractor shall state, in all solicitations or advertisements for employees to work on State of Alaska contract jobs, that it is an equal opportunity employer and that all qualified applicants will receive consideration for employment without regard to race, religion, color, national origin, age, physical handicap, sex, or marital status.

5.3. The Contractor shall send to each labor union or representative of workers with which the Contractor has a collective bargaining agreement or other contract or understanding a notice advising the labor union or workers' representative of the Contractor's commitments under this article and post copies of the notice in conspicuous places available to all employees and applicants for employment.

5.4. The Contractor shall include the provisions of this article in every contract, and shall require the inclusion of these provisions in every contract entered into by any of its subcontractors, so that those provisions will be binding upon each subcontractor. For the purpose of including those provisions in any construction, maintenance, or service contract or subcontract, as required by this contract, "contractor" and "subcontractor" may be changed to reflect appropriately the name or designation of the parties of the contract or subcontract.

5.5. The Contractor shall cooperate fully with the office or agency of the State of Alaska which seeks to deal with the problem of unlawful discrimination, and with all other State efforts to guarantee fair employment practices under this contract, and promptly comply with all requests and directions from the State Commission for Human Rights or any of its officers or agents relating to prevention of discriminatory employment practices.

5.6. Full cooperation in paragraph 5.5 includes, but is not limited to, being a witness in any proceeding involving questions of unlawful discrimination if that is requested by any official or agency of the State of Alaska; permitting employees of the Contractor to be witnesses or complainants in any proceeding involving questions of unlawful discrimination, if that is requested by any official or agency of the State of Alaska; participating in meetings; submitting periodic reports on the equal employment aspects of present and future employment; assisting in inspection of the Contractor's facilities; and promptly complying with all state directives considered essential by any office or agency of the State of Alaska to insure compliance with all federal and state laws, regulations, and policies pertaining to the prevention of discriminatory employment practices.

5.7. Failure to perform under this article constitutes a material breach of the contract.

Article 6. Termination.

The Certifying Officer, by written notice, may terminate this contract, in whole or in part, when it is in the best interest of the State. The State is liable only for payment in accordance with the payment provisions of this contract for services rendered before the effective date of termination.

Article 7. No Assignment or Delegation.

This contract is personal and the Contractor may not assign or delegate this contract, or any part of it, or any right to any of the money to be paid under it, except with the written consent of the Certifying Officer.

Article 8. No Additional Work or Material.

No claim for additional services, not specifically provided in this contract, performed or furnished by the Contractor, will be allowed, nor may the Contractor do any work or furnish any material covered by the contract unless the work or material is ordered in writing by the Certifying Officer and approved by the Department of Administration.

Article 9. Independent Contractor.

The Contractor and any agents and employees of the Contractor act in an independent capacity and are not officers or employees or agents of the State in the performance of this contract.

Article 10. Payment of Taxes.

As a condition of performance of this contract, the Contractor shall pay all federal, state, and local taxes incurred by the Contractor and shall require their payment by any subcontractor or any other persons in the performance of this contract. Satisfactory performance of this paragraph is a condition precedent to payment by the State under this contract.

Article 11. Workmen's Compensation Insurance.

During the life of this contract, the Contractor shall provide and maintain, for all employees of the Contractor engaged in work under this contract, workmen's compensation insurance as required by AS 23.30. The Contractor shall require any subcontractor to provide and maintain for its employees workmen's compensation insurance as required by AS 23.30. That coverage must remain in force from the day services begin under this contract and shall provide for written notice to the Certifying Officer at least 30 days before cancellation or non-renewal. Failure to furnish satisfactory evidence of insurance or lapse of the policy is a material breach and grounds for termination of the Contractor's services. Before performing under this contract, the Contractor shall furnish the Certifying Officer with certificates of insurance as proof of compliance with this article. The certificates of insurance must include an All States' Broad Form Endorsement.

Article 12. Insurance.

Before this contract may be approved, the Contractor shall furnish a certificate of liability insurance evidencing coverage satisfactory to the Risk Manager of the Department of Administration.

Article 13. Ownership of Documents.

All designs, drawings, specifications, notes, and other work developed in the performance of this agreement are and remain the sole property of the State of Alaska and may be used by the State for any other purpose without additional compensation to the Contractor. The Contractor agrees not to assert any rights and not to establish any claim under the design patent or copyright laws. The Contractor, for a period of three years after final payment under this contract, agrees to furnish and provide access to all retained materials at the request of the Certifying Officer. Unless otherwise directed by the Certifying Officer, the Contractor may retain copies of all the materials.

Article 14. Governing Law.

This contract is governed by the laws of the State of Alaska.

Article 15. Officials not to Benefit.*

No member of or delegate to Congress, United States Commissioner, or officials of the state or federal government may be admitted to any share or part of this contract or to any benefit to arise therefrom.

Article 16. Covenant Against Contingent Fees.

The Contractor warrants that no person or agency has been employed or retained to solicit or secure this contract upon an agreement or understanding for a commission, percentage, contingent fee, or brokerage except employees or agencies maintained by the Contractor for the purpose of securing business. For the breach or violation of this warranty, the State may terminate this contract without liability or in its discretion deduct from the contract price or consideration the full amount of the commission, percentage, brokerage, or contingent fee.

*Articles 15 and 16 are to be used only if the professional services contract is federally funded.

APPENDIX B

The Services to be Performed by the City of Nenana for the Office of the Governor/Special Projects Office.*

A. The Contractor agrees to perform the following services: Coordination of all activities in regards to determining the feasibility of an economic vegetable production, processing and marketing industry in the Nenana area. Contract to research, survey and recommend a course of action to establish a viable economic vegetable industry project, with due consideration of, but not limited to, the following:

1. establishment of necessary criteria to determine the economic units needed, by size and quantity, in order to support the first phase of a processing facility to market fresh, frozen or dehydrated vegetables,

2. profitability and economic analysis,

3. time frame and scheduling required,

4. number and size of farms,

5. infrastructural needs ie.; seed, fertilizer, machinery, cooperatives, etc.,

6. total funding necessary to implement,

7. recommended legislation.

B.	Time Frame:	Preliminary analysis	November 15, 1980
		Final analysis	March 31, ~~1980~~ 1981
C.	Consideration:	Professional Services	$45,000.00
		Administration	8,000.00
		Total	$53,000.00

* The Office of the Governor/Special Projects Office reserves the right to review all professional contract bids relative to this agreement and to have final approval of the contractor selected. The Office of the Governor/Special Projects Office reserves the right to review all activities relating to this agreement during the contract period and have final approval prior to any public distribution. All information gathered will be routed through the City of Nenana prior to public distribution.

APPENDIX C

Consideration:

In full consideration of the Contractor's perfonmance hereunder, the State shall pay the Contractor an amount not to exceed $53,000.00 based on submission of monthly billings to the Special Projects Office, Office of the Governor, Juneau, covering expenditures occuring in the period. The final billing date shall occur not later than 30 days following the expiration date of the contract.

Auth. No. SEP 19 1980

AUTHORITY TO ENTER CONTRACT NEGOTIATIONS

This form must be executed prior to entering negotiations regarding PROFESSIONAL SERVICE CONTRACTS when the contract amount is in excess of $2,000 in an annual period. This includes the PROFESSIONAL SERVICES CONTRACTUAL RELATIONSHIP QUESTIONNAIRE on the back side of this form. Refer to Purchasing Regulations Manual, Chapter 5, for further instructions.

DEPARTMENT: Office of the Governor DATE: 9-2-80
DIVISION: Special Projects Office AMOUNT OF CONTRACT: $53,000.00
PREPARED BY: W. I. "Bob" Palmer/S. Boyer PERIOD COVERED FROM: 9-1-80
TELEPHONE: 465-3568 TO: 3-31-81

Purpose(s) of contract:
To coordinate all activities in regards to dtermining the feasibility of an economic vegetable production, processing and marketing industry in the Nenana area.

We intend to negotiate with the following persons or firms. Agencies SHOULD list at least three choices or explain why it is not possible.

NAME	ADDRESS	ALASKA BUSINESS LICENSE	
City of Nenana, Box 177, Nenana, Alaska 99760		YES ____	NO X
		YES ____	NO ____
		YES ____	NO ____

Budgetary Data:

BRU NAME Special Projects Office COMPONENT ____

8 DIGIT CODE 01-71-1-097

The concurrence of the Department of Administration is sought so that we may proceed to negotiate the above contract.

FOR THE DEPARTMENT:

DEPARTMENT HEAD OR AUTHORIZED REPRESENTATIVE

9/17/80
DATE

CONCUR:

DEPARTMENT OF ADMINISTRATION

9/23/80
DATE

The proposed contract must be forwarded to the Department of Administration after contractor and Departmental signatures have been affixed but prior to execution or effective date, for final approval.

02-189 (REV. 12-76) SEP 24 1980

#390

PROFESSIONAL SERVICES CONTRACTUAL RELATIONSHIP QUESTIONNAIRE

PROPOSED CONTRACTOR: City of Nenana

	YES	NO	N/A
1. WILL THE CONTRACTOR BE SUBJECT TO SUPERVISION BY AGENTS, OFFICIALS, OR EMPLOYEES OF THE STATE?	X		
2. WILL THE STATE BE INVOLVED IN TRAINING THE CONTRACTOR AS TO THE METHODS AND/OR TECHNIQUES THAT ARE TO BE USED TO ACCOMPLISH THE WORK THAT IS TO BE DONE?		X	
3. WILL IT BE NECESSARY FOR THE CONTRACTOR TO RENDER THE SERVICES PERSONALLY?	X		
4. WILL THE CONTRACTOR BE HIRING/FIRING, SUPERVISING AND FINANCING PAYMENT OF NON-STATE EMPLOYEES IN CONJUNCTION WITH THE FULFILLMENT OF THE PROPOSED CONTRACT?	X		
5. WILL THE STATE RETAIN THE RIGHT TO SPECIFY THE HOURS (E.G., START/STOP TIMES, MINIMUM OR MAXIMUM HOURS, DAYS OF WEEK, ETC.) DURING WHICH THE CONTRACTOR IS TO ACCOMPLISH THE WORK REQUIRED BY THE AGREEMENT? IF SO, WHAT WILL BE THE NATURE OF THE SPECIFICATION?		X	
6. WILL THE STATE RETAIN THE RIGHT TO SPECIFY THE LOCATION AT WHICH THE CONTRACTOR WILL PERFORM THE REQUIRED SERVICES?	X		
7. WILL THE STATE RETAIN THE RIGHT TO SPECIFY THE ORDER OR SEQUENCE IN WHICH THE TASKS INVOLVED WILL BE ACCOMPLISHED?	X		
8. WILL THE CONTRACTOR BE PAID BASED UPON TIME WORKED (E.G., HOURS, DAYS, MONTHS) (IN CONTRAST TO PAYMENT FOR COMPLETION OF A PRODUCT OR, IN THE CASE OF PROGRESS PAYMENTS, A SPECIFIED PORTION OF THE TOTAL PRODUCT)?		X	
9. WILL THE CONTRACTOR BE REIMBURSED FOR MISCELLANEOUS EXPENSES, SUCH AS TRAVEL, OVER AND ABOVE THE COMPENSATION AGREED UPON FOR THE SERVICES TO BE RENDERED? (CHECK "NOT APPLICABLE" IF NO MISCELLANEOUS EXPENSES, SUCH AS TRAVEL, WILL BE INVOLVED IN ACCOMPLISHING THE WORK TO BE DONE).			X
10. WILL THE STATE SUPPLY TOOLS AND MATERIALS NECESSARY FOR THE CONTRACTOR TO ACCOMPLISH THE WORK TO BE DONE? (CHECK "NOT APPLICABLE" COLUMN IF NO TOOLS AND/OR MATERIALS ARE INVOLVED IN THE WORK TO BE DONE).		X	
11. WILL THE CONTRACTOR BE EXPOSED TO THE RISK OF A FINANCIAL LOSS UNDER THE TERMS OF THE PROPOSED AGREEMENT?		X	
12. WILL THE CONTRACTOR BE AFFORDED LIABILITY PROTECTION UNDER STATE PURCHASED INSURANCE POLICIES? IF SO, WHAT TYPE OF COVERAGE?		X	
13. IS THE CONTRACTOR CURRENTLY A PARTY TO AGREEMENTS FOR THE PROVISION OF SIMILAR SERVICES TO NON-STATE ENTITIES?		X	
14. DOES THE CONTRACTOR MAKE HIS/HER SERVICES AVAILABLE TO THE GENERAL PUBLIC (I.E., MAINTAIN AN OFFICE IN A PUBLIC PLACE, ADVERTISE IN YELLOW PAGES, TRADE JOURNALS, ETC.)?	X		
15. WILL THE STATE BE SUPPLYING OFFICE OR OTHER WORK SPACE FOR THE USE OF THE CONTRACTOR? (CHECK "NOT APPLICABLE" IF WORK SPACE IS ONLY INCIDENTAL IN PROVIDING THE REQUIRED SERVICES).		X	
16. WILL THE STATE BE ABLE TO DISCHARGE THE CONTRACTOR PRIOR TO COMPLETION OF CONTRACT FOR REASONS OTHER THAN FAILURE TO PERFORM AS SPECIFIED BY THE AGREEMENT OR THE UNAVAILABILITY OF APPROPRIATED FUNDS?		X	
17. WILL THE AGREEMENT MAKE THE DEFAULTING PARTY LIABLE FOR PAYMENT OF DAMAGES RISING OUT OF THE FAILURE TO PERFORM?		X	
18. WILL THE STATE HAVE THE RIGHT OF FIRST CALL ON THE SERVICES OF THE CONTRACTOR?	X		
19. WILL THE CONTRACTOR BE BOUND TO COMPLY WITH THE GENERAL POLICIES AND PROCEDURES GOVERNING THE BEHAVIOR OF STATE EMPLOYEES BY THE PROPOSED AGREEMENT?		X	

20. WHY IS IT DEEMED PREFERABLE TO CONTRACT FOR THE REQUIRED SERVICES INSTEAD OF HIRING AN EMPLOYEE TO PROVIDE THEM?

This is merely a one time only situation and there are no employees presently available who can do this. The City of Nenana has the expertise available to carry out this contract.

THE ABOVE STATEMENTS ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.

SIGNATURE _____ TITLE _____ DATE _____

COMMENTS ON ANY OF THE ABOVE ANSWERS MAY BE APPENDED.

SUBCONTRACT AGREEMENT

Contract No. AG 103

The CITY OF NENANA, ALASKA, a municipality (Contractor), and Little Goldstream Associates, of 3031 Riverwood Drive, Juneau, Alaska 99803 (Subcontractor), agree as follows:

1. Scope of Work. The subcontractor shall perform all of the work described in Appendix B, Part A of the contract document entitled "Standard Agreement Form for Professional Services Contract"; and in addition shall perform everything required by the Contractor under this Agreement, the State of Alaska under this Agreement, and the contract documents.

2. Time of Completion. The work to be completed under this Agreement shall be commenced immediately upon award of this contract and shall be completed as follows:

Preliminary written report	December 1, 1980
Final written report	February 15, 1981

3. Contract Sum. The total consideration payable to Subcontractor by Contractor under this Agreement shall be 43960.00, payable according to Paragraphs 4 and 5 of this Agreement.

4. Progress Payments. The Contractor shall make payments of the contract sum to Subcontractor for performance of this Agreement as follows: the Subcontractor, not more often than monthly, may submit itemized statements for services performed under the agreement. The Contractor will review them for conformity with the agreement and, if acceptable, forward them to the State of Alaska. On receipt of payment of the statement from the State of Alaska, the Contractor will pay the amount of the statement paid to it by the State to the Subcontractor, except that the Contractor may retain the final 25% of the contract sum as final payment under Paragraph 5.

5. Acceptance and Final Payment. Final payment shall be due 60 days after full completion of the work and this Agreement.

Upon delivery of the Final Written Report, the Contractor shall promptly make a review of the report, and if the Contractor finds the work acceptable under this Agreement, it shall forward the report,

CALL, DEWITT
& BARRETT
ATTORNEYS AT LAW
Suite 206
CENTRAL ARTS BLDG.
ATHROP STREET
HKS, ALASKA
152-2211

together with its acceptance of the report, to the State of Alaska. On receipt of any balance due from the State, the Contractor immediately shall pay to Subcontractor the balance of the contract sum.

Before the Contractor accepts the Final Written Report, the Subcontractor shall furnish to Contractor evidence satisfactory to Contractor that all payrolls, material bills, taxes and other indebtedness connected with the work have been paid or otherwise satisfied.

6. Contract Documents. The contract documents consist of the following, in addition to this Agreement:

(a) The Standard Agreement for Professional Services Contract, including Appendices A, B and C, designated by the Contractor as Contract No. _____, between the City of Nenana, Alaska and the Special Projects Office, Office of the Governor, State of Alaska;

(b) The Terms and Conditions of Submittal;

(c) The Second Invitation for Bids;

7. Additional Conditions. In addition to the terms and conditions set out above, the Contractor requires that the Subcontractor:

(a) maintain adequate liability insurance to cover foreseeable contingencies in performance of this Agreement, and, upon request, furnish a certificate of insurance to the Contractor;

(b) maintain workmen's compensation insurance as required by Alaska law;

(c) indemnify, hold harmless and defend the Contractor from all liability arising from Subcontractor's performance of the agreement, except liability arising exclusively through the actions or inactions of the Contractor;

(d) work closely with the Contractor in performing the Agreement, consulting regularly and frequently with the Contractor and, upon request, reporting to the City Council of the City of Nenana, Alaska;

(e) on request, to submit its work or work in progress to review by the State or the Contractor at any reasonable time;

(f) not release any information gathered for this Agreement to any person but the State or the Contractor;

8. Definitions. In this Agreement, unless the context requires otherwise, the following words shall have the following meanings:

:ALL, DEWITT
& BARRETT
TORNEYS AT LAW
SUITE 206
\6 DENTAL ARTS BLDG.
\A:HROP STREET
NKS, ALASKA
452-2211

"Contractor" means the City of Nenana, Alaska in the person of the Mayor, or his authorized agent named in a writing delivered to the Subcontractor;

"State" means the Special Projects Office, Office of the Governor, State of Alaska, or its authorized designees.

DATED: October 18, 1980

CITY OF NENANA, ALASKA

John B. Coghill, Mayor
CONTRACTOR

Name: [illegible]

Title: Owner
SUBCONTRACTOR

CALL, DEWITT
& BARRETT
ATTORNEYS AT LAW
SUITE 206
810 DENTAL ARTS BLDG.
LATHROP STREET
FAIRBANKS, ALASKA
452-2211

PLEASE NOTE: THE PRECEDING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT.

SB

288

POSITION PAPER/Department of Health & Social Services

POSITION PAPER
ON
HOUSE BILL NO. 288

"An Act making a special appropriation to the Municipality of Anchorage to study modes of mass transportation in Anchorage; and providing for an effective date."

This bill would appropriate the sum of $100,000 to the Municipality of Anchorage to study modes of mass transportation in Anchorage. It is generally an accepted fact that transportation is a major service needed for all age groups, including the elderly and handicapped, and present services are not meeting the demand.

The Municipality of Anchorage received a grant of $10,000 for FY'81 from the Department of Health and Social Services to contract with a transportation consulting firm to plan better coordination of transportation services with existing agencies providing services to the elderly and handicapped. However, this legislation would extend beyond the scope of the coordination study and evaluation.

The Department of Health and Social Services supports the concept and need for improved mass transportation in Anchorage.

Recommended by: Elizabeth Muktarian
Elizabeth Muktarian
Director
Div. of Adult and
Aging Services

Date: 3/19/81

Approved by: Helen D. Beirne
Helen D. Beirne
Commissioner
Dept. of Health and
Social Services

Date: 3/24/81

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. House Bill No. 288
Title "An Act making a special appropriation to the Municipality of Anchorage to study mass transportation in Anchorage; & providing for an effective date."
Requested by Date March 18, 1981

II. FISCAL DETAIL
Agency Affected Department of Health and Social Services
Program Category Affected Social and Economic Assistance for the General Population
BRU, Program, or Subprogram(s) Affected Division of Adult and Aging Services-Adult Services
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 81	FY 82	FY 83	FY 84	FY 85	FY 86
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL		-0-				

FUNDING (Thousands of Dollars)

GENERAL FUND		-0-				
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

Zero Impact.

IV. DATE 3-18-81 PREPARED BY Dorothy Wall
AGENCY Division of Adult and Aging Services
PHONE 465-3250

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named) M&B Approval W. Hubbard Date 3/20/81

33-001 (Rev. 12/80)

MUNICIPALITY OF ANCHORAGE
REQUEST FOR PROPOSAL
For an analysis of Mass Transportation
Modes Suitable for Primary
Transit Corridors

Introduction

In order to provide personal mobility with minimal disruption to the urban environment, the Municipality of Anchorage is seeking qualified consultants to submit proposals for an analysis of the suitability of a range of modes for Primary Transit Corridors.

Anchorage has a unified government that encompasses an area of 2,000 square miles with a population near 200,000. Most of the population is located in an area covering 180 square miles which is expected to accommodate 350,000 people by 1995. The Municipality initiated transit service in 1974 and now has a daily ridership in excess of 10,000. The Long Range Element of the Transportation Plan forecasts approximately 140,000 daily transit trips for 1995.

Parameters of Alternatives

The objective is to evaluate a broad range of modal alternatives within the following parameters:

1. A wide range of anticipated levels of demand for transit service, within the population range predicted for the study area.

2. Availability of right-of-way.

3. Capital and operating costs.

4. Accessibility to the mobility-impaired.

5. Anticipated reliability of the technology.

6. Comfort, personal safety, and security of passengers and staff.

Modal-Evaluation Criteria

The final product will be a report assessing a variety of modes with respect to:

1. Potential to attract varying levels of ridership.

2. Construction cost, in light of local-financing capability.

3. Operating costs, in light of local-financing capability.

4. Average speed, including access time.

5. Lead time for implementation.

6. Frequency of service.

7. System capacity.

8. Right-of-way requirements and associated displacement.

9. Visual and noise impacts.

10. Energy impact.

11. Accessibility to the mobility-impaired.

12. Structural stability under prevailing soil and seismic conditions and the subarctic climate.

13. Maintenance requirements.

Modal Characteristics

The proposal should list a wide variety of modes to be examined in the initial phase of the project. The initial selection should cover numerous variations within--and combinations of--the following factors:

- Vehicle size--including articulation and the potential for multiple unit (MU) operation. Passenger-carrying capacity is a primary concern.

- Guideway--surface, mixed-traffic, elevated, subway, degree of grade separation, fixed guideway.

- Control--manual, automatic with on-board attendant or completely automated.

- Personnel Requirements--vehicle operator, vehicle attendant, station attendant, traffic controllers and supervisors, peaking characteristics of daily crew size.

- Power Supply--central Station: overhead wires, current rails, recharging stations. On-board: petroleum-based fuels, alcohol, propane, batteries, flywheels.

- Propulsion--electric, internal combustion, linear induction, flywheel, cable.

- Effect on Street Traffic Control--preferential signalization, restricted-use lanes, grade-crossing signals and gates.

- Pedestrian Access--including means of handicapped access.

Attached is an example list of modes.

Selection of Modes for Detailed Analysis

The consultant will present the results of the initial analysis of each mode to the AMATS Committees, the Transit Advisory Board, the Planning and Zoning Commission (in a public hearing), and the Municipal Assembly. In this presentation the consultant will provide brief desriptions, in lay terms, of the distinguishing characteristics of each mode, providing--where possible--photographs or drawings of the modes. The presentations should include a description of the land-use and population characteristics appropriate to each mode. Order-of-magnitude relative costs should also be discussed.

The Municipality will then select four modes for detailed analysis.

Final Report

The detailed analysis of the final four modes will describe the conditions under which each mode could be successfully operated on primary transit corridors in Anchorage.

Land Use

The final report should highlight the land-use characteristics that are typically associated with successful operation of each mode.

Reference to Previous Studies

Reference should be made to the "Anchorage Light Rail Feasibility Analysis" (Alan M. Voorhees & Associates, 1979) and the "Feasibility Analysis of Upgraded Passenger Rail Service in the Anchorage, Alaska Region" (A.M.V. & Assoc. 1979). The Municipality will loan copies of these reports

to interested consultants, upon request, and will provide a copy of each report to the party to whom the contract is awarded. The report should note where conclusions are similar to, or different from, those contained in the aforementioned Voorhees reports.

Corridors

The corridors for which these modes are to be studied include:

1. Northern Lights Boulevard, from "C" Street to Muldoon Road (designated as a primary transit corridor).

2. "C" Street from Downtown Anchorage to Dimond Boulevard (also a primary transit corridor).

3. Northern Lights Boulevard from "C" Street west to Earthquake Park, thence south to Anchorage International Airport.

4. The Seward Highway from Third Avenue to Potter Marsh.

5. The Alaska Railroad from Birchwood to Potter Marsh.

6. The Glenn Highway from Downtown Anchorage to Eklutna.

PLANNING DEPARTMENT STAFF SUPPORT

The contractor may avail itself of the following pieces of information from the Planning Department:

1. Map of the Adopted Comprehensive Land Use Plan.
2. Existing population and employment, by traffic
3 analysis zone.
4. Projected populations and employments, by traffic analysis zone.
5. The adopted Long Range Transportation Plan.
6 Existing and projected average daily traffic counts.
7. The adopted Transit Development Program.
8. Limited data on current transit ridership.
9. Copies of previous relevant studies.

The Planning Department will not furnish any other staff support except to coordinate with the AMATS Policy Committee and to help further define the scope of the project.

Qualifications Sought

In reviewing the proposals, the Municipality will consider the following items:

1. Previous experience in transit-mode feasibility studies.

2. Previous experience with small to medium-sized transit systems.

3. Qualifications of individuals who will work on the project, including any subcontractors.

4. Methodology and organization of study.

5. Proposals for group presentations of preliminary and final reports.

The review team will consist of representatives from the Municipal Planning and Transportation Departments. No more than $100,000 is likely to be available for the transit data study. The terms of payment are negotiable.

Time Frame of Study

The approximate time schedule for the project is:

1. Pre-proposal session: 4 weeks from date of cover letter.

2. Proposals due: 6 weeks from date of cover letter.

3. Staff review: 2 weeks from proposals-due date.

4. Contract award: 2 weeks following staff review.

5. Status reports: Monthly during project.

6. Initial report: 4 months after contract award.

7. Selection of final modes: 2 months after initial report.

8. Project completion: 9 months after contract award.

The consultant must be prepared to make a preliminary presentation and a final presentation to the Municipal Assembly, the Planning and Zoning Commission, the Transit Advisory Board, and the AMATS Technical Advisory and Policy Committees, including production of 40 copies of the final report. A public hearing must also be conducted.

The requirements outlined in the project description are minimums and any additional information you can provide should be listed to allow a better evaluation of the proposal. Any questions before the opening date can be directed to Ken Markve or to Stanley Green at (907) 264-4251.

APPENDIX A

List of Modes

The modes to be examined initially should include, but not necessarily be limited to, the following list. For all modes, the costs and access times for primary access modes should be included in the analysis.

1. Automated rapid transit, such as the new system in Lille, France.
2. Monorail, with under-carriage structural rail, such as in the systems in Disneyland and Seattle.
3. Monorail, with catenary-suspended rail, such as proposed for New Orleans.
4. Monorail, with over-carriage rail.
5. Personal rapid transit, such as the Morgantown system.
6. Electric bus with intermediate stations for recharging.
7. Express buses on HOV lanes.
8. Express buses on exclusive bus lanes.
9. Trolley buses on exclusive bus lanes.
10. Light rail transit.
11. Aerial tramways (telepherique) such as on Roosevelt Island, New York.
12. Rail cars on the Alaska Railroad.
13. Trolley bus with off-line capabilities, either by flywheel or internal-combustion engine.
14. Flywheel-powered vehicles.
15. Articulated buses.
16. Heavy rail rapid transit.

SB

8241

TODAY

June
Bert Wo
266-1443

COMPLETED

1. SB 824 ☐
2. Chuck Beaber ☐
   277-3789
3. Hawaii ☐
   killed last year
   lobbying
   DES
4. Lew Dinchner ☐
   Farmer state AG
   former topsoil to
   State took no position
5. ☐
6. ☐
7. ☐
8. ☐

Bert Wagnon (Rep Cato)

Why do you think exclusive contract?

original move
LIZ

no revenue to state
undersell vendors

U.S. Sup. Ct. - OK State to have monopoly + restrict access
homeless (e.g. body must eat here.
actively supervise managers

LIZ duty-free ⇒ mfr goods accessible airport
firm that services airlines

undersell [illegible]
no [illegible] to state

two basic reasons

(1.) Leasing ⇒ diff of opinion among allegiance reasonable
- Rule of 1 - strongest hill to anti trust
- with stand constant -

(*) (2) 1 operator - economical

TODAY

June
Bert Wo
266-1443

COMPLETED

1. SB 824 ☐
Chuck Becker

2. 277-3789 ☐

Hawaii
killed last year

3. lobbying ☐
DFS

6 Lew Dickerson
4. Farmer state AG ☐
former top aide to

State took no position on carriers.

5. ☐
Ward - no position erosion of revenue sources
- AG's office measures
of relief
intended to halt SIZ; stopped them prior to

6. ☐

7. ☐

8. ☐

Bert Wagnon (Rep Calo)

Why do you think exclusive contract?

original mov
LIZ

no revenue to state
undersell vendor

U.S. Sup Ct. - OK monopoly + vertical access
State to have
however leg. body must set laws.
actually supervise monopoly

LIZ duty free ⇒ mfr goods accessible airport
firm that services airplanes

undersell com.
no fee to state

trunk quit

2 basic reasons
(1) cost ing ⇒ diff of opinion among airlines some concerned
- have 1 - stronger call to ands transit
- with stand count work -
(2) 1 operator - [recommend]

HOUSE TRANSPORTATION COMMITTEE

COMMITTEE REPORT - CS SB 824

The Transportation Committee has considered CS SB 824, relating to the establishment and operation of in bond merchandise businesses at state owned and operated international airports. The purpose of this report is to express the Committee's understanding of the purposes of the bill and to make clear the Committee's intent with regard to certain aspects of the bill.

In bond merchandise, which includes merchandise of foreign origin (not manufactured in the United States) and United States alcoholic beverages and tobacco products handled in bond, is sold to foreign-bound passengers. For a number of years, the state has entered into exclusive contracts authorizing the establishment and operation of an in bond merchandise business at each of the state's international airports. These exclusive contracts have been extremely beneficial to the state by providing substantial revenue to the state, increasing employment in the state, and aiding the tourism industry, while at the same time facilitating the orderly administration of the state's international airports. For the reasons stated in Section 1 of the bill and elaborated upon by the official of the Department of Transportation and Public Facilities who testified before the Committee in support of the bill, the Committee believes that conferring exclusive rights for the establishment and

operation of an in bond merchandise business at each international airport is good state policy.

Recently, legal questions have been raised concerning the granting of exclusive in bond contracts. This bill is designed to resolve all legal questions once and for all with regard to all existing and future exclusive in bond contracts. In particular, CS SB 824 is designed to ensure that "state action" immunity from the operation of the federal antitrust laws [see, California Retail Liquor Dealers Assn. v. Midcal Aluminum, Inc., 445 U.S. 97 (1980)] exists with regard to the establishment and operation of in bond merchandise businesses at international airports in the State of Alaska, including the conferral of exclusive rights in this field. Thus, the bill clearly and affirmatively states that it is the policy of the State of Alaska that only an exclusive contractor be allowed to offer to sell, sell and deliver in bond merchandise at each international airport, and that the Department of Transportation and Public Facilities may not permit, nor confer any right upon, any person other than the exclusive contractor to offer to sell, sell or deliver in bond merchandise at an international airport. In addition, the bill requires the issuance of exclusive in bond contractors in the future, and requires that the Department actively supervise the operations under each exclusive in bond contract. CS SB 824 is also specifically intended to, and does, provide an express immunity and exemption for the activities required under this bill from the operation of Alaska's antitrust laws,

AS 45.50.562 et. seq., and any other applicable state laws that would otherwise affect the validity of those activities. See e.g., Section 1(e) of the bill. By providing these immunities, CS SB 824 will enable in bond merchandise sales in Alaska to continue to be maximized, thereby maximizing the state's revenue from this source and providing the other substantial benefits described above.

The Committee also intends that the exclusivity mandated under Section 2 of this bill encompasses, with one limited exception, every aspect of the establishment and operation of an in bond merchandise business at an international airport. That limited exception is for the delivery of in bond merchandise as cargo to airlines. For purposes of this bill, cargo has been specifically defined. As defined in Section 4 of the bill, cargo is intended to have four characteristics. First, cargo is carried by an airline in return for payments made by the shipper to the airline, which payments are computed by reference to a specific cargo tariff; in contrast, the carriage of baggage is included in the price of a passenger ticket (with any additional charges computed on the basis of the excess number of pieces of baggage, or the excess weight of baggage, to be carried, according to an excess baggage schedule). Second, cargo is carried under an airway bill, rather than under a passenger ticket. The portion of the definition of cargo that refers to goods carried "under an agreement between the shipper and the airline other than a passenger ticket" is intended to require both of these

characteristics. Third, cargo is accepted, carried and handled at facilities, and under procedures, different from those used for baggage. Finally, cargo is delivered by the airline at the destination airport to a facility (e.g., an air cargo terminal) separate from that which receives baggage to be delivered to deplaning passengers, and is not brought to a baggage claim area, but must be picked up by the consignee at the facility described above. For a delivery to qualify as cargo, it must satisfy all of these criteria.

Dated April ____, 1982

_____
Representative Cato
Chairman

_____ _____
Representative Representative

_____ _____
Representative Representative

_____ _____
Representative Representative

266-1443

STATEMENT OF BERTRAM L. WAGNON

BEFORE SENATE TRANSPORTATION COMMITTEE

ON SENATE BILL NO. 824

My name is Bertram L. Wagnon. I am Assistant Deputy Commissioner with the Department of Transportation and Public Facilities. I present this statement on behalf of the Administration in support of Senate Bill No. 824, which was introduced in the Senate on March 2, 1982.

Senate Bill No. 824 concerns the in bond merchandise business in Alaska. In bond merchandise includes a wide variety of merchandise handled in bond, including:

1. Merchandise of foreign origin which because of its in bond nature, such merchandise is not subject to United States Customs duties; and

2. United States alcoholic beverages and tobacco products. Because of its in bond nature, such merchandise is not subject to United States Internal Revenue excise taxes.

In bond merchandise is sold only to foreign-bound travelers.

Since 1969, under contracts executed by the department, an in bond merchandise concession has been operated at Anchorage International Airport. In addition, since 1971 successive contracts have covered an in bond merchandise concession at Fairbanks International Airport. These contracts have accorded exclusive rights upon the persons contracting with the department.

In the view of the department, the results under these exclusive contracts have been successful for the state, in that they have provided substantial revenue

airport operations. Recently, however, legal questions have been raised concerning the granting of these exclusive contracts. It is the purpose of Senate Bill No. 824 to resolve once and for all any such legal questions, and thereby to ensure that the state is able to continue to enjoy the substantial benefits resulting from exclusive in bond contracts.

The Supreme Court of the United States has held that, under the "state action" doctrine, conduct that is (1) clearly articulated and affirmatively expressed as state policy, and (2) actively supervised by the state, is immune from the operation of the federal antitrust laws. Senate Bill No. 824 is designed to ensure that such immunity exists with regard to the establishment and operation of in bond merchandise businesses at international airports in the State of Alaska, including the long-standing policy of exclusive rights and contracts in this field. Thus, the bill clearly and affirmatively expresses that it is the policy of the State of Alaska that solicitations of sale, sales and deliveries of in bond merchandise at the state's international airports be made only pursuant to exclusive contract; the bill specifically provides that only a single contractor shall be allowed to offer to sell, sell and deliver in bond merchandise at each international airport, and that the department shall not permit, nor confer any right upon, any other person to offer to sell, sell or deliver in bond merchandise at any international airport.

Accordingly, this bill is designed to ensure that the in bond merchandise business is protected by the "state action" immunity. Moreover, Senate Bill No. 824 is specifically intended to, and does, provide an express immunity and exemption from the operation of Alaska's antitrust laws.

In short, this bill will allow the present and future exclusive in bond concessions to operate without fear of such legal attacks.

Payments for the right to sell and deliver in bond merchandise to foreign-bound passengers at international airports go to the International Airports Revenue Fund. These payments comprise a substantial portion of the monies directed to the Fund, and therefore are a major factor in defraying international airport operating expenses, supporting international airport improvement programs and securing international airport revenue bonds. Absent the conferral of exclusive rights upon the in bond contractor at each international airport, this flow of revenue would be substantially reduced. The in bond concession payments are largely dependent upon the amount of in bond merchandise business done at the state's international airports. And, it is our view that maximization of such business is contingent upon the granting of exclusive rights to the contractor at each international airport; allowing any other person to offer to sell, sell or deliver in bond merchandise at any international airport would substantially impair the in bond business in Alaska and accordingly, reduce the state's revenues.

Analysis of SB 824 - "An Act relating to sale and delivery of an in bond merchandise at international airports; and providing for an effective date."

Introduced by Senate Rules Committee by request of the Governor.

This bill specifically provides for the granting of exclusive contracts for in bond concessions at the international airports. Recently legal question were raised concerning the granting of these exclusive contracts. However, the US Supreme Court and other courts have indicated that these legal questions can be resolved through state legislation that:

1. makes it clear that the granting of exclusive contracts furthers an important state policy.
2. provides that the state have active supervision and oversight on contractor's activities.

SB 824 specifically does provide an expressed immunity from antitrust laws.

Section 1. Legislative Findings. This section expresses the state benefits for having exclusive contracts for in bond merchandise concessions in the international airports. Primarily, it is an important source of revenue. (approx. $5.3 million) The findings specifically list its relationship to Alaska's tourism industry. This section also points out that Alaska is presently under exclusive contract and this would make that practice "legal".

Section 2. Amends AS 02.15 by adding the new section that allows the DOTPF to enter into exclusive contract and may not permit any other persons to sell in bond merchandise at international airports. It provides for successive contracting and for offering of contracts by competitive bidding based on considering the (1) safe and effecient operations, (2) whatever generates maximum revenues for state, (3) maintenance of quality merchandise and services. It also requires the department to supervise these operations by developing and implementing guidelines for review.

Section 3 AS 02.15.210.This section presently does not allow for exclusive rights in the airport. The selling of in bond merchanidise would be excluded from this section i.e. exclusive contracts would be allowed.

Section 4 Criteria is listed for what can be considered cargo.

General comments on SB 824---

I spoke with Bert Wagnon of DOTPF in Anchorage. In response to my questions of why revenues would be maximized if have only one concession as opposed to two, he said that it was necessary to consider the physical layout of the airport. He felt that it worked better. Passengers only have an hour or so to shop and if there were two concessions this would "confuse" the people who might want to shop for the best deal and consequently buy less goods thus reducing gross receipts and thus reduce state revenues.

I still don't see how granting one concession maximizes your revenues. My economic background tells me that having two concessions enhances your sales and certainly would not decrease sales. As a matter of fact, I think two concessions would give more people a chance to buy; be more accessible; less waiting for service.

Mr. Wagnon indicated that the "market is different". It has to be developed. He felt one operator can do a better job of convincing patrons that his prices are as good or better than those in Europe. He felt it was important to have a cohesive market.

He also felt that if there is an exclusive contract there would be a higher quality of merchandise; again he said two vendors would confuse people.

Later Mr. Wagnon added that he felt LIZ operated in semi-legal manner..tricks. He also thought they were "skunks". He added that it is easier for the department to oversee one concession. He commented that he has not had pleasant dealings with LIZ and that they have caused the department problems.

I asked why Hawaii had 20% payment on receipt and Alaska 13 3/4%. He said Hawaii has a different market. People are there longer periods of time. (To me this would mean they would buy more merchandise and the % would be less because the total would be more..) He also said that Hawaii's contract was recent whereas Alaska's is older. He does expect it to be higher when new contract. I wonder why that portion of contract was not renegotiated.

Personally this all sounds too cozy for me. This is mega bucks involved. I really fail to see how revenues would be reduced it there is competition and free enterprize. You have a captive audience already and they are going to buy. Also this exclusive contract had been the practice and in violation of antitrust laws and so this bill basically covers their (ely) practice. Duty free has a big business here.

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE: 3/14/83
LOCATION: 112
SUBJECT: SB 824 - duty fee
SB 846 - auto fee

NAME	REPRESENTING	ADDRESS	PHONE	WISH TO TESTIFY	WISH TO OBSERVE
T.B. LeVasseur	DOT/PF			SB 824	
Susan Sullivan	Div. of Comm. / Empl. of the Hcpd.			SB 846	
Earl Fellingim	"			SB 846	
Robert P. Hranicka	Health & Social Services	Penn Hotel	3370	[redacted]	SB 4
Jim-Baptiste Maas	Protection & Advocacy for Developmentally Disabled	419 G. 6th #316 Anch	586-9865	SB 846	
Martin A. Farrell	DFS	Anch	279-8591	SB 824	
Helen Beirne	Com. DHSS		465-3030		

SB

846

Alaska State Legislature

Senate

Official Business

Pouch V
State Capitol
Juneau, Alaska 99811

M E M O R A N D U M

TO: Senator Fischer, Chairman
Senate State Affairs Committee

FROM: Senator Ferguson, Chairman
REAA Budget Oversight Committee

SUBJ: Senate Bill 846 - Architectural Barrier Regulations

DATE: March 29, 1982

Testimony received by the REAA Budget Oversight Committee has indicated that regulations regarding architectural barriers have had an adverse impact on maintenance and operations costs as well as construction costs in the rural school districts. These regulations include both the interim regulations for barrier-free facilities as well as the exterior ramps required by these regulations. Compliance involves an abnormal amount of manual labor during the winter months to keep the ramps free of snow and ice.

Although a multi-story structure has proven to be the most fuel efficient, the code requirements for elevators cause many districts having "bush" schools to utilize single story construction. The primary objection to the elevator installation in bush communities is the prohibitive costs of maintenance and restricted availability of service. The result of this code restriction is less energy efficient buildings.

REAA school districts are required to build ramps for the handicapped and to comply with other regulations for the access of the handicapped in villages without sidewalks or roads.

Senate Bill 846 would allow the Commissioner of DOTPF to make exemptions to these regulations in such cases as those that have been occurring in the REAA school districts.

Deborah Bear
spec asst.

APR 16 1982

Berrier
Alternative 1.
4/16/82

Original sponsor: Rules Committee
by request

IN THE SENATE BY THE TRANSPORTATION COMMITTEE

HOUSE CS FOR SENATE BILL NO. 846 (Transportation)

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWELFTH LEGISLATURE - SECOND SESSION

A BILL

For an Act entitled: "An Act relating to waiver of compliance with architectural barrier regulations; and providing for an effective date."

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

* Section 1. AS 35.10.015 is amended by adding a new subsection to read:

(f) A waiver of strict compliance with the regulations adopted under (a) of this section may be granted only by the commissioner of transportation and public facilities based on

(1) a recommendation by the Governor's Committee on the Employment of the Handicapped that the waiver be granted; and

(2) a finding by the Governor's Committee on the Employment of the Handicapped that there are practical difficulties in complying with the regulations and that the public interest will be served by the waiver.

* Sec. 2. This Act takes effect immediately in accordance with AS 01.10.-070(c).

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE: 5/4/1982
LOCATION: 112
SUBJECT: SB 824 - duty free
SB 846 - archi barrier

NAME	REPRESENTING	ADDRESS	PHONE	HERE TO TESTIFY	HERE TO OBSERVE
Bob Ward	DOT/PF			SB 824	
Susan Sullivan	Div. o Comm. /Empl. of the Hcpd.			SB 846	
Earl Fullingim	"	Earl Fullingim 7233 Madelynne Drive Anchorage, AK 99504	337-6315	SB 846	
Robert P. Hagnick & I	Health & Social Services	Pouch H04B	3370	[redacted]	846
Jim-Baptiste Maas	Protection & Advocacy for Developmentally Disabled	419 W. 6th Rm 316	586-9865	846	
Martin A. Farrell	DFS	Anch	279-8591	SB 824	
Helen Beirne	Com. DHSS		345-3032		

APR 23 1982

ANCHORAGE COMMUNITY COLLEGE
2533 PROVIDENCE AVENUE • ANCHORAGE, ALASKA 99504 • (907) 263-1200

April 19, 1982

Joyce

Chairman Betty Cato
Alaska State Legislature
House Transportation Committee
Pouch V
Juneau, Alaska 99811

Re: Senate Bill No. 846

Dear Chairman Cato:

I would like to take this time to object to the underlined portion of this bill i.e. However, when it is clearly demonstrated....any other provisions of low.

Although there are certainly cases where it is impracticable to enforce such a regulation as this, I think it is also clear that this decision should not be left to the discretion of one person. In all due respect for the competence, integrity, and forthrightness of any individual, I believe it is unreasonable to expect such an individual will not be unduly swayed by the various pressures that will be asserted by the differing segments of our society.

In addition to pressure groups, is the very real concern that if the waiver process is too easy, there will be a plethora of waiver requests which would not be initiated if the process were somewhat more difficult.

In difference to the proposed wording, I would suggest the establishment of specific criteria by which the reasonableness of a waiver could be evaluated or in lieu of this, establishment of a committee of specialists who would be responsible for hearing and acting upon such requests.

Sincerely,

Robert G. Stewart

Robert G. Stewart, Ph.D.
Director of Counseling Services

RS:jh

APR 13 1982

MSG 82-00020667 PRTY 1 04/13/82 13:46:56 ORIG: LA05 IN= 0005 OUT= 0076
FROM: MARCIE, ANC INFO TO: FOM, JUNEAU INFO
TARGET: LJH2 SUBJ: F O M
PAGE 0001

TO: SENATOR BILL RAY
REPRESENTATIVE BETTE CATO

FROM: DAVID MALTMAN, 325 E. THIRD AVENUE-SECOND FLOOR, ANC 99501
HM 278-4990 WK 274-3658

RE: SENATE BILL 846

THE STANDARD FOR ALLOWING A WAIVER TO ACCESSIBILITY REGULATIONS IS MUCH TOO VAGUE AND WILL CREATE MANY OBSTACLES TO ENFORCEMENT. DOT EXCERCISES MANY OPTIONS TO AVOID ADDRESSING ACCESSIBILITY NEEDS OF PERSONS WITH HANDICAPS. WE ASK YOU TO STRIKE THIS WAIVER FROM SB 846.

PLEASE READ THIS INTO THE RECORD AT PUBLIC HEARING.

/S/ DAVID MALTMAN
PROTECTION AND ADVOCACY FOR THE
DEVELOPMENTALLY DISABLED

Alaska State Legislature

Senate

Official Business

Pouch V
State Capitol
Juneau, Alaska 99811

MEMORANDUM

TO: Senator Fischer, Chairman
Senate State Affairs Committee

FROM: Senator Ferguson, Chairman
REAA Budget Oversight Committee

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DATE: March 29, 1982

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REAA school districts are required to build ramps for the handicapped and to comply with other regulations for the access of the handicapped in villages without sidewalks or roads.

Senate Bill 846 would allow the Commissioner of DOTPF to make exemptions to these regulations in such cases as those that have been occurring in the REAA school districts.

SB

849

Alaska State Legislature

TRANSPORTATION COMMITTEE HEARINGS

DATE: 4/19/82
LOCATION: 112 Capitol
SUBJECT: SB 849

NAME	REPRESENTING	ADDRESS	PHONE	HERE TO TESTIFY	HERE TO OBSERVE
Lynn J. Huff		P.O. Skagway	983-2455		X
J.A. D. Ruff	United Transportation Union	Skagway, Alaska	983-2455	✓	
Morgan L. Slater	United Transportation Union	Skagway Alaska	983-2889	✓	
Bill Miles	White Pass & Yukon R.R.	Box 4-2038 Anch	586-2660	✓	

exempt from State owned railroad

20 miles of track

Comprimize on our ~~track~~ safety

→ has there been
- admonally opposed -

— desire amendment —
Narrow gauge railroad exempt from
- tonnage -
1963 135 thousand tons entire year
1981 124 thousand tons month of Jan -
10 times as much -

- 20 times more track -

- railroad -
- 1970 -

25¢ In 1900

Vol. 82, No. 53. The Whitehorse Star, Wednesday, March 17, 1982

WED

Weather

Intervals of high cloudiness tonight, low -10. Mainly cloudy with a few periods of snow Thursday. High +1. Friday: frequent sunny periods. Yesterday's high -4.6. Low last night -16.3. Trace of snow during last 24 hours. Sunset 7:06 p.m. Sunrise tomorrow 7:11 a.m. More details on page 2.



IDLE TRAINS may become a familiar sight. White Pass rail crews have been cut to a minimum by layoffs that also affect the trucking division.

WP lays off 48

By MASSEY PADGHAM
Staff Reporter

White Pass is laying off 48 people in several of its divisions.

White Pass president Tom King blames the layoffs on a drop in freight hauling because of the generally poor economy.

Nineteen people in Whitehorse — 17 in trucking and two more in the rail operation — were laid off Friday.

Fifteen workers are also being laid off from the rail division in Skagway and three more in the rail division in Seattle.

Yesterday, King was in Skagway to talk to union officials and warn them things may get even worse.

It's "just the volume of business," King said. "The volumes certainly are . . . off from where they were in January."

A full train crew of five has been laid off in Skagway, barely weeks after being called back from the traditional winter lull. Ten Teamsters in the rail yards are also being laid off.

"We're down to three (rail) crews," said Larry Jacquot, chairman of the Skagway local of the United Transportation Union. "We just put one on, anticipating an upturn . . . . (Now) we're cut back again." Three rail crews is the minimum White Pass has to have on under the union's collective agreement.

Cont'd on p. 31

Nosedive ends 1981 boom

After enjoying surging economic growth during the first nine months of 1981, the Yukon's economy began a sharp nosedive during the last quarter that shows no signs of levelling off.

22% mining drop
17% inflation
30% jobless seen

That pattern is shown in the annual review for 1981, released today by the Yukon government's Economic Research and Planning Unit.

Employment was up strongly in the first nine months of last year, and then started to sag badly. "Signs of a slump in the mining sector were becoming evident in the fourth quarter," says Dan Lang, minister of economic development, in a statement accompanying the report.

Mineral production led the decline in 1981, as predicted by preliminary figures in January. The value of mineral production last year was $298 million, the report says. That compares to a final figure of $360 million in 1980. Dropping silver and lead values were mainly responsible for the 22 per cent drop.

The number of people who had jobs in the territory peaked late last summer and then started plummetting. The total number of employees was 11,684 in September, 36 per cent above the 8,571 people who had jobs at the end of 1980. But by the end of last year, the number of people with jobs had dropped to 10,743. That meant 1981 saw an overall increase of 25.3 per cent in the number of people

Cont'd on p. 31

Cont'd from front

which tell you how many kilowatt hours of power you use. Then multiply that by 7.573 cents.

The average business in Whitehorse now uses 4,954 kuowatt hours a month at 8.352 cents each. The new cost will be 8.916 cents. The average monthly bill thus goes from $413.76 to $441.80.

In Carcross, Carmacks, Marsh Lake and Tagish, the average house now uses 457 kilowatt hours a month. Power now costs 11.807 cents per kilowatt hour or $53.91 per average house. After next month, it will cost 12.671 cents or $57.91 per average house.

Ross River residences use an average 586 kilowatt hours a month. Power now costs a whopping 17.42 cents per kilowatt hour or $102.08 a month for the average house. Power will cost 19.313 cents or $113.17 per average household.

Haines Junction residences use an average 742 kilowatt hours. Power now costs 11.967 cents per kilowatt hours or $88.79 a month for the average house. Power will cost 13.331 cents or $98.92 per average household.

For the information of the Board, NCPC also filed a rate designed to bring the Yukon closer to equalized power rates. The board has yet to decide that is a good thing, although it has already happened a little bit. If it does happen, it would likely mean the cost for a kilowatt hour of electricity would be the same in any Yukon community. In effect, it means hydro-supplied Whitehorse and Mayo residents would subsidize power users in small, diesel-only towns. Under that scheme, if adopted, power rates would go up even more here, to $84.30 a month for the average household, rather than $81.94 as NCPC's current proposal would require.

Layoffs

Cont'd from front

King said general freight, such as supplies for Yukon stores, has started to drop as the effects of mine layoffs — 88 at United Keno Hill in Elsa and 95 at Cyprus Anvil in Faro — ripple through the economy.

"We're seeing a fair bit of that and with the mining generally," he said. "That includes placer mining. We're very worried."

Everett Hamme, job steward for the Teamsters who work the Skagway rail yards, said layoffs there go into effect this weekend.

Eleven people have been laid off in White Pass's trucking operations in British Columbia and Alberta, which King blames on economic conditions there.

Meanwhile, Hamme said his union and White Pass have asked for a U.S. federal mediator following the breakdown of talks. The union's four-year contract expired in November.

√ Economy

Cont'd from front

holding jobs, though it dropped eight per cent in the last quarter.

The unadjusted unemployment rate in the Yukon was 9.7 per cent in December, 1981, well below the 22.5 per cent figure recorded in December 1980.

Colin Heartwell, director of the economic research and planning unit, said the drop reflects last year's booming tourist season and increased employment in the service sector.

"That grew substantially, and took up the slack in terms of the number of people previously unemployed."

But with the latest round of mining layoffs, he warned, the unemployment rate may easily surpass 30 per cent during the first quarter of this year.

Prices for most consumer goods was up 16.6 per cent last year, compared to about 12 per cent in southern Canada. Prices here are 21.6 per cent higher than Edmonton and 16.1 per cent higher than Vancouver. Food prices alone shot up 11.1 per cent here, 19.5 per cent in Dawson City and 8.3 per cent in Vancouver.

Rents in Whitehorse remained constant through the fourth quarter, with December rents being 19 per

The Airport Cafe
will be closed
for renovations
March 19 & 20
March 26 & 27
We are sorry for any
inconvenience this may cause

rb auction

UNRESERVED PUBLIC AUCTION

TUESDAY APRIL 27, 1982 WHITEHORSE, YUKON
EQUIPMENT FROM: General Enterprises - as they re-align their equipment requirements.
ALSO C.W. Friday Const. Ltd.

CRAWLER TRACTORS Incl: 2- Cat D9H's; 2- Cat D9G's; 2- 1980 Cat D8K's; 1976 Cat D8K; 1975 Cat D8K; 4- Cat D8H's. WHEEL LOADERS Incl: 1979 Cat 980C; 1974 Cat 966C; Cat 966B. MOTOR GRADERS Incl: 1977 Cat 14G; 3- Cat 12E's; Cat 12. EXCAVATORS Incl: 1973 P & H 412. ROCK TRUCKS Incl: 1976 Cat 769 c/w 18:00 x 33 tires. MOTOR SCRAPERS Incl: 3- 1980 Cat 627B's c/w Push-pull attachment, cushion hitches, 29.5 x 35 tires; 2- 1974 Cat 631C's c/w cushion hitches, 33.25 x 35 tires; 4- 1971 Cat 631C's c/w cushion hitches, 33.25 x 35 tires. COMPACTION Incl: 1972 Cat 814; 2- 1978 Dynapac CA25D's Vib.; 1978 Bros SP 3000; Tampo RA2003. TRUCK TRACTORS Incl: 2- Kenworth 924's; 2- Kenworth 923's. CENTRE DUMPS Incl: 2- Decap T/A center dumps c/w 3 bays; 4- McCoy centre dumps c/w 3 bays.

FOR FURTHER INFORMATION AND TO CONSIGN EQUIPMENT, CONTACT WAYNE GILLIES' IN WHITEHORSE AT 668-4747 OR CALL OUR PRINCE GEORGE OFFICE AT (604) 563-5711

Write or phone for FREE Brochure

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WEEKEND FOR W
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$60. Info. & re
Women's Centre, 66

PHOTOGRAPHY S
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Society, with Dr. C.Y
fessor of educationa
Sat., March 27, 8:3
p.m. & 7-9 p.m.; Sun
28, 8:30-11:30 a.m., S
School. Info.: 667-524
667-7507 eves.

JUNEAU FOLK FE
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Charter flight leavin
April 2, returning Sun
4. Details: Christine, 66

RIVERDALE SOUTH
nomination meeting.
March 23, 8 p.m., Riv
Baptist Church, 32 Tut
Everyone welcome.

RIVERDALE NORTH L
nomination meeting.
March 23, 8 p.m., Rive
Baptist Church, 32 Tutsi
Everyone welcome.

WHSE. NORTH CE
NDP annual general me
election of officers. T
March 18, 7:30 p.m.,
Hall. Public is welcome.

YUKON CRAFTS SOC

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Yukon Electrical has calculated the impacts of NCPC's latest increase.

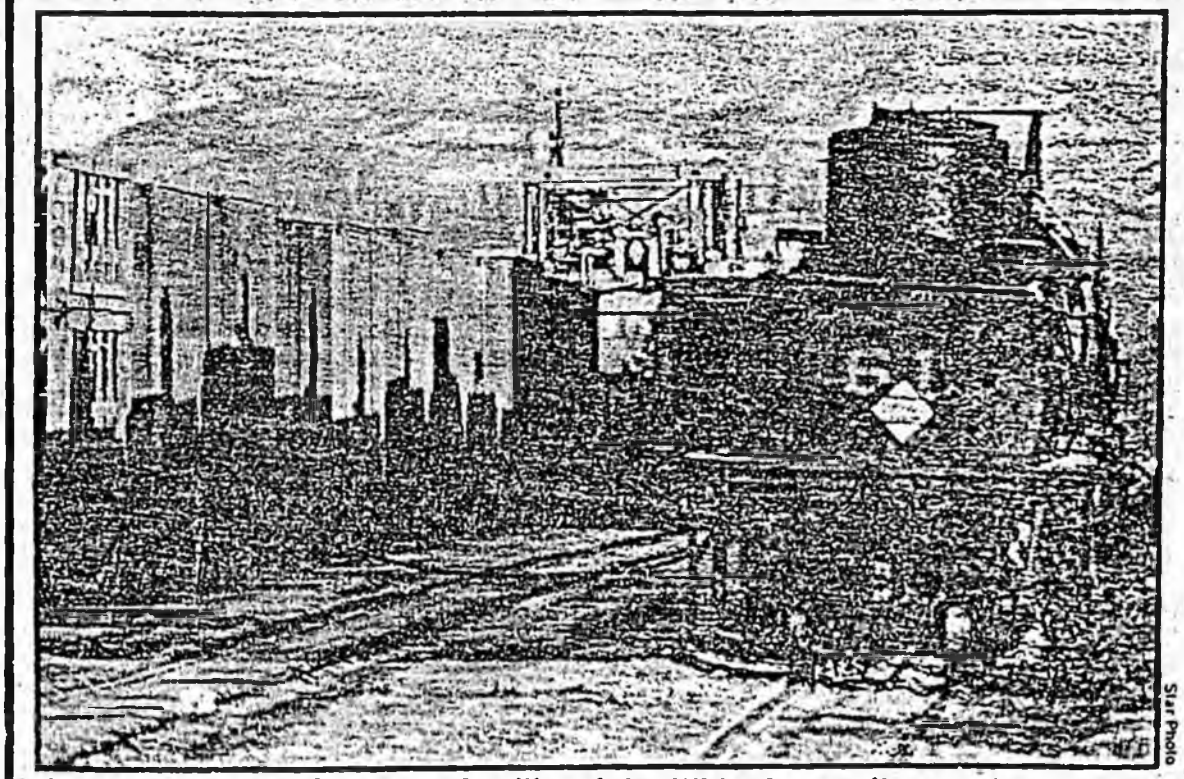
In Whitehorse, it will cost the average household another $6.12 a month.

The average city household uses 1,082 kilowatt hours of electricity each month. Right now the price, after all the fuel and water adjustments are added, comes to 7.007

While Yukon Electrical uses a sliding rate scale, depending on power used, you can still do an easy calculation to get an idea how much your power bills will be within a few cents. Simply calculate how much power you use by pulling out your copies of your power bill,

Cont'd on p. 31

CARBORUNDUM
E. YUKON
AIR
Established
In 1900



Star Photo

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30% jobless seen

fourth quarter," says Dan Lang, minister of economic development, in a statement accompanying the report.

Mineral production led the decline in 1981, as predicted by preliminary figures in January. The value of mineral production last year was $298 million, the report says. That compares to a final figure of $360 million in 198… Dropping silver and lead values were mainly responsib… for the 22 per cent drop.

The number of people who had jobs in the territo… peaked late last summer and then started plummettin… The total number of employees was 11,684 in Septemb… 36 per cent above the 8,571 people who had jobs at the e… of 1980. But by the end of last year, the number of peo… with jobs had dropped to 10,743. That meant 1981 saw … overall increase of 25.3 per cent in the number of peo…

Cont'd on p. 31

Cont'd from front

... which tell you how many kilowatt hours of power you use. Then multiply that by 7.573 cents.

The average business in Whitehorse now uses 4,954 kilowatt hours a month at 8.352 cents each. The new cost will be 8.916 cents. The average monthly bill thus goes from $413.76 to $441.80.

In Carcross, Carmacks, Marsh Lake and Tagish, the average house now uses 457 kilowatt hours a month. Power now costs 11.807 cents per ... for the average house. After next month, it will cost 12.671 cents or $57.91 per average house.

Ross River residences use an average 586 kilowatt hours a month. Power now costs a whopping 17.42 cents per kilowatt hour or $102.08 a month for the average house. Power will cost 19.313 cents or $113.17 per average household.

Haines Junction residences use an average 742 kilowatt hours. Power now costs 11.967 cents per kilowatt hours or $88.79 a month for the average house. Power will cost 13.331 cents or $98.92 per average household.

For the information of the ... Board, NCPC also filed a rate designed to bring the Yukon closer to equalized power rates. The board has yet to decide that is a good thing, although it has already happened a little bit. If it does happen, it would likely mean the cost for a kilowatt hour of electricity would be the same in any Yukon community. In effect, it means hydro-supplied Whitehorse and Mayo residents would subsidize power users in small, diesel-only towns. Under that scheme, if adopted, power rates would go up even more here, to $84.30 a month for the average household, rather than $81.94 as NCPC's current proposal would require.

Layoffs

Cont'd from front

King said general freight, such as supplies for Yukon stores, has started to drop as the effects of mine layoffs — 88 at United Keno Hill in Elsa and 95 at Cyprus Anvil in Faro — ripple through the economy.

"We're seeing a fair bit of that and with the mining generally," he said. "That includes placer mining. We're very worried."

Everett Hamme, job steward for the Teamsters who work the Skagway rail yards, said layoffs there go into effect this weekend.

Eleven people have been laid off in White Pass's trucking operations in British Columbia and Alberta, which King blames on economic conditions there.

Meanwhile, Hamme said his union and White Pass have asked for a U.S. federal mediator following the breakdown of talks. The union's four-year contract expired in November.

Economy

Cont'd from front

holding jobs, though it dropped eight per cent in the last quarter.

The unadjusted unemployment rate in the Yukon was 9.7 per cent in December, 1981, well below the 22.5 per cent figure recorded in December 1980.

Colin Heartwell, director of the economic research and planning unit, said the drop reflects last year's booming tourist season and increased employment in the service sector.

"That grew substantially, and took up the slack in terms of the number of people previously unemployed."

But with the latest round of mining layoffs, he warned, the unemployment rate may easily surpass 30 per cent during the first quarter of this year.

Prices for most consumer goods was up 16.6 per cent last year, compared to about 12 per cent in southern Canada. Prices here are 21.6 per cent higher than Edmonton and 16.1 per cent higher than Vancouver. Food prices alone shot up 11.1 per cent here, 19.5 per cent in Dawson City and 8.3 per cent in Vancouver.

Rents in Whitehorse remained constant through the fourth quarter, with December ...

The Airport Cafe
will be closed
for renovations
March 19 & 20
March 26 & 27
We are sorry for any
inconvenience this may cause

rb auction

UNRESERVED
PUBLIC AUCTION

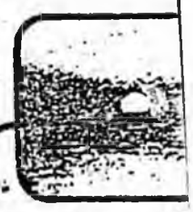
TUESDAY APRIL 27, 1982 WHITEHORSE, YUKON
EQUIPMENT FROM: General Enterprises - as they re-align their equipment requirements.
ALSO C.W. Friday Const. Ltd.

CRAWLER TRACTORS Incl: 2- Cat D9H's; 2- Cat D9G's; 2- 1980 Cat D8K's; 1976 Cat D8K; 1975 Cat D8K; 4- Cat D8H's. WHEEL LOADERS Incl: 1979 Cat 980C; 1974 Cat 966C; Cat 966B. MOTOR GRADERS Incl: 1977 Cat 14G; 3- Cat 12E's; Cat 12. EXCAVATORS Incl: 1973 P & H 412. ROCK TRUCKS Incl: 1976 Cat 769 c/w 18:00 x 33 tires. MOTOR SCRAPERS Incl: 3- 1980 Cat 627B's c/w Push-pull attachment, cushion hitches, 29.5 x 35 tires; 2- 1974 Cat 631C's c/w cushion hitches, 33.25 x 35 tires; 4- 1971 Cat 631C's c/w cushion hitches, 33.25 x 35 tires. COMPACTION Incl: 1972 Cat 814; 2- 1978 Dynapac CA25D's Vib.; 1978 Bros SP 3000; Tampo RA2003. TRUCK TRACTORS Incl: 2- Kenworth 924's; 2- Kenworth 923's. CENTRE DUMPS Incl: 2- Decap T/A center dumps c/w 3 bays; 4- McCoy centre dumps c/w 3 bays.

FOR FURTHER INFORMATION AND TO CONSIGN EQUIPMENT, CONTACT WAYNE GILLIES' IN WHITEHORSE AT 668-4747 OR CALL OUR PRINCE GEORGE OFFICE AT (604) 563-5711

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WEEKEND FOR
6th annual women'
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$60. Info. & re
Women's Centre, 66

PHOTOGRAPHY
of the Yukon Photog
Society, with Dr. C.
lessor of education
Sat., March 27, 8:
p.m. & 7-9 p.m.; Sur
28, 8:30-11:30 a.m., S
School. Info.: 667-52
667-7507 eves.

JUNEAU FOLK FE
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Charter flight leavi
April 2, returning Su
4. Details: Christine,

RIVERDALE SOUTH
nomination meeting.
March 23, 8 p.m., R.
Baptist Church, 32 Tu
Eve: yone welcome.

RIVERDALE NORTH
nomination meeting.
March 23, 8 p.m., Ri
Baptist Church, 32 Tut
Everyone welcome.

WHSE. NORTH CE
NDP annual general m
election of officers.
March 18, 7:30 p.m.
Hall. Public is welcome

YUKON CRAFTS SO

BORUNDUM
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Established
In 1900

hursday, March 18, 1982

Anvil—closed this summer?

Barely hours after 95 people got layoff notices, the unions at the Cyprus Anvil mine in Faro have been warned to expect a summer vacation shutdown.

Robert McCallum, vice-president of operations for the mine, said the decision has not yet been made at the company's head office in Vancouver.

"I would think at this time that the decision will likely be made next week," he said. "It's being very carefully studied in the corporate office."

Any shutdown would have a very definite ripple effect. About 100 White Pass workers depend directly on hauling concentrates for Anvil.

"If Anvil closes down for a period of time, then we will have a subsequent layoff," White Pass president Tom King said flatly.

Cont'd on P. 2



Star Photo by RICK VAN SICKLE

Iditarod update

SHAKTOOLIK, Alaska — Rick Swenson and Jerry Austin arrived here within three seconds of each other at 1:30 this morning, b... did not continue in the face of extremely strong winds. The next section is 100 kilometres of open, glaring sea ice.

Dave Monson and Bob Chulpach mushed in at 1:35 a.m., Emmitt Peters at 3:20 a.m. and Susan Butcher and Herbie Nayokpuk at 3:30 a.m., Joe May at 6:15 a.m. and Rick Mackey and Dean Osmar at 6:50 a.m. after getting lost.

"It was blowing snow so hard I couldn't see the trail," Mackey said.

See story — page 3



Anvil

Cont'd from front

Some rail traffic would continue to accommodate other freight and tourism, but Anvil is about two-thirds of the railway's business.

The mine is generally considered the backbone of the Yukon's economy.

Dave Power, president of the production workers union, Steelworkers Local 1051, which represents the bulk of the lead-zinc-silver mine's workers, was reluctant to discuss yesterday afternoon's meeting with mine management before special general union meetings scheduled for today.

Power said he got the impression the decision rests on Anvil's view of where metal prices will go in the next few months and how much money will be saved by the 95 layoffs. The mine lost $3 million last month.

"I think it's how much money they're losing."

McCallum and Power said most people have six weeks' vacation coming, but scheduling those vacations is extremely difficult now that the work force has been pared to a minimum.

McCallum said many mines are shutting down for five to eight weeks this summer. If the shutdown is longer than six weeks, the workers would be put on temporary layoff to make them eligible for unemployment insurance.

"They could possibly shut down for a two-month period," Power commented, "but I think six weeks would be a ball park figure."

True to form, Power said, rumors of a possible shutdown have preceded the statement, and Anvil officials have in the last few weeks refused to rule out the possibility.

"Nothing would surprise me now."

Power said the company has actually been talking about a shutdown for summer vacation for a couple of years now — so it might become a regular feature. A summer shutdown allows major maintenance work do be done, and Power said he expects some people would be working at the mine and mill through any shutdown.

McCallum said the mine has considered that, but any shutdown this summer would be strictly based on economics and no decision is being made to have a summer shutdown as a annual event.

Another company-union meeting has been scheduled for Wednesday to discuss the contentious issue of layoff conditions, and there is a good chance the company decision on any summer closure will be announced then.

Taylor

Cont'd from front

is going to terminate my service in office, all the people should have a say in it."

He said calls of encouragement have been pouring in to his home all morning.

Taylor, who has represented Watson Lake for 21 years, believes he has "an excellent chance" of taking the riding as an independent. He said he still remains "a loyal Conservative" and would consider rejoining the party if he is re-elected.

"I have no dissatisfacation with the party itself. It's been a long winter, and I felt it was time I shook things up a bit."

Taylor, speaker for eight years, could again be named to the position by the legislature even if re-elected as an independent.

"It's a great honor, and if the house, in its wisdom, invited me to be speaker again, I would consider it."

He refused to name the persons in the "clique", but said several are members of the Watson Lake business community "and know who they are.

"I was very angry about it up until last night, but now I figure these people should be pitied, not scorned. If they put a wolverine to the wall, it'll fight, and I'm ready to fight."

Taylor made the decision a week ago, but did not consult Government Leader Chris Pearson.

"I don't want anybody else fighting my battles for me .... That would be unfair."

From the speaker's chair, he said, he enjoys "closer contact with the cabinet and more open doors that a MLA does."

If defeated, he would "go out gracefully and with dignity" to resume his career as a prospector.

Rollie, meanwhile, said he was "shocked" by last night's developments.

"I wanted the nomination, but not this way," he said. "I don't want any part of any dirty politics."

In Whitehorse, Jim Kennelly, a 40-year-old businessman, has announced he will seek the Liberal nomination for Riverdale North, the riding held by Pearson. The meeting will be held next Tuesday, the same night as the Liberal nomination meeting for Riverdale South, currently held by party leader Ron Veale.

Whitehorse resident Larry Whelan intends to seek the Liberal nomination for Porter Creek West, now held by Conservative Doug Graham. That nomination meeting will take place April 8.

YTG releases small contractors from bondage

The Yukon government will now permit small, unbonded contractors to use irrevocable letters of guarantee as a cash equivalent to bonds to help them bid for government contracts.

Successful bidders on a government contract must post a bond, or cash equivalent, of 10 to 20 per cent of the total contract amount. But for unbonded companies, coming up with the cash equivalent often meant borrowing at high interest rates, which adversely affected their ability to submit low bids.

According to Geoff Lattin, minister of highways and public works, all five banks have agreed to the scheme, which will mean a cheaper line of credit for unbonded contractors.

The letter is issued by a bank, and, because the bank retains the use of the money, charges to the contractor are lower than normal interest on loans.

"It had reached the point where some contractors simply couldn't bid competitively because of high interest rates," Lattin said.

London

LONDON (AP) — Lond metals Thursday, in pound silver in pence a troy ounce.

Copper spot 847-848; future
Tin spot 7,200-7,210; future
Lead spot 341-343; future 34
Zinc spot 443-445; future 449
Silver spot 397-398; future 4
Aluminum spot 577.5-578; f 601
Nickel spot 3,145-3,150; fu 3,173

New York

NEW YORK (AP) — The st rallied today as traders beg ahead to the U.S. Federa Board's weekly report on mon

The Dow Jones average dustrials rose 6.38 to 802.22.

Gainers held a 2-to-1 lead in New York Stock Exch issues.

Analysts noted that there h clear-cut trend in the market several sessions.

Prices drifted lower on Tu Wednesday. They perked however, amid speculation board's weekly report late Fri show a decline in the basic m money supply.

Traders were also keeping news reports from Vienn Organization of Petroleum Countries oil ministers were for an emergency meeting strategies to counter d pressure on oil prices.

H.J. Heinz led the active lis $23¼. A 157,700-share block o traded at $27¼.

The NYSE's composite inde to 63.22.

Volume totalled 23.75 millio against 22.56 million at the s Wednesday.

Among Canadian issues, Alc ⅛ to $18⅛, Canadian Pacific and Genstar ⅜ to $14⅛.

Ashland Oil lost ⅛ to $22⅜.

Montreal

MONTREAL (CP) — U.S terms of Canadian funds at r was down 7-100 at $1.2149. Pou was up 3-25 at $2.1990.

The Canadian dollar was $0.8231 and pound sterling wa $1.8100.

Toronto

TORONTO (CP) — Share pr ed sharply higher in mid-morn to stock market trading Th what analysts called a lon technical rally.

The TSE 300 index gained 1 or .74 per cent to 1560.14 an issues outnumbered the loser 162 issues unchanged.

Twelve of the composite's groups advanced, led by gol climbed 52.81 points or 2.56 p 2112.68. Real estate and constr 21.79 points or .48 per cent while management co registered a fractional decline

Trading activity was still slow, however. Volume by 11 1.19 million shares, compared million shares at the same tim day.



By The Canadian Press

Forecasts for the Yukon a thwestern British Columbia is Environment Canada for today day: Syno

High clo ss was reported but southea portions of the district this morning. Strong win Whitehorse area kept temp there near the freezing mark. A system will produce cloud an light precipitation over souther today. Clearing is expected by Friday. Northern areas will cloudy with occasional light sn days as a a second frontal syste them.

Forecasts

Northern Yukon: Travellers'

CLASSIFIEDS

JANITOR'S SUPPLIES

By MASSEY PADGHAM
Staff Reporter

Anvil workers got the bad layoff news last night, a week after their employer said it was coming.

Robert McCallum, vice-president of operations at the Cyprus Anvil mine, said 95 of its 770 workers will file out of the lead-zinc-silver mine for the last time on March 26.

McCallum delivered the news to executives of the two Steelworkers union locals in a meeting yesterday afternoon.

"We have identified that there are 95 employees that will be part of this reduction of forces," McCallum said last night.

The first layoffs are among the 12 temporary workers, most of them doing clean-up work around the mill. They are being laid off first as required by the unions' collective agreement.

The largest group of layoffs, 44, comes from the production workers group, Steelworkers Local 1051. There are about 540 members of this Local. Ten of the temporary workers also belong to this local.

Another 19 people will come from the office and technical workers group, Steelworkers Local 8243, which has about 90 members.

Twenty salaried employees, the management and administrative level of the mine, will be laid off, reducing the staff size from 125. McCallum said they would come from all departments.

The individual workers were to be notified this morning and will work their last shift on March 26.

McCallum called the layoffs a permanent reduction of the workforce. Despite the layoffs, the company, at least for now, will maintain full production of about 10,200 tonnes of ore daily. No call-back of workers will happen, although when times get better the size of the work force may gradually rise.

As Anvil president John Bruk puts it, you take it "easy" a bit in good times. Bruk said Anvil's staff now is more highly trained than before and so is more productive.

McCallum said the union officials sat and listened to the company's news, without immediate comment. They were to meet again with the company this afternoon.

MLA Maurice Byblow (NDP-Faro) termed the day "Black Tuesday."

He said because each worker accounts for three other people through family and indirect work, the net effect of the Anvil layoff and the departure from Elsa Monday of most of the 88 people laid off there is a loss of about 700 people or three per cent of the people in the Yukon.

While he said he hopes businesses in Faro can tighten their belts and survive, Byblow, co-owner of the Faro Hotel, is worried some newer businesses may be forced to close.

"We have to look at diversifying our economy," he noted.

McCallum said the company has suggested the company and the union form a consultative committee through the Canada Employment Centre to try to find jobs for the laid-off workers, a difficult task given the country's sagging economy. Employment officials are expected to be in Faro Friday.

The mine in Faro is not the only sector of the Cyprus Anvil operation that is going to get cutbacks.

Bruk said Monday a full review of corporate organization by three senior executives is expected to recommend cuts of some people in the Vancouver office and those cuts will be made. How many people will be laid off in Vancouver is not yet known.

"As far as the Vancouver office is concerned," Bruk said, "of course, we are in the process for rationalizing and streamlining the Vancouver operation, and the re-organization that is being announced to the employees is applicable thoughout."

The three executives on the top-level committee — McCallum; Bert Cook, senior vice-president for ma and Glen Simpson, vice- for exploration — ha given wide-ranging pc Bruk. They are to repo end of the month.

They are designin organization plan becau poor economy and the last summer that turn from being a public company into a whol subsidiary of Hudson's and Gas Company Lt wholly owned by Petroleum.

That change will se tions in the labor throughout and re-assig authority, Bruk said.

Now that Dome owns completely, Bruk is se meet with Dome official next couple of weeks Anvil's future. There h speculation that Dome, to reduce its $5-billion de might sell Anvil, which i for $340 million last sum Cominco, the world's lead-zinc producer.

'Whe

"Black Tuesday That, says a leader, is probabl description of y layoff of 95 work Cyprus Anvil mine

While union me the layoffs as ine metal prices tumb mine's costs rise, union local at th spoiling for a fight the mine is going a off the workers.

Dave Power, pr the production group, Steelwork 1051, said speci meetings are being 10:30 a.m. and 6 p sday to explain raised by the local's at a meeting last Faro.

"It looks like we' of disagreement c layoffs are administ

NCPC 'taxing' Anvil illegally?

By MASSEY PADGHAM
Staff Reporter

Cyprus Anvil lawyers began laying the groundwork yesterday for expected arguments that the Northern Canada Power Commission's proposed rate structure is illegal.

Anvil is furious at increased power bills, and president John Bruk has said it threatens the long-term viability of the mine.

If Anvil's arguments at the Yukon Electrical Public Utilities Board hearings are to no avail, Anvil could take the commission to court, said company lawyer Laurie Pathman.

Anvil argues, and NCPC admits, that the mine has paid

officials to justify those rates. NCPC says its act gives it the authority to set the rates.

Anvil officials have said they don't want Yukoners to subsidize the mine, they just want a fair deal.

Pathman also wanted information from 1969 to 1975 to indicate how much Anvil has been paying above what it considers a fair price. That information only started becoming available in 1975, and it is only since then that NCPC can say for sure that Anvil has been paying 100 to 130 per cent of the actual cost if its power. Anvil uses about one-quarter all the power generated in the Yukon.

possibility, but no decisi been made by Anvil offic

If NCPC did have money back, it would likel from Yukon consumers.

Pathman pointed out I City residences, for examp only half what it really NCPC to supply them with from the town's diesel gen

She suggested to the that NCPC has no legal t powers, but Anvil's rates c considered an indirect ta

So far, Anvil has only cross-examining NCPC nesses. The real firework when Anvil officials go stand and company lawyer their arguments.

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'Where am I going to go?'

"Black Tuesday."

That, says a Faro union leader, is probably the best description of yesterday's layoff of 95 workers at the Cyprus Anvil mine.

While union members see the layoffs as inevitable, as metal prices tumble and the mine's costs rise, the major union local at the mine is spoiling for a fight over how the mine is going about laying off the workers.

Dave Power, president of the production worker's group, Steelworkers Local 1051, said special union meetings are being called for 10:30 a.m. and 6 p.m. Thursday to explain concerns raised by the local's executive at a meeting last night in Faro.

"It looks like we're in a sort of disagreement over how layoffs are administered," he said.

"We have another meeting (today) with the company at 2:30," Power said. "There's some problems with how they're going about this, this layoff. We'll be asking them questions."

Power said the Canadian government has to be blamed for blundering the economic situation in the Yukon.

"I guess we'll have to expect more of this in the future."

"We don't give too much praise to the way the Conservatives are handling things in the Yukon either," he added bitterly.

"I've talked to quite a lot of people today who just shake their head and say, 'Where am I going to go.' "

Power said he cannot say much about the disagreement with the company, until the meetings Thursday about the union's concerns.

But they are known to include a dispute over what kind of transportation help Outside the laid-off workers will get.

There is also a dispute over who will be laid off. The actual notices to individual workers have not yet gone out, but the union wants to make very sure the most recently hired employees are the first to go.

Another problem is the length of notice. The company is giving workers 10 days' notice. The union is expected to argue at least 14 days' notice is needed and even more for workers with at least two or three years of experience.

"It seems like we're going in one direction and the company's going in another."

vice-president for marketing, and Glen Simpson, vice-president for exploration — have been given wide-ranging powers by Bruk. They are to report by the end of the month.

They are designing a reorganization plan because of the poor economy and the change last summer that turned Anvil from being a publicly-traded company into a wholly-owned subsidiary of Hudson's Bay Oil and Gas Company Ltd., itself wholly owned by Dome Petroleum.

That change will see reductions in the labor force throughout and re-assignment of authority, Bruk said.

Now that Dome owns Hudbay completely, Bruk is seeking to meet with Dome officials in the next couple of weeks to chart Anvil's future. There has been speculation that Dome, in order to reduce its $5-billion debt load, might sell Anvil, which it bought for $340 million last summer, to Cominco, the world's largest lead-zinc producer.

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ALL PROCEEDS TOWARD THE

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possibility, but no decision has been made by Anvil officials.

If NCPC did have to pay money back, it would ... come from Yukon consum...

SCR

5

POSITION PAPER/Department of Health and Social Services

POSITION PAPER

CS For Senate Concurrent Resolution No. 5 (Transportation)

Relating to free travel for handicapped persons on the State Marine Highway System.

CS for Senate Concurrent Resolution No. 5 (Transportation) requests the Governor to direct the Division of Marine Highways to initiate a program whereby handicapped persons may travel without charge between two Alaskan ports on a space available basis from October 1 to the following May 15.

By such a program we would express to handicapped persons the interest of the State in their participation of State affairs by offering them an economical and convenient method of visiting new areas on the marine highway system, thus increasing their knowledge of these areas. In addition to opening new vistas of interest we are helping the handicapped person become a more informed citizen.

It is our understanding the marine highway system is in the process of removing all architectural barriers to handicapped persons thus enhancing the accessibility of the vessels. As such it is possible the vessels might be used as a transportation device from remote areas to larger towns for those needing routine medical attention.

The Department of Health and Social Services recommends the passage of this resolution.

Recommended by: David Bruce

David Bruce, Deputy Director
Division of Public Health

Date: April 9, 1981

Approved: Helen D. Beirne

Helen D. Beirne
Commissioner

Date: 4/18/81

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. CS for Senate Concurrent Resolution No. 5 (Transportation)
Title Relating to free travel for handicapped persons on the State Marine Highway System
Requested by Commissioner's Office Date 3/10/81

II. FISCAL DETAIL
Agency Affected Department of Health and Social Services
Program Category Affected Public Health
BRU, Program, or Subprogram(s) Affected
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 81	FY 82	FY 83	FY 84	FY 85	FY 86
100 PERSONAL SERVICES	0	0	0	0	0	0
200 TRAVEL	0	0	0	0	0	0
300 CONTRACTUAL	0	0	0	0	0	0
400 COMMODITIES	0	0	0	0	0	0
500 EQUIPMENT	0	0	0	0	0	0
600 LAND & STRUCTURES	0	0	0	0	0	0
700 GRANTS, CLAIMS, ETC.	0	0	0	0	0	0
	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0

FUNDING (Thousands of Dollars)

GENERAL FUND	0	0	0	0	0	0
FEDERAL FUNDS	0	0	0	0	0	0
OTHER (Specify Fund Source)	0	0	0	0	0	0

POSITIONS

FULL TIME	0	0	0	0	0	0
PART TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

IV. DATE 3/10/81 PREPARED BY David Bruce
AGENCY Dept. of Health & Social Services
PHONE 465-3090

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named) M&B Approval [signature] Date 3/12

33-001 (Rev. 12/80

Draft CS for SCR5

Explanation of changes proposed by the sponsor, Senator Eliason.

Took out "severely" throughout the resolution and added the definition of "handicapped person" from the Federal Rehabilitation Act of 1973. The State Department of Transportation felt that a single definition for handicapped was necessary and preferred that it be defined at the legislative level.

Changed "Alaskans" to "persons" throughout to avoid legal challenge on basis of discrimination against out-of-state residents.

Added provision for requiring the signature of a physician verifying that the person meets the established definition of handicapped person. (D.O.T. was also concerned about how to administrate the program.) This method of qualification for the free travel pass would provide uniform criteria, would be simple and inexpensive to administer and most importantly, would protect the privacy and right to medical confidentiality of the handicapped person. The simple yes or no and signature of the doctor negates the need for the handicapped persons to specify or describe their disabilities to any non-medical personnel such as the ferry's purser.

5/19/81 Mary LeVan

Hs Trsp

Heads note Thelma

CSSCR 5

31 Mary LeVan - Elaine's aide
- dep of handicapped
- gives to make it year-round
- handicapped Ak to persons
- deleted severely

50 Hayes - 7 categ pg 2
Mary - form by marine trns beg dr. registered
86 Fng - bumped
113 Hayes - likes orig bill
too broad of categories - ? speech impediments
Mary - only hearing - marine trns will handle as they choose
139
Xerox proposed chngs that encorp dec sign
226 Hayes - move to adopt proposed 55 by Elaine
55 - fed guidelines
255 Fng - discussion in Sen Trsp impact on re-design ferries
263 Mary - 3 ferries that will be elevators this season
Major structural chngs; ramps on
271 Fng - pass Regis inherent oblig
Mary - no, not > than now
280 Hurl - like orig bill best
300 Fng - chngs in draft preferable; adopt draft & delete line 26 on pg 1 complicated; debate severely
314 Bette - motion before committee by Hayes; no obj, so moved (326)
328 Fng - move am delete line 26-29 pg 1 1-6 pg 2
Unan consent
340 Rhar - obj - dep shd remain
Not aware of cond to be handicapped
Mary - 1973 fed guideline define handicap
leave 26-29 pg 1 delete pg 2 line 1 after cond
378 Rep Hurl - take dep out

5/19/81

Hs Trsp

390 Ing - am motion to reflect Mary's rec
400 Hayes - am am am
add severely before handicapped everywhere in bill
w/an consent
Zhar - obj - uncomfortable w/ categorizing
430 Ing - agree w/ concept that covered on line 27
434 Hayes - w/drawn am am am
428 Zhar - pg 2 line 4 or Mental or psych'l disorder
w/an consent
⟹ obj noted
432 Ing - obj
440 Zhar - delete line 24 & - for consistency
w/drawn
450 Bette - read am am
456 any obj - no - so moved
462 Bette - am pg 2 line 1 - 6 after cond
463 any obj - no so moved
465 motion
475 Hayes - move knot as CS
476 Zhar obj - purposes addt'l am
480 Zhar delete 24 + 25 from Oct. - May 15
483 obj by Hayes + Ing
490 Ing - yr - bound as in elderly
504 Zhar - bumped ; not much probl
511 Ing - defer to Mary's know of ferry sched
515 Mary - lives in Angoon - ferry once wk
good turn - around system - ferry full when
Lives village - dock @ end of 4 mi rd
if bumped - left in woods
531 Hurl - does handicap bump someone else? no
nothing wrong w/ yr - bound
536 Ing - that's whole pt - don't know if he'll get bumped;
May end up @ end of rd for week
Zhar - suspect occasional occurrance. pursers shd kn
those heavy vol times identified - don't spoon feed

5/19/31

HS Trsp

HCS SCS SCR 5

Ghan (cont'd) make year-round

563 Hurl -

572 am passes - yr

573 Fng - beg opposition

576 Fng move to rescind action

Hurl - table - nay

581 Fng - debate - explore comm members good Samaritan will be state - it will end up bldg hotels - spon, trsp comm, maint thru didn't he that in mind

595 Hayes - support of rescinding restrict from Oct 1 - May 15

605 Bette - all elderly in CS HCR 1

Hayes - gtr opport for handic to be inconvenienced than elderly person. maybe handic not capable to make judgment

622 Ghan - disagree - if incapable - will be someone with them to make decision

How many handic in S.E.?

639 Bette - S.E. shippers didn't see prob on yr-round basis - captains themselves

646 Fng - test from side that there would be occasion where it will be probl - rescind action

665 Hurl - long space - avail on return trips?

678 Mary - if space when get on, guarantee space on return

691 Ghan - subst fed monies ~~into~~ invol, not just for the resid

702 Fng - not depriving anyone; giving spec privilege

710 Hurl - to Ditka on ferry. Handic - can't see anyone leaving that guy; oblig in legis or we wouldn't be passing it - handic people hv priority

731 Fng - guess is believe elderly + handic give em break; prod people stay home who pay

Ray's mother - left date

750 Motion failed to rescind nay Fng + Hu

761 Bette - pass out favor HCS CS SCR 5 am

5/19/81

Hs Thgs

764 Bette - Mtgs starting later - wants to start promptly @ 8:30
Thg - agrees - good idea
5 days in advance comm sched
Bth
778 Zhar - Only 1 wk Trmt + recv'd
Hurl
plus committee sched on ~~to~~ floor desk
Bette - wo'd make comm announcements on floor

.....

5 day notice on amendments
[redacted] -
Hurl - Comm does extraordinary job

June 20,1981

TO: Rep. Bette Cato

FR: Steve Soenksen
Research Analyst

RE: FCCCSSCR 5

I have read the proposed FCC bill and find it to be almost the same as the House Transportation Committee Substitute. The following are observations:

added ("Page 1, Lines 24-25 adds new language "from each October 1 to the following May 15; and be it"...")

As a suggestion for the sake of clarity;

"from October 1 to May 15 inclusive; and be it"... may be better terminology. also this would be consistant with language of Legislative Resolve no.2 1980, concerning senior citizens on the ferry system.

The other difference between the FCC bill and the House Transportation CS, is the deletion of the language on page 1, line 29 as follows;

deleted ("and which is a physiological disorder ro condition")

With these two exceptions, the proposed FCC is the same as the House Transportation Committee Substitute.

Introduced: 1/22/81
Referred: State Affairs,
Transportation and Finance

IN THE SENATE BY ELIASON

SENATE CONCURRENT RESOLUTION NO. 5

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWELFTH LEGISLATURE - FIRST SESSION

Relating to free travel for severely handicapped Alaskans on the state marine highway system.

BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

WHEREAS the recent years of inflation have damaged the financial status of many severely handicapped ~~Alaskans~~ Persons who rely on federal and state aid programs; and

WHEREAS the continuing high rate of unemployment during recent years has made it difficult for severely handicapped Alaskans to compete in the job market; and

WHEREAS many severely handicapped Alaskans who would like to see their state are not able to go boating, camping, hiking, or skiing; and

WHEREAS many severely handicapped Alaskans who would like to travel around the state cannot conveniently use all methods of transportation; and

WHEREAS during the off-season the state ferries frequently operate at less than full capacity;

BE IT RESOLVED that the Alaska State Legislature respectfully requests the Governor to direct the division of marine highways to initiate a program whereby severely handicapped Alaskans may travel on state ferries for no charge on a space-available basis between two Alaskan points of embarkation from October 1 to the following May 15 annually.


SCR
6

PLEASE NOTE: THE FOLLOWING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT

Alaska State Legislature

Senate

Pouch V
State Capitol
Juneau, Alaska 99811

Official Business

TO: Senator Frank Ferguson

FROM: Mike Scott

DATE: February 16, 1981

SUBJECT: SCR 6 BRIEF

In 1980, the Legislature passed and the voters approved $5,000,000 for the construction of a deep water port facility. Since that time, the Bureau of Land Management has objected to the construction of a causeway that is needed to build the port facility. In turn, the Army Corp of Engineers who is responsible for issuing the permit to construct the causeway, has requested that the State of Alaska waive any claim to the submerged lands that would result from the extension of the causeway outward from the shoreline by 3600 feet.

The Department of Natural Resources and the Attorney General have both denied the request for the waiver. The DNR and AG state that to waive claim would constitute a challenge to the state's three mile territory authority. The DNR and AG's office opinion, coupled with the BLM objection, places the possibility of lengthy litigation to the forefront. This is not a viable option.

SCR 6 would direct the DNR and AG's office to waive claim to any additional submerged lands. The AG's office says that they have only once given waiver to additional claims in a case that would have resulted in lengthy litigation and held up the project. Such is the case this time with the Nome port facility. If the project is delayed because of legal entanglements present funding amounts would prove inadequate which would result in more state funding above and beyond what has been appropriated.

In addition, there would be severe economic loss in the region with lost jobs, excessive literage fees and delayed resource development that is dependent upon the port facility.



CITY OF NOME

P.O. BOX 281 - NOME, ALASKA 99762
TELEPHONE (907) 443-5242

February 11, 1981

Michael Whitehead
Special Assistant to the Governor
Governor's Office
Pouch A
Juneau, Alaska 99811

Dear Mr. Whitehead:

I am disappointed in your response to the concerns we have regarding the proposed causeway. In fact, in year's gone by, I have felt very confident that the Governor's office would try to assist a City's endeavors instead of whatever is going on now. Mr. Koester explained that the problem is primarily with the Dept. of Natural Resources, in addition to complex legal issues as you have mentioned. All we want to do is build a causeway.

A permit was given to put a 3700 foot causeway into the water off the North Slope into the Beaufort Sea. This was done several months ago. As I understand it, the State of Alaska agreed that the 3700 causeway would not move the 3-mile limit. Why the same action can't be taken off Nome's coast is hard to understand.

As to building the causeway to meet the legal definitions, I will look into that. However, we have unusual problems with ice here and must build the causeway with rock instead of piling.

Possibly you can find out the facts of the situation and let me know what is going on. Your assistance will be greatly appreciated.

Sincerely,

Ivan L. Widom
City Manager

cc: Governor Hammond
Senator Ferguson
Representative Fuller
Tetra Tech
Mayor & City Council

February 2, 1981

Mr. Ivan L. Widom
City Manager
City of Nome
P.O. Box 281
Nome, AK 99762

Dear Mr. Widom:

Subsequent to your meeting with Mrs. Jessie Dodson of this office regarding the proposed Nome Causeway, she asked that I follow-up on your concerns.

It is my understanding that you met with Mr. G. Thomas Koester of the Attorney General's Office who has explained to you the complex legal issues involved in the State's decision not to waive territorial claims we may have as a result of the proposed causeway. There is, however, an element which you may wish to pursue with your consulting firm. Recent case law indicates that an open-piled causeway does not necessarily extend a states territorial claim. Thus, were such a design to be feasible from engineering and financial standpoints, it could perhaps sidestep the legal issues.

We appreciate your apprising us of your concerns in this matter. If I can be of future assistance, please do not hesitate to contact me.

Sincerely,

Michael Whitehead
Special Assistant
to the Governor

MW:bap

bcc: Mr. G. Thomas Koester, Department of Law
The Honorable Robert LeResche, Commissioner
Department of Natural Resources
The Honorable Frank Ferguson, Senator
The Honorable John G. "Jack" Fuller, Representative
Mr. Bruce Baker, Division of Policy Development
and Planning

STATE OF ALASKA

JAN 26 1981

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF LAW

OFFICE OF THE ATTORNEY GENERAL

POUCH K-STATE CAPITOL
JUNEAU, ALASKA 99811
(907) 465-3656

January 21, 1981

Daniel L. Behnke
Project Engineer
TETRA TECH, INC.
Suite 101
909 W. 9th Ave.
Anchorage, AK 99501

Re: Proposed Territory Waiver-Nome Causeway. Our file J-66-450-81

Dear Mr. Behnke:

Your December 3, 1980 letter to Mr. Claud Hoffman regarding a possible waiver of any claim the state might make to additional submerged lands based on construction of the proposed Nome causeway has been referred to me.

Following discussion with Robert E. LeResche, Commissioner of the Department of Natural Resources, and Wilson L. Condon, Attorney General, I have been instructed to inform you that we cannot give the requested assurance that construction of the causeway will not extend the state's boundary seaward. The state has given such assurances only once in the past, and then only because failure to do so might have resulted in a failure to obtain maximum production from the Prudhoe Bay oil and gas field.

If you have additional questions, I will be happy to discuss this matter at your convenience.

Sincerely,

WILSON L. CONDON
ATTORNEY GENERAL

By: G. Thoams Koester
G. Thoams Koester
Assistant Attorney General

GTK:dlm

cc: Senator Frank H. Ferguson
Mr. L. Widom, City of Nome
Mr. J. Caruth, Corps of Engineers
Mr. Orin B. Cuilder, BLM
Mr. Louis F. Claiborne, Deputy Solicitor General
Representative John G. "Jack" Fuller

TO: Wilson Condon, Attorney General
Department of Law

DATE: 12/23/80

FILE NO: 2425

Attn: Tom Koester, Assistant Attorney General
Department of Law

TELEPHONE NO: 263-2200

FROM: Claud M. Hoffman, Director
Division of Technical Services

SUBJECT: Apln. for Construction of Causeway in Norton Sound

BY: Irving Zirpel, Jr., Chief
Coastal/Marine Boundary Section

The attached letters are self explanatory requesting a waiver of the State of Alaska's right to extend the boundary of its territorial sea due to the proposed construction of a causeway and docking facility.

We have examined the Norton Sound, Nome Harbor and Approaches Chart#16206 and compared the chart shoreline data with 1980 aerial photography (both black and white and color infrared). We find very little difference due to accretion or erosion. The area involved if the seaward boundary is extended due to the proposed causeway construction consist of approximately 665 acres.

Being as the shoreline in this area appears to be relatively stable and is adequately shown on chart #16206, and the proposed construction is not to extend seaward beyond the 31 ft. depth line, we recommend that the causeway construction be permitted without effecting the seaward boundary of the state's territorial sea.

The above is submitted for your perusal and comments.

RECEIVED
Department of Law
Juneau, Alaska

DEC 30 1980

AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

TETRA TECH, INC.
SUITE 101
509 W. 8TH AVE.
ANCHORAGE ALASKA 99501
TELEPHONE (907) 274-4231
TELEX NO 090-25424
TETRATECH PSC

Wm Condon

December 3, 1980

Please review & let's discuss

Mr. Claude Hoffman, Director
Division of Technical Services
Department of Natural Resources
State of Alaska
703 W. Northern Lights Blvd.
Suite 200
Anchorage, Alaska 99503

Dear Sir:

This is in regards to an application to the Corps of Engineers by the City of Nome for a permit for construction of a rubblemound causeway and docking facility in Norton Sound, Alaska. The location and orientation of the causeway are shown on the accompanying drawings.

The Corps of Engineers has received a protest from the Division of Cadastral Survey, Bureau of Land Management, (see attached letter) that the construction of the 3,400 foot causeway would alter the existing shoreline, affecting approximately 400 acres of Federal OCS lands. (The length of causeway and dock is presently proposed to be 3600 feet.) They request that permission to build the causeway be withheld unless they receive assurance from the State of Alaska that the construction will not extend the State boundary seaward into what is presently Federal OCS land.

The City of Nome would like to have this potential conflict resolved in a timely manner so that the construction of the port facility is not delayed. Tetra Tech is acting for the City of Nome in this matter, and will be happy to supply any additional information you require.

Sincerely,

Daniel L. Behnke

Daniel L. Behnke
Project Engineer

DLB:am
Enclosure
cc: Mr. I. Widom, City of Nome
Mr. J. Caruth, Corps of Engineers
Mr. Orin Collier, BLM

United States Department of the Interior

9640.2 (720)
(Corps of Engineers)

BUREAU OF LAND MANAGEMENT
WASHINGTON, D.C. 20240

November 5, 1980

Alaska District, Corps of Engineers
Attention: Regulatory Functions Branch
P.O. Box 7002
Anchorage, Alaska 99510

Gentlemen:

This is in regard to your notice NPACO Application No. 071-OYD-2-800311 dated 24 October 1980.

As shown on the plans enclosed with the notice, the proposed rubblemound causeway would extend the present shoreline seaward 3,400 feet to affect about 400 acres with a similar area coverage to the OCS.

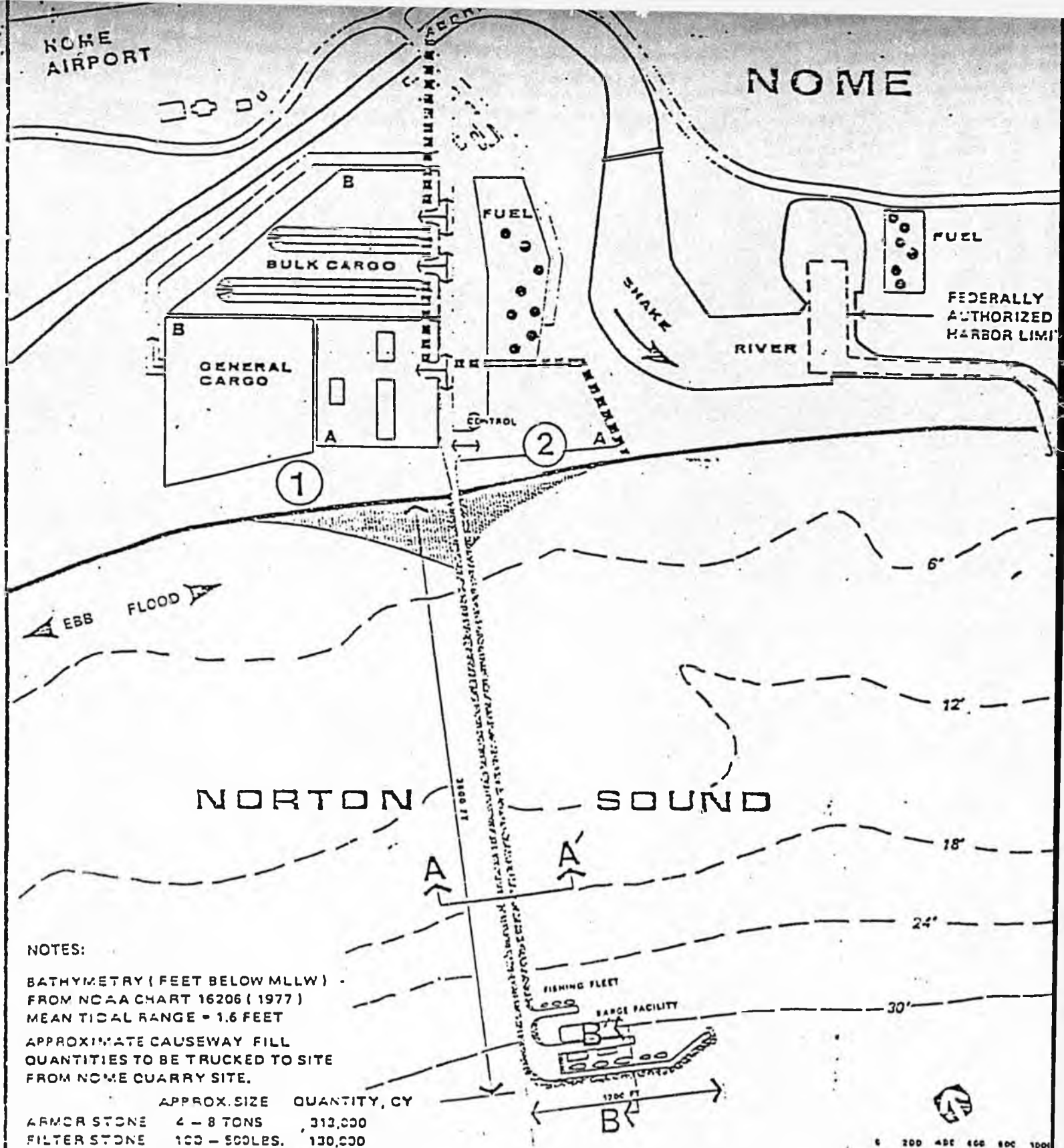
This Bureau is always concerned where a shoreline alteration tends to extend a State boundary seaward to the detriment of the Federal ownership on the OCS.

Accordingly, we must protest the application unless there is assurance by the State of Alaska that the construction will not extend the State boundary seaward.

Sincerely yours,

Orin B. Collier

Orin B. Collier
Acting Chief
Division of Cadastral Survey



NOTES:

BATHYMETRY (FEET BELOW MLLW) - FROM NOAA CHART 16206 (1977)
MEAN TIDAL RANGE = 1.6 FEET

APPROXIMATE CAUSEWAY FILL QUANTITIES TO BE TRUCKED TO SITE FROM NOME QUARRY SITE.

	APPROX. SIZE	QUANTITY, CY
ARMOR STONE	4 – 8 TONS	313,000
FILTER STONE	100 – 500LBS.	130,000
CORE STONE	5 – 50LBS.	436,000

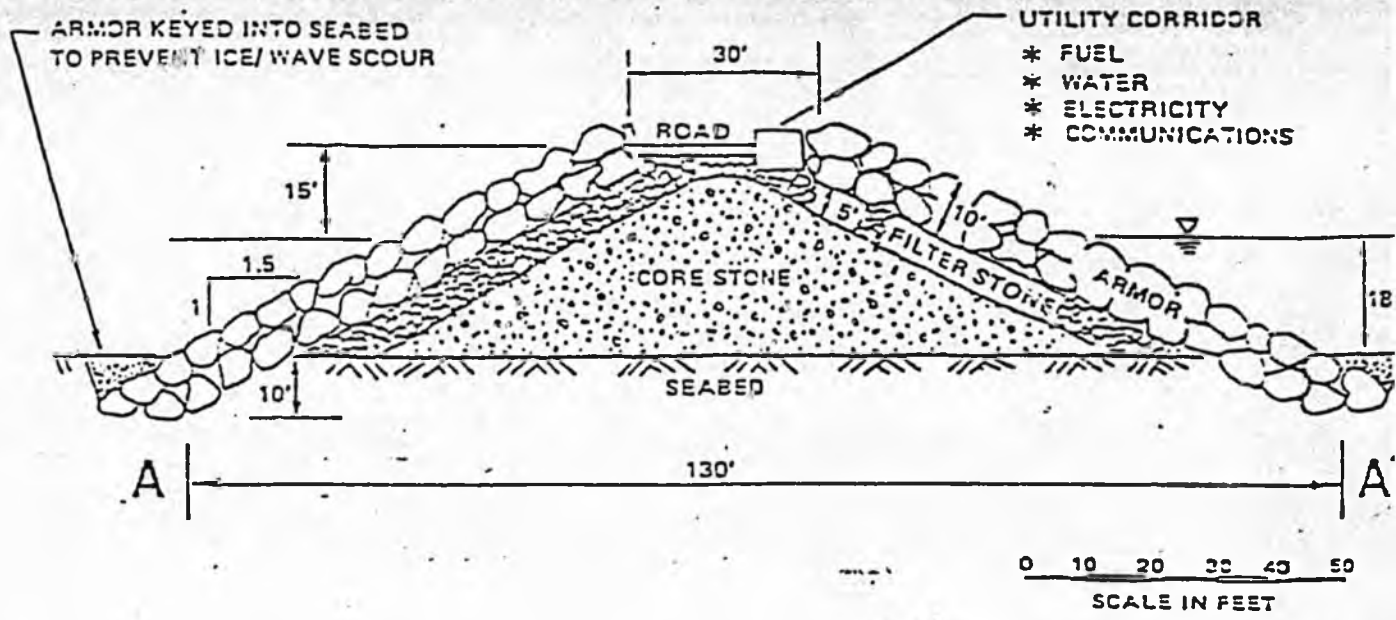
PURPOSE. TO PROVIDE PRIVATE AND COMMERCIAL MEDIUM DRAFT PORT FACILITIES TO CITY AND REGION.

ADJACENT PROPERTY OWNERS: (1) (2) ALASKA GOLD COMPANY

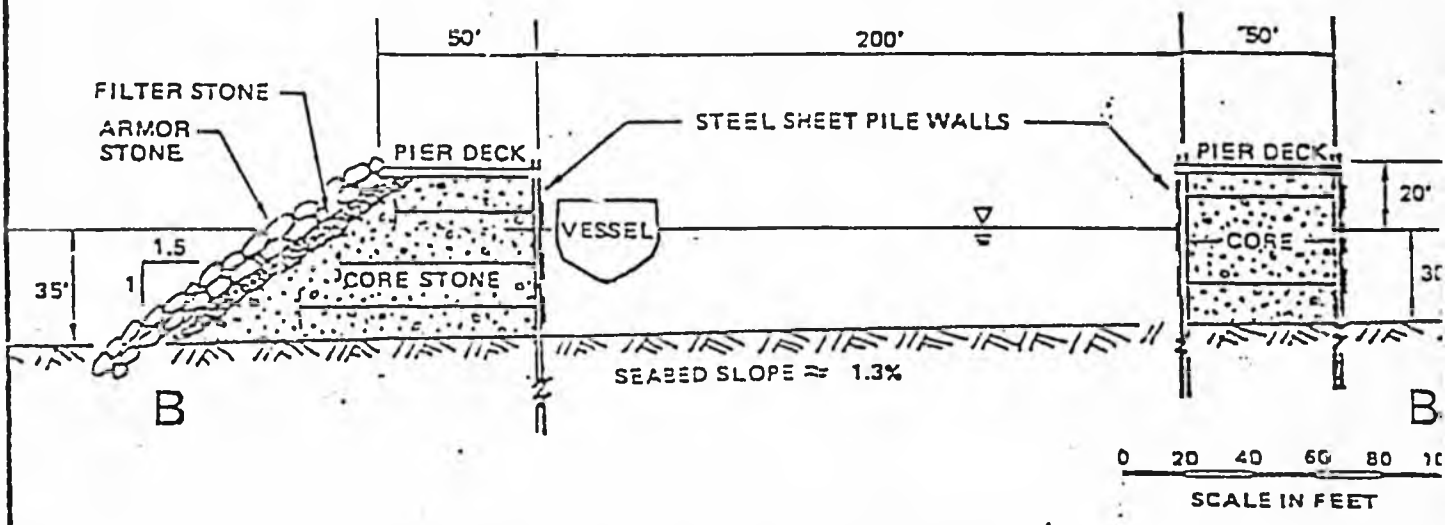
PORT OF NOME
BERING SEA, ALASKA

APPLICANT: CITY OF NO

SHEET 2 OF 3 . 9/1



CAUSEWAY CROSS–SECTION, A–A'



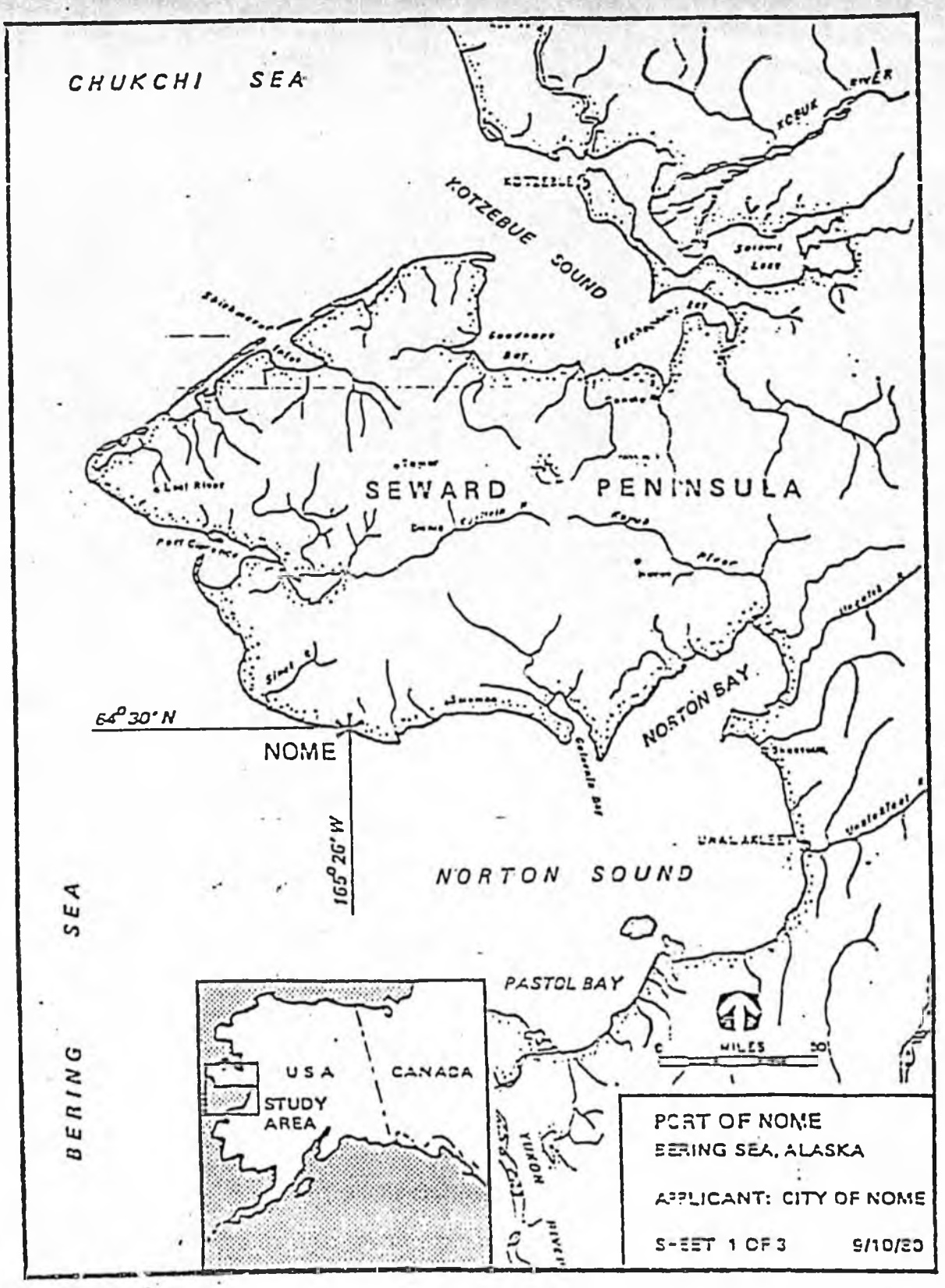
OFFSHORE TERMINAL CROSS–SECTION, B–B'

DATUM IS MEAN LOWER LOW WATER

PORT OF NOME
BERING SEA, ALASKA

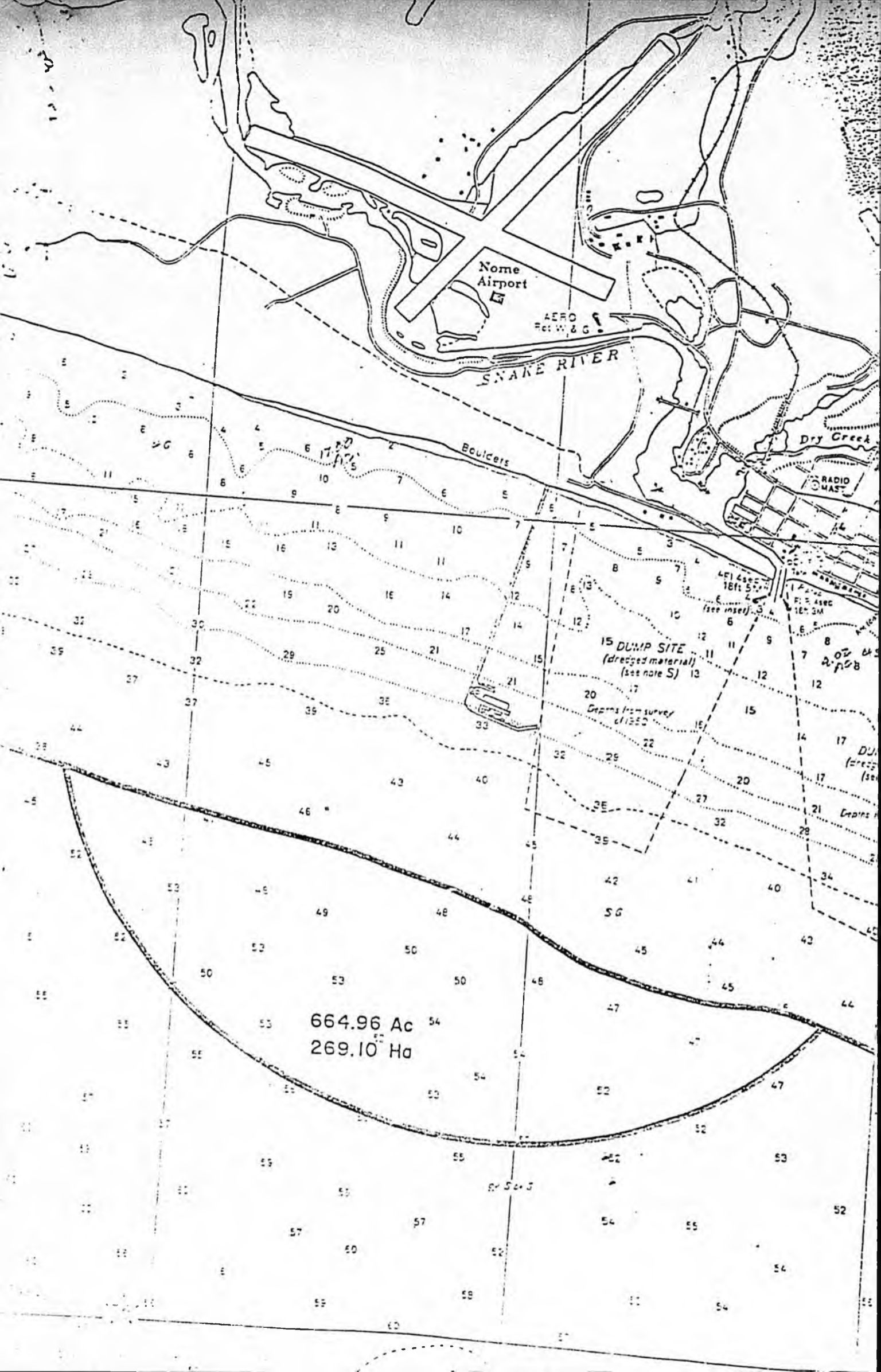
APPLICANT: CITY OF NOM

SHEET 3 OF 3


CHUKCHI SEA
KOTZEBUE
YOTZEBUE SOUND
SEWARD PENINSULA
NOME
64° 30' N
165° 26' W
NORTON BAY
NORTON SOUND
BERING SEA
PASTOL BAY
USA
CANADA
STUDY AREA
YUKON
MILES
PORT OF NOME
BERING SEA, ALASKA
APPLICANT: CITY OF NOME
SHEET 1 OF 3
9/10/20

THE FOLLOWING DOCUMENT(S) MAY NOT FILM LEGIBLY BECAUSE OF POOR QUALITY OF THE ORIGINAL.

THE PRECEDING DOCUMENT(S) MAY NOT FILM LEGIBLY BECAUSE OF POOR QUALITY OF THE ORIGINAL.


Nome
Airport
AERO
Fct W & G
SNAKE RIVER
Boulders
Dry Creek
RADIO
MAST
15 DUMP SITE
(dredged material)
(see note S)
Depths from survey
of 1950
664.96 Ac
269.10 Ha

PLEASE NOTE: THE PRECEDING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT.

PLEASE NOTE: THE FOLLOWING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT

REP. JOHN G. (JACK) FULLER

DISTRICT 22

Alaska House of Representatives

Home
P.O. Box 689
Nome, Alaska 99762
(907) 443-2968

While in Juneau
Pouch V
Juneau, Alaska
99811

(907) 465-3789
465-3750

Chairman
Bush Caucus

Chairman
Regulation Review Committee

Vice Chairman
Labor & Commerce Committee

Vice Chairman
State Affairs Committee

Majority Whip

Member Rules Committee

Member Special Committee
on Subsistence

Member Committee on Committees

Representative Cato:

Attached is some information about Nome's port facility. It is, for the most part, the city's condensation, selections from the feasability study by Tetra Tech of Anchorage. Should you also like to see a copy of the study, just let us know and we'll share our copy.

If additional information would also be helpful, please give a call.

Cheryl.

Cheryl Frasca
Jack Fuller's Office
2.18.81

PROJECT TITLE: Support for DOT/City of Nome Funding Request for Deep-Water Port Facility

The following excerpts have been taken from a published Port Feasibility Study for Nome, Alaska (Phase A) which was completed by Tetra Tech, Inc. This data generally outlines our needs, and the design and approach to meet these needs. Further, it breaks out project costs and timing proposed to complete this deep-water port facility.

The complete Feasibility Study (Phase A) for a Port of Nome, Alaska is available from City Administration, City of Nome on request.

EXECUTIVE SUMMARY

Based on the planning, engineering, and economic feasibility analyses conducted for the City of Nome for the development of a deep draft general purpose port facility, the following conclusions have been drawn:

1. It is functionally, environmentally and operationally feasible to develop a general purpose, deep draft/causeway port at the City of Nome, provided that the initial costs of land acquisition, engineering design and construction of the navigational works are assumed by the State of Alaska. This feasibility assessment is based on the present rate of growth of the city and the region. If additional growth-inducing factors such as energy resource development, mineral extraction or fisheries development accelerate the regional growth, a significant portion of the development costs can be absorbed by the port and the related industrial concerns.

2. The port facilities have been designed to accommodate general cargo, utility and fishing vessels, and ocean-going barges with a draft not to exceed 22 feet.

   Cargo handling at the pier is accommodated by ship/barge fixed cranes and a mobile crane onshore. Fuel transfer is accomplished using a fixed line/pump system to existing shore storage facilities.

   Shoreside facilities for vessel service will include fuel supply, water, power, and telephone communications.

3. The site location that has been selected for the port/causeway facility is at the west city limits, on an elevated plateau that is bordered on the north and east by the Snake River. This site is in close proximity to the city, the

city utilities, fuel storage tanks, the Nome Airport, and lies well above the level of expected coastal flooding. The selected shore facilities location also allows for expansion of material handling/storage areas for future growth, and does not compete with the city for contiguous commercial/residential land. Site location at Cape Nome was found to be unacceptable because of adverse operational and engineering reasons.

4. The port will consist of a 3600-foot long causeway with berthing/loading facilities at its seaward end and with container, general cargo and bulk handling facilities located on shore.

   The immediate need at Nome is to develop containerized and general cargo handling capabilities. To provide for this task, approximately 35 acres of onshore land are required in Phase A of the onshore development. If bulk cargo handling is required in the future (for tin ore, coal, fluorite, quarrystone), Phase B of onshore development must be implemented, requiring an additional 65 acres of onshore land adjacent to the Phase A parcel.

   The top elevation of the causeway and loading dock is +20 feet above the mean lower low water level.

5. Acquisition, design and construction costs of the port are estimated in three phases, each representing a successive level of expansion.

	Initial Construction
Phase I	$20.4 Million
Phase II	$23.8 Million
Phase III	$26.2 Million

Construction estimates are in 1980 dollars and are based on a $25/cubic yard unit cost for armor rock (in place) assumed to be a realistic negotiated present day value. Final construction cost can be established only after a firm quarrystone price has been negotiated.

Direct revenues for the operation at the port will accrue from berthing fees, land/facility leases and sales of fuel, power and water to the harbor users.

6. Each of the above expansion increments may be constructed without major disruptions in the on-going port activities. The causeway cross-section has been designed to accommodate additional utilities and a future bulk material handling system.

7. Environmental considerations for the proposed plan include longshore transport of sand, ice movement and forces, salmon spawning, crab fishing, induced economic growth of the region and prehistoric native dwelling sites. None of the above concerns represent irreconcilable constraints to the implementation of the port project.

8. Permitting requirements for the proposed port facility have been reviewed and include U.S. Corps of Engineers, Alaska Department of Transportation, Department of Fish and Wildlife, and a number of other specific state and federal regulatory agencies. Meeting their currently existing permit requirements and the Environmental Impact Report process will require approximately 12-18 months. Without public opposition to the project, this time period may be decreased significantly.

9. The existing harbor area has been identified as a potential location for a small boat harbor facility with a capacity

for 80-100 craft. The present harbor entrance at the mouth of the Snake River will serve the small boat traffic of the inner harbor only.

These conclusions summarize the general findings of this Phase A engineering feasibility study and define the major deep draft port development options for the City of Nome within the limits of the study. More definitive and quantitative answers to some of the questions raised will be answered in Phase B - Port Master Plan Development.

1.0 INTRODUCTION

1.1 BACKGROUND

The need for a port development plan for the City of Nome is based on the recognition of the strategic location of Nome as a major center of trade and transportation for the Norton Sound - Northern Bering Sea area. Nome not only has the most developed infrastructure for the area, but also serves as the principal center for distribution of goods and services in the Bering Sea region (see area map, Figure 1.1).

The major deterrent to growth and economic well-being of Nome and the population/industry served by this center of distribution is the lack of modern port facilities.

The shallow entrance to the limited port facilities (designed and built in the 1920's) precludes the use of the harbor for all but extremely shallow draft vessels. In fact, the present harbor represents only a marginal improvement over the lighterage techniques used at the turn of the century.

Previous studies for the improvement of the Port of Nome have contained a single economic element for their justification--the transfer of freight. This picture has changed significantly in the last few years. Nome now has a real and growing demand for services to two additional industries - fishing and oil development. The two-year old herring and red King Crab fisheries have already resulted in a multifold increase in fishing vessel visits for purposes of obtaining fuel, water and supplies.

In light of the above concerns, the City of Nome has authorized this port feasibility/expansion study to synthesize planning work done to date, to consider the latest economic pressures

and to establish a set of specific development recommendations for a viable port facility in the area.

1.2 SPECIFIC PURPOSE OF STUDY

In order to establish the overall feasibility for the Nome Port development, the study plan has been organized consisting of two major work phases, with the following specific purpose:

Phase A - Port Feasibility Determination. (1) A review of planning and study work done to date. (2) Schematic development of port improvements protective structures, site identification. (3) Selection of specific facility features and infrastructure. (4) Preliminary cost estimates, benefit/cost analysis. (5) Identification of major permit, environmental and financing constraints.

Phase B - Port/Facility Planning. Development of a detailed specific plan for both facilities; definition of facility element mix and supporting infrastructure, economic analysis of plan including implementation, operation, maintenance; identification of specific financing sources, development of an implementation plan and schedule.

Figure 1.2 shows the schematic relationship of the above Phases A and B to the overall development of the port, including such other specific tasks as field studies for bathymetry, geologic and soils investigations, environmental impact report development, model studies and finally, the development of detailed engineering design drawings and specifications.

This report represents work accomplished for port feasibility determination as outlined in the Phase A task.

In general, this phase of the study incorporates the following features:

1. The study uses existing data and available local inputs to the maximum extent possible to minimize time requirements for the task.

2. It addresses critical engineering, regulatory, environmental, socioeconomic, and political issues at the outset to minimize potential delays for implementation.

3. It incorporates selected energy industry, transportation industry, and mining industry needs to consolidate the financing and political interest base for the project. It also incorporates requirements for the expanding fishing industry operations and processing.

4. Engineering analysis work has been done to the level necessary to establish project feasibility; further refinement is necessary in Phase B to establish a detailed port plan.

5. Economic feasibility assessment is based on a number of growth scenarios and general assumptions which need to be refined and verified in the subsequent work element.

1.3 HARBOR FACILITIES

Following the Gold Rush that precipitated the growth of Nome in 1898-1900, it became obvious that a harbor was needed to support the city's growth. Not until 1915, however, did the Federal government initiate action to create the present harbor. Following government surveying efforts and further authorization, construction of the harbor jetties and dredging activities was begun in 1919. Various dredging activities and further reconstruction and rehabilitation have continued to the present day. Table 1 documents the construction history of Nome Harbor dating back to 1915. Figure 1.3 shows Nome Harbor as it exists today.

The present port facilities are operated by Arctic Lighterage (a division of Crowley Maritime). The majority of the harbor maintenance is performed by the Federal government.

2.4.3 Dredging History

Since its completion in 1923, Nome Harbor has undergone major periodic dredging operations to maintain adequate navigational depths. On the average, dredge volumes of from 12,000 to 20,000 cubic yards have been removed on a yearly basis. Major storm periods, however, have required the emergency removal of as much as 60,000 cubic yards of sediments to allow safe passage into the harbor. The majority of the dredging activity takes place at the harbor mouth where the prevailing southwest waves and the unlimited coastal sand supply yield a net west to east sediment flow. Within the inner harbor, settling of the sediments carried by the Snake River requires periodic dredging.

Maintenance dredging at Nome has been directed by the U.S. Army Corps of Engineers using government-owned equipment. Since 1964, the GILPIN, a 0.75-cubic yard clamshell dredge, has performed the majority of the dredge work. The GILPIN normally loads two side-dumping barges which transport the spoil to offshore areas prior to dumping. This equipment is only marginally adequate for the dredging task at Nome. This fact is exemplified by the inability of the equipment to achieve and maintain the harbor's authorized depth of eight feet.

Dredging is severely limited by the existing environmental conditions. Ice cover limits these activities to the June through October period. The limiting wave height for efficient dredge operations is three feet, a condition that is exceeded 50% of the time in July (Dames & Moore, 1977).

The importance of maintaining navigable depths within Nome Harbor is paramount to the economic well-being of the city and region. A large volume of goods are transported to Nome during the summer months aboard ocean-going barges that transfer their cargos to shallow-draft barges that can safely navigate within the harbor. As harbor shoaling occurs, the lighterage craft must limit their loads in order to maintain adequate draft for passage into the harbor. This requires these vessels at times to make trips from the ocean-going barge to the city dock with loads that are less than their full capacity. Thus, additional roundtrips must be made leading to additional costs that must eventually be absorbed by the consumer. If shoaling proceeds without dredging, Nome Harbor would eventually be closed to all vessel traffic.

The dredging costs expended at Nome by the federal government have been substantial. This history of these expenditures are presented in Table 3. To date, the total value of these activities is approximately $2.6 million. Projected costs for fiscal year 1981 are $490,000. Figure 2.5 shows the alarming rate at which annual costs have increased since 1971.

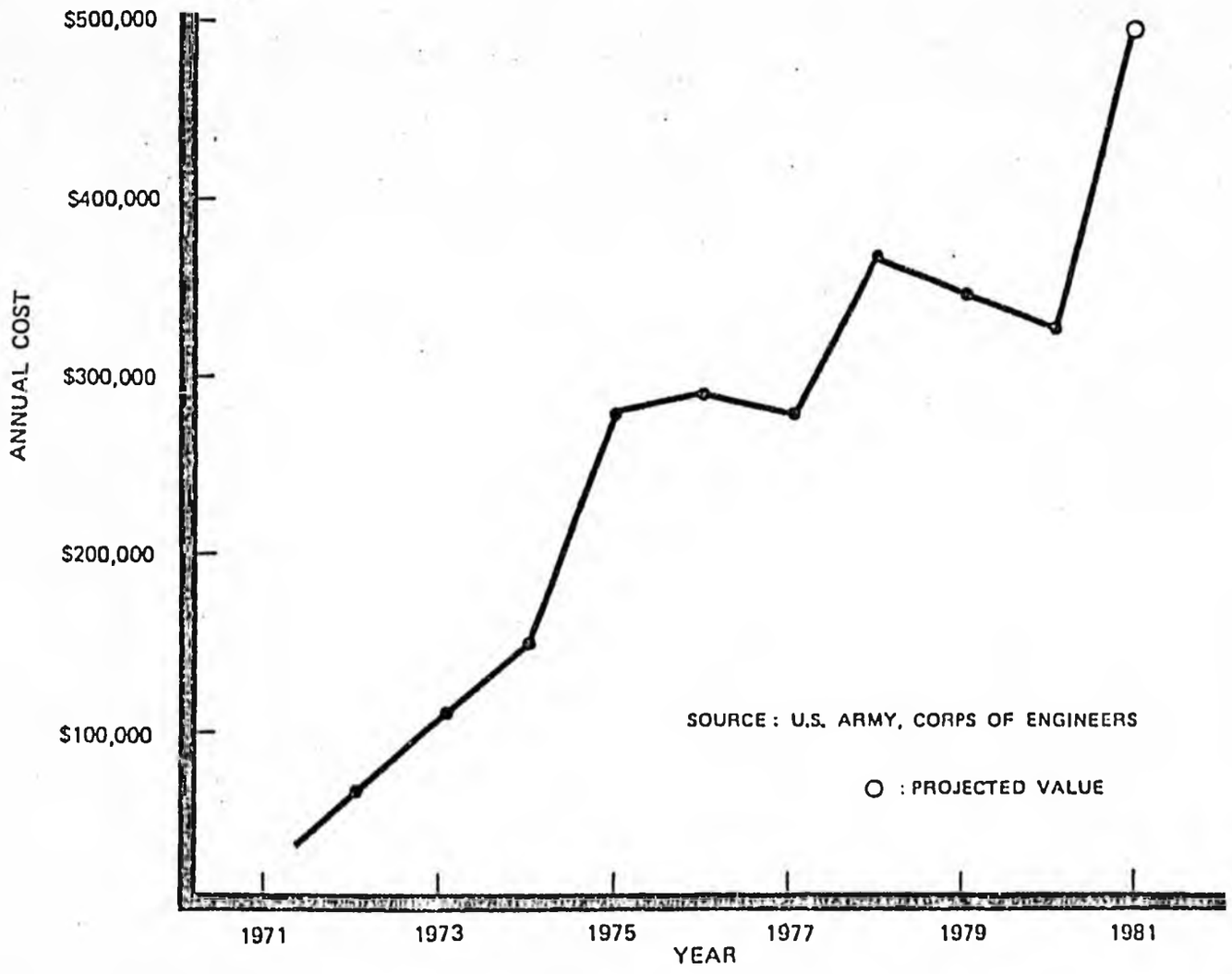


FIGURE 2.5: RECENT FEDERAL DREDGING COSTS, NOME

DATE OF DREDGING	LOCATION	VOLUME & TYPE OF DREDGED MATERIALS	TYPE, SIZE & CONDITION OF DREDGE	DISPOSAL METHOD AND LOCATION	CONTRACTOR	COSTS
1919-1920	Turning basin and ent. channel	20,625 cy of silts and sands	Not available	Not available	W.J. Lowe, Nome	$ 20,212
1923-1933	Annual maint. dredging turning basin and ent. channel	65,690 cy of silts and sands	Not available	Offshore disposal areas south of harbor	Not available	$113,735
1933-1964	Turning basin/ ent. channel maintenance	Est. average 17,250 cy for 7 yrs. of silts and sands	Small clamshell (ARCTIC) and 2 scows	Offshore disposal areas south of harbor	Govt. owned equipment	Est. average $40,271 for 7 years
1949-1951	Turning basin expansion	Unknown volume (silts and sands?)	Small clamshell (ARCTIC) and 2 scows	Offshore disposal areas (?)	Govt. owned equipment	Unknown
1964 through October 1971	Turning basin and entrance channel maint. dredging	Est. average 15,030 8 years (silts and sands)	3/4 cy clamshell (GILPIN) and 2 scows (65 cy)	Offshore disposal areas	Govt. owned equipment	$61,322 average for 1974 through FY 1970
FY 1973 (7/1/72-6/30/73)	Turning basin and entrance channel maintl dredging	14,350 cy (silts and sands)	3/4 cy clamshell (GILPIN) and 2 scows (65 cy)	Offshore disposal areas	Govt. owned equipment	$108,320
FY 1974 (7/1/73)-	Turning basin and entrance channel maint. dredging	13,510 cy (silts and sands)	3/4 cy clamshell (GILPIN) and 2 scows (65 cy)	Offshore disposal areas	Govt. owned equipment	$140,104
FY 1974 11/74-4/75	Emergency ent. channel dredging	60,000 cy (sands)	2900 monitoring dragline dozer, loader, scraper dumptruck (condition?)	Onshore; location	B&R Rig & Barge	$158,320
FY 1975 7/1/74-6/30/75	Turning basin and ent. channel maint. dredging	12,000 cy ? (silts and sands)	3/4 clamshell (GILPIN)	Offshore disposal areas	Govt. owned equipment	$120,000

TABLE 3 : DREDGE HISTORY , NOME, ALASKA

FY 1976 7/1/75- 6/30/76	Turning basin and ent. channel maint. dredging	12,100 cy (clam-shell) 21,550 (suction)	3/4 cy clamshell (GILPIN) 12-inch pipeline dredge (Bethel)	Offshore disposal areas	Govt. owned equipment	$183,381
July-Oct. 1976	Turning basin and ent. channel maint. dredging	6,650 cy (silts and sands)	3/4 cy clamshell (GILPIN)	Offshore disposal areas	Govt. owned equipment	$105,588
1977	Turning basin and ent. channel maint. dredging	12,120 cy	3/4 cy clamshell (GILPIN)	Offshore disposal areas	Govt. owned equipment	$278,880
1978	Turning basin and ent. channel maint. dredging	9,330 cy	3/4 cy clamshell (GILPIN)	Offshore disposal areas	Govt. owned equipment	$363,248
1979	Turning basin and ent. channel maint. dredging	13,000 cy	3/4 cy clamshell (GILPIN)	Offshore disposal areas	Govt. owned equipment	$346,250
1980	Turning basin and ent. channel maint. dredging	13,000 cy	3/4 cy clamshell (GILPIN)	Offshore disposal areas	Govt. owned equipment	$322,250
1981*	Turning basin and ent. channel maint. dredging	13,000 cy	3/4 cy clamshell (GILPIN)	Offshore disposal areas	Govt. owned equipment	$490,000

* Projected

Source: U.S. Army Corps of Engineers

TABLE 3 (CONTINUED)

With the escalating cost of diesel fuel, replacement parts, and skilled labor, these expenditures will continue to rise in the future. A principal goal of the proposed port design is to minimize the dredging requirements at Nome. Placement of any new coastal structure will have an effect on the sand transport along the shore. With proper consideration of this effect, it is hoped that a reduction in the dredge requirements at Nome can be achieved.

2.9 ECONOMIC BASE

2.9.1 Fishing Industry

The fishing industry of the Norton Sound area is limited and the commercial harvesting of fisheries resources must compete heavily with subsistence fishing interests. High operating costs have discouraged investment of private capital in seafood processing in the Norton Sound area and, consequently, transportation is a major cost factor. Typically, the fishermen of the area do not have large capital investments in their boats and equipment, and most use 18-foot skiffs with outboard motors.

Salmon

Salmon gillnetting is the principal commercial fishery in the Norton Sound area. Five species are harvested in Norton Sound waters with the vast majority of catches being pink and chum salmon (NOAA, 1977).

Until recently, the Norton Sound commercial fishery was sporadic because of the lack of processors and buyers or inadequate tendering service. However, the recent development of cooperatives and improved tendering facilities have helped to stabilize the fishery (Gusey, 1979).

The commercial salmon fishing season extends from June 15 to September 30, a basic season that has been in effect since 1963. The Norton Sound fisheries began in 1961. The period of high fishing effort from 1962 to 1964 was followed by several years of low effort. Beginning in 1969, levels recovered and have been consistently exceeding 140,000 fish annually (Gusey, 1979).

Annual commercial salmon harvests in the Norton Sound region ranged from 40,000 to 316,000 fish during the 1961 to 1976

period, averaging about 170,000 annually. During that time, chum salmon comprised nearly 65 percent of the total catch, followed by pink salmon with 29 percent (NOAA 1977).

In 1979, commercial fishermen harvested 10,706 king, 21,438 coho, 167,411 pink, and 140,789 chum salmon, totaling 350,344 fish in Norton Sound. This was the second largest catch on record and was 110% of the recent 5-year average annual harvest of 310,005 salmon. A total of 204 commercial fisheries entry permits were issued for the Norton Sound district in 1979. Approximately $875,000 was paid to fishermen for their 1979 salmon catches. Eleven processors operating in the Sound in 1979 purchased approximately 2.1 million pounds of salmon (Schwarz,1980A).

Commercial catches of salmon during the 1961 to 1976 period are shown in Table 4.

TABLE 4

COMMERCIAL SALMON CATCH, 1961-1976

Year	Norton Sound Commercial Catch of Salmon (No. of Fish)
1961	101,711
1962	232,431
1963	233,863
1964	164,671
1965	40,524
1966	100,345
1967	74,818
1968	124,499
1969	178,972
1970	178,218
1971	141,977
1972	149,713
1973	176,797
1974	315,829
1975	257,802
1976	192,917

Source: NOAA, 1977; Gusey, 1979

In the subsistence category, nearly all of the native peoples are dependent to some degree on the fish and game resources for their sustenance. In 1979, all subsistence fishermen interviewed by the Alaska Department of Fish and Game reported catching a total of 46,446 salmon, about 35 percent above the recent 5-year annual average harvest (Schwarz, 1980A).

Herring

The earliest American commercial effort on Bering Sea herring apparently took place in the early part of this century at Golovin Bay in Norton Sound. It declined because of foreign competition and then resumed in 1964 near Unalakleet and has continued on a limited and sporadic basis. The harvest is not taken in the Nome area, but rather in the Cape Denbigh, Unalakleet, and Stuart Island to Klikiktarik areas.

Commercial fishing for herring is carried out by local inhabitants and foreign gillnet fleets. Fishing is performed primarily with gillnets and occasionally by beach seines. Herring roe is the main product of commercial operations. Most harvest occur after winter ice break-up in May-June, while herring are in spawning concentrations (NOAA, 1977).

Considered a developing fishery, interest in northwestern Alaska herring stocks appears to be increasing. Market conditions, however, have a large influence on the catch. For example, when 1172 metric tons of herring were harvested in Norton Sound in 1979, the market price was about $800 per metric ton. This year, however, the price has fallen to $200 per metric ton and will likely significantly influence the volume of harvest (Schwarz, 1980A).

Historical herring catch figures for the 1964 to 1976 period are shown in Table 5.

TABLE 5

COMMERCIAL HERRING CATCH, 1964-1976

	Norton Sound Commercial Harvest of Herring (Metric Tons)		
Year	Local Inhabitants	Japanese Fleets	Total
1964	18.1	0	18.1
1965	0	0	0
1966	0	0	0
1967	0	0	0
1968	0	125	125.0
1969	0	1270	1270.0
1970	7.3	54	61.3
1971	17.7	621	638.7
1972	15.3	11	26.3
1973	32.3	25	57.3
1974	3.1	720	723.1
1975	2.0	5	7.0
1976	7.7	N.A.	N.A.

Source: NOAA, NMFS, 1977; Gusey, 1979
N.A. = Not Available

King Crab

Another developing fishery is that of King Crab. A winter and summer commercial king crab fishery has recently developed in Norton Sound. The summer fishery is a large vessel fishery consisting mainly of Dutch Harbor vessels. The winter fishery is composed mostly of local fishermen who fish through the ice with pots for the crab. In 1979, 3 million pounds of king crab were harvested; this year, the harvest will be held to only 1 million pounds, however. A subsistence king crab fishery also exists.

The fishing industry harvests in Norton Sound are not expected to experience significant change, other than that resulting from normal market economics. New fisheries development is not expected for the area due primarily to the far north location,

proximity to markets, and the competition offered by more attractive, plentiful fisheries in other parts of the state (Schwarz, 1980B).

2.9.2 Mining Industry

Next to federal and state spending, mining and tourism were the major components of the cash economy of northwest Alaska prior to the discovery of oil at Prudhoe Bay. The Seward Peninsula has historic ties with the gold mining industry which date back to the gold rush of 1898 and the resultant settling of Nome. Beginning with this gold boom in 1898, the following minerals have been located and produced in significant quantities in the Seward Peninsula: gold, tin, tungsten, and beryllium. Small amounts of antimony, bismuth, copper, silver, lead, and quicksilver have also been found but no large deposits of these metals are known to exist on the Peninsula. A residual iron deposit occurs near Nome, while zinc, arsenic, uranium, and molybdenum occur in or near the tin and base metal lodes. Platinum, manganese, mica, fluorite and graphite have also been reported (Corps of Engineers, 1974A). Although gold is being produced at this time, other minerals are not now under active operation.

Gold

As discussed earlier, gold mining in the area dates from 1898. Although large dredges continued to mine placer gold in the Nome area until 1962, production was not steady and suffered severe fluctuations over the years. In 1962, the United States Smelting, Refining, and Mining Company (USSR&M) discontinued their operations, having previously employed as many as 400 persons in the area. With an increase in the price of gold, the Alaska Gold Company (successor to the USSR&M) resumed their dredging operations in 1975 and have operated in the area since

that time during the summers. The company is one of the major employers in Nome, and their operations have contributed to the overall economy. In 1978, the Alaska Gold Company produced 11,925 troy ounces of gold from the Nome area using two large dredges.

Tin-Beryllium-Fluorite

At the present time, the Lost River and Tin City deposits constitute the most important tin reserve in the United States. Although the deposits are not large, they are the only known deposits of significance in the United States. The heavy minerals belt passes through the Seward Peninsula and tin production from this belt has been in the form of both lode deposits and placer tin. Production is now relatively inactive (City of Nome, 1968).

If fluorite and beryllium deposits in the Lost River area are developed, the tin ore reserves at that location may be confirmed and expanded. In addition, tin claims on Humbolt Creek, 125 miles due north of Nome at Serpentine Hot Springs, were explored during 1970 and 1971. These are believed to be an extension of the lode tin deposits at Lost River which would make them the fourth largest known tin lode in the world (Corps of Engineers, 1974A).

Almost all of Alaska's known beryllium deposits occur in the Lost River area. These are reported to be a substantial portion of the total national resource. Although these deposits occur in commercial quantities, the feasibility of mining them is not proven due to minerology and economic factors. A proposed fluorite, tin and beryllium mining venture at Lost River is not presently active (City of Nome, 1968; 1979).

Similarly, fluorite is known to occur in commercially significant quantities at the Lost River tin mine. No active production

operations are underway (City of Nome, 1968; 1979).

Tungsten

By itself, tungsten production does not appear to be feasible on the Seward Peninsula. In connection with the tin mining activity at Lost River, however, tungsten may be a minable by-product of tin lodes in this region (City of Nome, 1968).

Other Minerals

The mining of lead, zinc, and copper does not appear to be commercially feasible at this time. Small smounts of these ores have been recovered in the past as a by-product of gold mining. In addition, there has been a minimal amount of silver production as a by-product of gold mining. Future production, however, probably rests upon the development of some of the lead and silver bearing galena lodes scattered about the Seward Peninsula (Corps of Engineers, 1974A).

Future

The future of large-scale mineral development on the Seward Peninsula is affected by the remoteness of the deposits from market outlets, available transportation, the absence of an industrial and institutional infrastructure, and the associated high production costs. The key to successful mineral production is the development of a market demand sufficient to pay the high costs of Alaska production and transport (City of Nome, 1979; Corps of Engineers, 1974A).

Transport costs alone cannot be isolated as the major impediment to development. Oil, for example, with 50 percent of its market price absorbed by transportation costs, can support its own highly sophisticated transport system. Under present economic circumstances, however, most other Alaska resources cannot

do this because they are not valued high enough in the market place.

With the exception of gold, mineral development in the Seward Peninsula must, therefore, be considered to be far in the future. The extent and timing of development is dependent partly upon unpredictable market forces. A long-term potential for development of the Lost River deposits does exist, but probably for a small, seasonally-operated mine only (Sanders, 1980).

On the other hand, the potential for developing gold in offshore beaches is very high. Forecasts of future production are not available, however.

2.9.3 Coal

Alaska possesses extensive coal resources, distributed widely throughout the state. Of the total 130 billion tons speculatively estimated to exist in the state, more than 90 percent is believed to be located in the northwestern Arctic. This includes an estimated total of 19.3 billion tons of bituminous and 100.9 billion tons of subbituminous and lignite coals (Corps of Engineers, 1974A). This area encompasses about 30,000 square miles bounded by the Brooks Range in the south, the lower Colville and Itkillite Rivers to the east, and the Beaufort and Chukchi Seas to the north and west. Roughly 24,000 square miles of this coal-rich area is included in the National Petroleum Reserve No. 4. The U.S. Bureau of Mines has identified the parts of the area along the Chukchi Sea coast as being "very important" in its potential for economic viability and national or local economic or strategic need for development (DMJM, 1979).

Alaska's identified resources (130 billion tons) are approximately 7.5 percent of the total United States identified coal resources of 1,730 billion tons.

Alaskan coal, including that in the Arctic, is low in sulfur content. The subbituminous coal is generally high in water and ash content, but bituminous coal of some areas possesses good coking characteristics. Some of the beds are known to be of good quality and are capable of being mined in large blocks with large mechanized equipment. Coking coal is generally in high demand on the world market at the present time (City of Nome, 1968; DMJM, 1979).

The major markets for Alaskan coal, given the limited domestic market, are the west coast of the United States and Japan. The United States market is limited to coal for electric power production, while the Japan market is limited primarily to metallurgical coal. Key to the marketability of this coal is the technology and cost of moving it from the northwestern Arctic area to a coastal loading point (Federal-State Land Use Planning Commission, 1978). Substantial investments would be required in mining equipment and transportation systems before coal can be moved from these northwestern fields. Such problems as moving the coal from mine to a port in a roadless area, plus the development of suitable port facilities and loading techniques, have caused some to hold a pessimistic outlook on near-term coal development. Rather, they suggest that production of northwestern Arctic coal under present technology and costs is far in the future (Corps of Engineers, 1974A). A more recent report (Massachusetts Institute of Technology, 1980), stresses the importance of coal as a source of energy in the United States' future. The study, which reflects the recent instability of Mid-East oil supplies, states that coal will become the primary domestic energy source for the United States within twenty years.

Although coal production activities in the northwest Arctic area would be remote from Nome, Nome may play a future role as a base of operation and supply as well as a loading terminal point for coal exports to both Japan and the west coast of the continental United States.

2.9.4 Petroleum Industry

The potential for development of petroleum resources in the Norton Sound area is uncertain at this time, although inferential data indicates that reserves may be sufficient for feasible development. Because detailed geophysical data is unavailable and because there is no drilling history in the Norton Basin, reserves estimates have been based upon known characteristics of similar geologic areas. Present estimates of undiscovered recoverable oil and gas reserves in North Basin are:

	Low Find	Medium Find	High Find
Oil (billions of barrels)	0.38	1.4	2.6
Gas (trillions of cu. ft.)	1.2	2.3	3.2

Source: Dames & Moore, 1980.

If exploration, development, and production of the Norton Basin petroleum resources does occur, Nome will serve as a support base for supplies and services, including aerial support for offshore operations. The extent to which this occurs will depend upon the magnitude of the development and production phases (Dames & Moore, 1978). In addition, the future development of petroleum resources to the north in the Chukchi Sea area, Kotzebue Sound, and the National Petroleum reserve could also have a significant effect upon the Community of Nome, first as a staging and transshipment point for supplies, materials, and personnel destined for these northern areas and, second, as the pipeline terminus and transshipment point for product oil from these areas.

The lease sale No. 57 for the Norton Basin is scheduled to take place in September, 1982, and is to be preceded by a number of intermediate formal steps leading to this sale. In addition, a continental offshore stratographic test well will be drilled by ARCO in 1980 to better identify the geologic strata in the Norton Sound (Scott, 1980; Fisher, 1980).

Exploitation of a petroleum reserve involves three distinct phases of activity, i.e., exploration, development, and production. The development phase involves drilling the optimum number of production wells for the field and construction of the equipment and pipelines necessary to process the crude oil and transport it to its destination. Whereas the exploration and production phases are not particularly labor intensive, the development phase creates the highest levels of employment locally and the import of the greatest amount of materials, supplies, and services for development activities (Dames & Moore, 1980).

The development of petroleum resources included in lease sale No. 57 is expected to result in the production and employment levels shown in Table 6.

TABLE 6

PETROLEUM DEVELOPMENT SCENARIOS

	Low Find	Medium Find	High Find
OIL			
Years of Production	1990-2009	1990-2011	1989-2016
Peak Years	1993	1994	1995
Peak Production	153,000 b/d	463,000 b/d	764,000 b/d
GAS			
Years of Production	1990-2009	1989-2009	1989-2011
Peak Years	1993-2001	1994-2000	1995-1998
Peak Production	230.4 mmcfd	460.8 mmcfd	691.2 mmcfd
EMPLOYMENT			
Onshore & Offshore			
Peak Years	1990	1990	1991
Peak Employment	1376	3555	5276
Onshore Only*			
Peak Years	1989	1990	1987
Peak Employment	387	874	1544

* A portion of this work force may establish residence at or near Nome.

Source: Dames & Moore, 1980

2.9.5 Port Operations

Freight service to Nome is generally via ocean-going cargo barges direct from Seattle, although some freight is transported to Nome by air. In 1979, 18 general cargo barge trips were made by the three firms serving the city as follows:

Pacific-Alaska Lines	4 Trips
Alaska Cargo Lines, Inc.	4 Trips
Foss Barge Company	10 Trips

Barges from Seattle normally do not arrive fully loaded, having previously stopped in Bethel and Dillingham.

The barge season generally runs from May 1 to September 25, a period of slightly less than 5 months. Incoming general cargo averages between 6,000 and 8,000 tons per year. Nearly all general cargo is containerized; an ocean-going barge can haul about 150 containers.

Because of extensively shoaled beaches, ocean-going barges calling at Nome presently anchor about one mile offshore for unloading and reloading of cargo and freight. The harbor is too shallow to allow ocean ships and barges to enter. Therefore, cranes onboard the ocean-going barges are used to offload containers and other cargo to lighters. The average time required to offload the typical ocean-going barge is 18 hours. The shallow-draft lighters are towed through the surf and the shallow entrance channel for unloading at the transfer facilities of the lighterage company, Arctic Lighterage (Crowley Maritime). Consequently, freight is, of necessity, double-handled in lightering from ship to shore and, furthermore, freight destined for interior locations is handled a third time. Winds in excess of 15 knots make the transfer to lighters extremely difficult, the resulting delays adding a demurrage charge of $12,000 per day.

On shore, the lighters are unloaded over the entrance channel revetment by portable cranes. Empty containers and outgoing shipments are reloaded to lighters inside the harbor area for return to the ocean-going barges anchored offshore.

Lighterage costs represent approximately 22 percent of the typical freight bill between Seattle and Nome.

Bulk petroleum products are presently delivered to Nome by Chevron Shipping Corporation in tankers loaded at Richmond, California. In 1979, three direct shipments were made. The average annual imports of petroleum amount to about 7 million gallons. As with the general cargo barges, tankers are anchored offshore at Nome and the products are offloaded to lighters for transfer to onshore storage facilities.

Waterborne commerce through the Nome Harbor for the period 1969 to 1979 is presented in Table 7.

TABLE 7

CARGO TRANSPORT, NOME HARBOR, 1969-1979

	TONNAGE		
	General Cargo	Liquid Petroleum	Total
1969	5,945	20,327	26,272
1970	8,108	12,843	20,951
1971	6,145	15,786	21,931
1972	10,643	32,506	43,149
1973	5,620	23,162	28,782
1974	10,158	22,156	32,314
1975*	N.A.	29,000	N.A.
1976*	N.A.	25,000	N.A.
1977*	N.A.	29,000	N.A.
1978*	6,800	24,000	30,800
1979*	8,100	25,000	33,100

* Estimates by Arctic Lighterage

Projections of future commerce through Nome Harbor depend upon expected population growth within the service area, the extent to which the natural resources of the Seward Peninsula are developed (mining, petroleum, fishing), the potential of the Nome Harbor as a cargo transshipment point for developing areas and communities in such categories as tourism and recreation. The future of some of these factors depends upon outside economic, marketing, and physical determinants. The future of the harbor as a transshipment point may depend largely upon the physical development of the port facility itself.

In the event that the population of the service area was to increase by the projected 65 percent between 1970 and 1985, then the increase in the throughput of staples would likely increase proportionately. Other dry cargo, such as equipment and construction materials, would not necessarily experience such a proportionate increase. Rather, the import volume of these items would relate more to the economic activity and new development in the region. The consumption of oil products is expected to continue its steady long-term increase.

~~of the local labor force.~~

4.1.1 The Selected Causeway Design

Based on the evaluation of the various causeway designs presented previously, the cross-section shown in Figure 4.3 has been selected for the port of Nome causeway. The major positive attributes of this design are as follows:

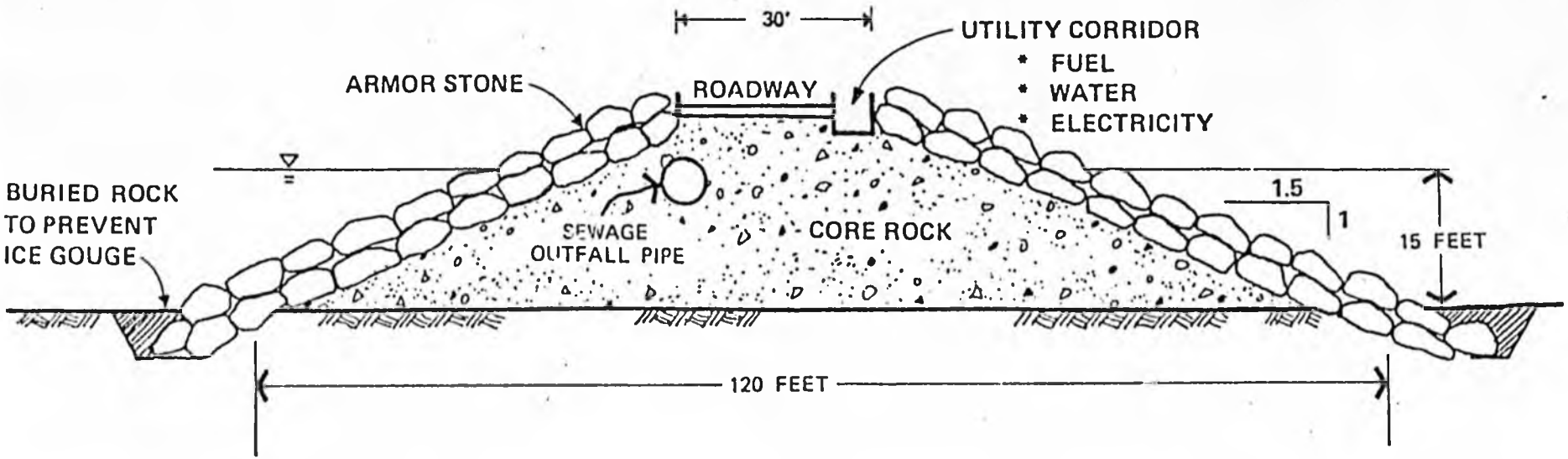


FIGURE 4.3: CAUSEWAY DESIGN CROSS–SECTION

1) Local availability of all construction materials
2) Simple construction methods
3) Durability
4) Ease of expansion
5) Maximum use of local labor force
6) Moderate cost

The use of this design assumes that wintertime port operations will not be undertaken since ice can be expected to over-ride the structure. For this reason, no structural elements will be placed on the causeway surface. Similarly, the quarrystone armor must be placed carefully to minimize its displacement by the moving ice. All utilities (fuel, water, electricity) must be placed in a covered containment channel thereby allowing easy accessibility for future expansion or maintenance of these items. Nome has an immediate need to develop an effective sewage disposal system in order to avoid the necessity of constructing a secondary sewage treatment plant. By burying an outfall pipe in the causeway, primary-treated sewage can be discharged to the relatively deep waters at the end of the causeway. The feasibility and cost-effectiveness of this plan must await future analysis. The armor rock will be buried to a depth of five feet to reduce the possibility of displacement due to wave or ice scour. The side slopes (1:1.5) have been designed to minimize construction cost while maximizing the protection afforded from wave and ice impact.

The data needed to fully refine this design is not yet available. Such critical design considerations as side slope alignment, causeway elevation, height and thickness of armor layer, and filter layer thickness are best designed in detail following close examination of the performance of these components in scale-model testing experiments. In this way, the total design can be optimized to deal with all the serious threats posed by waves, ice, and high water levels at the minimum construction cost. For example, the results of analytical studies on ice impact at the causeway shows that ice along the Nome coast will ride-up and

over the causeway if a 1:2 side slope is used. The choice of a 1:1.5 side slope will cause the formation of ice piling at the slope. It becomes important from an economics standpoint when one realizes that the choice of a 1:1.5 slope will decrease the total causeway volume by 25% relative to a 1:2 side slope. Steepening the side slopes will require an increase in the size of the largest individual armor stones, however, from 7.25 tons to 8.3 tons. The economic impact of the need for larger armor rock is not presently known. In addition, the steeper side slope will have an effect on wave overtopping during severe wave events. The final design decisions for the causeway will rely on adequate wave and water level data as well as the results of small-scale hydrodynamic testing that will seek to minimize project costs while properly dealing with expected wave and ice forces.

4.2 OFFSHORE TERMINAL DESIGN

4.2.1 Vessel Traffic

At the present time, the City of Nome is visited by a number of vessel types that are serviced by the existing harbor facility. Those vessels with drafts in excess of five feet are normally unable to enter the port and must be serviced by "lightering" barges operated by Arctic Lighterage, a Division of Crowley Maritime, Inc. The expected vessel traffic that is anticipated at the Port of Nome is briefly discussed below.

Ocean-going Barge

The largest vessel type that currently visits Nome is the major cargo-carrying barge that arrives throughout the summer period. These vessels are normally towed by ocean-going tugs and the containerized cargos that they carry are off-loaded to shallow-draft lighterage barges for the transfer to the Nome city dock. The dimensions of the ocean-going barges are approximately as follows:

Length:	400 Feet
Beam:	100 Feet
Draft: (Loaded)	22 Feet

Because many of these barges make stops at Bethel and/or Dillingham prior to arrival at Nome, a fully loaded barge having a 22-foot draft is relatively rare at Nome. However, for the sake of conservatism and acknowledging the future status of the Port of Nome as the major maritime transport center of northwestern Alaska, the 22-foot draft value has been chosen for design purposes.

These large barges would be berthed at an offshore facility using a small fleet of tugs working in conjunction with the barge's towing vessel.

Ocean-going Tugboats

These tugs are large capacity towing vessels that supply the means of propulsion for the ocean-going barges. The dimensions of these vessels are as follows:

Length:	160 Feet
Beam:	30 Feet
Draft: (Loaded)	18-20 Feet

These vessels are very powerful and can be used to maneuver the large barges into and out of berthing spaces.

Utility Tugboats

Smaller tugboats owned, maintained, and operated by private interests would be used for many tasks at the Port of Nome. They would be required to assist in the berthing of all barge traffic. Also, certain large vessels having their own propulsion systems may require berthing assistance occasionally. Disabled craft will also require the use of these smaller tugs. The dimensions of this vessel type are as follows:

Length:	50-90 Feet
Beam:	10-15 Feet
Draft: (Loaded)	8-12 Feet

Oil Industry Workboats

In 1979, Arco Petroleum initiated field work that sought to determine the extent of the petroleum wealth of Norton Sound.

The first phase of exploratory drilling will begin in 1980. If oil is discovered in exploitable quantities in the Norton Basin/Chukchi Sea Region, workboats employed by the oil industry will call at the Port of Nome to transfer personnel, equipment, and to provide general logistics services. The dimensions of these vessels are as follows:

Length:	150 Feet
Beam:	30 Feet
Draft: (Loaded)	10-15 Feet

Fishing Craft

Various fishing vessels are expected to call at the Port of Nome to transfer their catch ashore, replenish food, water, fuel, and equipment supplies, and to undertake vessel or equipment repairs. These vessels vary in size from large inter-ocean craft to small boats used principally by the local residents to fish the waters of Norton Sound. Maximum draft of the fishing fleet that will utilize Nome as a port of call is assumed to be 20 feet.

4.2.2 The Design Vessel

At the present time, the largest vessel that calls at Nome is the ocean-going cargo barge having a loaded draft of 22 feet. In order to allow for adequate water depths at all times alongside the proposed pier facility, it is recommended that the offshore docking terminal be located at the 30-foot bottom contour. Figure 4.4 illustrates the position of the design vessel when docked at this location for both the high-water and low-water extremes. The extreme low water level will occur when offshore winds drive the surface water to the south. During these periods, the still water level can fall as much as five feet (NOAA, 1977). For design purposes,

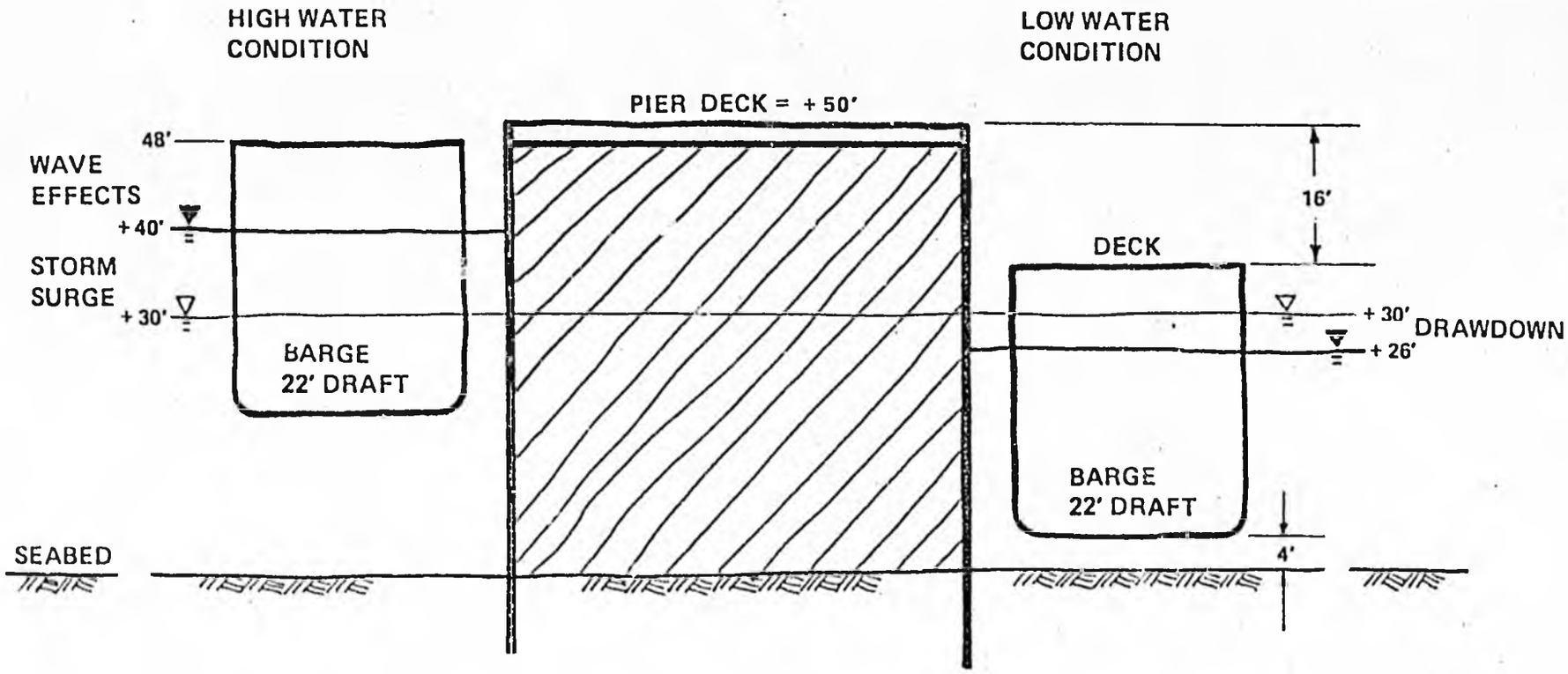


FIGURE 4.4: DETERMINATION OF DESIGN DEPTH ALONG PIER

a four foot water level fall has been chosen. At this level, the hull of the fully-laden barge will be 4 feet above the seabed. This additional depth below the keel is considered adequate to ensure vessel safety.

Conversely, during intense onshore wind episodes, the nearshore still water levels can experience increases of as much as 14 feet (NOAA, 1977). An increase of 10 feet has been chosen for the design of the terminal deck shown in Figure 4.4. During this high water period, the barge keel lies 18 feet above the sea bottom. In both cases of the high and low water extremes, the deck height as shown in Figure 4.4 is considered adequate for safe cargo transfer operations. Each ocean-going barge carries a crane for transferring its cargo. The height differential that exists between the barge and terminal decks is considered to be well within operational limits of the transfer equipment.

4.2.3 Offshore Terminal

The offshore berthing terminal will be connected to the onshore port facility by a 3400-foot long causeway. Five offshore terminal alternatives were developed for consideration in Section 4.0 of this report. A refined version of Alternative III was chosen to best serve the proposed Port of Nome. Figure 4.5 presents a plan view of the anticipated terminal layout. Protection from incoming wave energy will be provided by the southern armorstone slope. Berthing facilities for various vessel types are provided. The large (100' x 400') ocean-going barge is the largest vessel that can be accommodated at the port. A freight transfer area exists on the terminal's southwest corner where trucks from the city will load/unload their cargos. This area is designed such that the trucks can make a single sweeping turn to pick up the cargo and return to the onshore facility. The berthing docks will have vertical walls

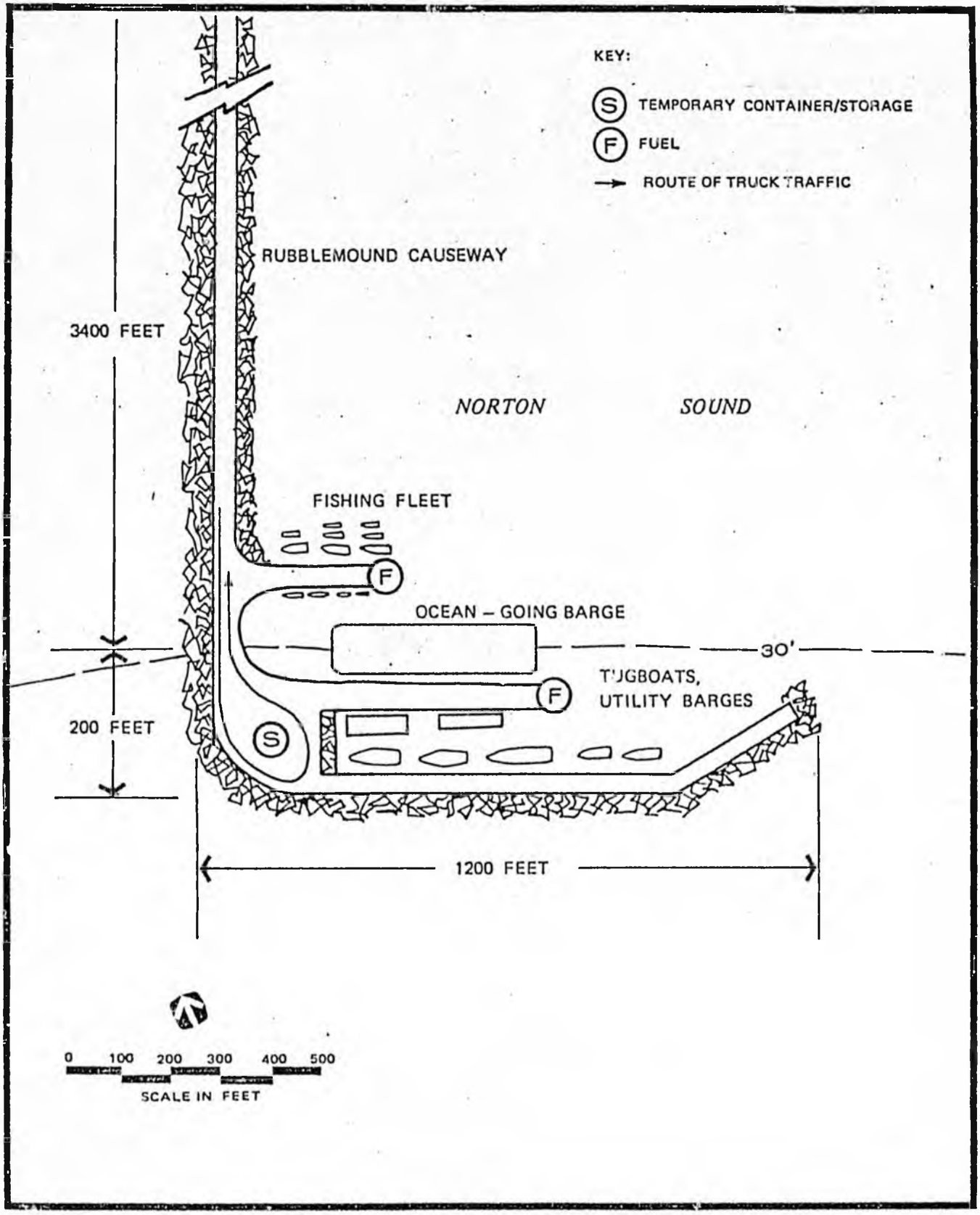


FIGURE 4.5 OFFSHORE TERMINAL LAYOUT

using either parallel sheet pile walls or circular steel sheet pile cells.

The offshore terminal has been separated into three general zones: 1) The ocean-going barge facility (accommodating one barge at a time, 22 foot design draft); 2) A utility barge, tugboat, and deep-draft vessel facility (designed to accommodate a wide range of vessels with maximum drafts of 22 feet); and 3) A small craft berthing area, to be utilized by fishing craft and other lighter-draft vessels (maximum draft = 20 feet).

Only mobile equipment will be utilized at the berthing terminal since the expected winter ice over-ride may damage any permanent facilities. Likewise, the utilities delivered to the piers (water, fuel, electricity, telephone) will be contained within a buried utility corridor.

4.2.4 Phased Development

It may be necessary based on financial or logistical considerations to construct the offshore facility in a number of distinct phases. An example of this means of development is presented in Figure 4.6, where three distinct stages of completion are shown. In Stage I, the south breakwater and cargo transfer area is complete to accommodate ocean-going barge traffic and the related tug fleet.

In Stage II, the primary ocean-going barge berthing facility is contained on the inshore pier structure. This allows a higher level of usage for a medium-draft tug and barge fleet between the breakwater and the newly constructed pier. As the third stage of development, a small pier is constructed further inshore for the berthing of a small-craft/fishing fleet. If additional berthing space is required in the future, small piers similar to that added in Stage III can be constructed from the causeway further inshore.

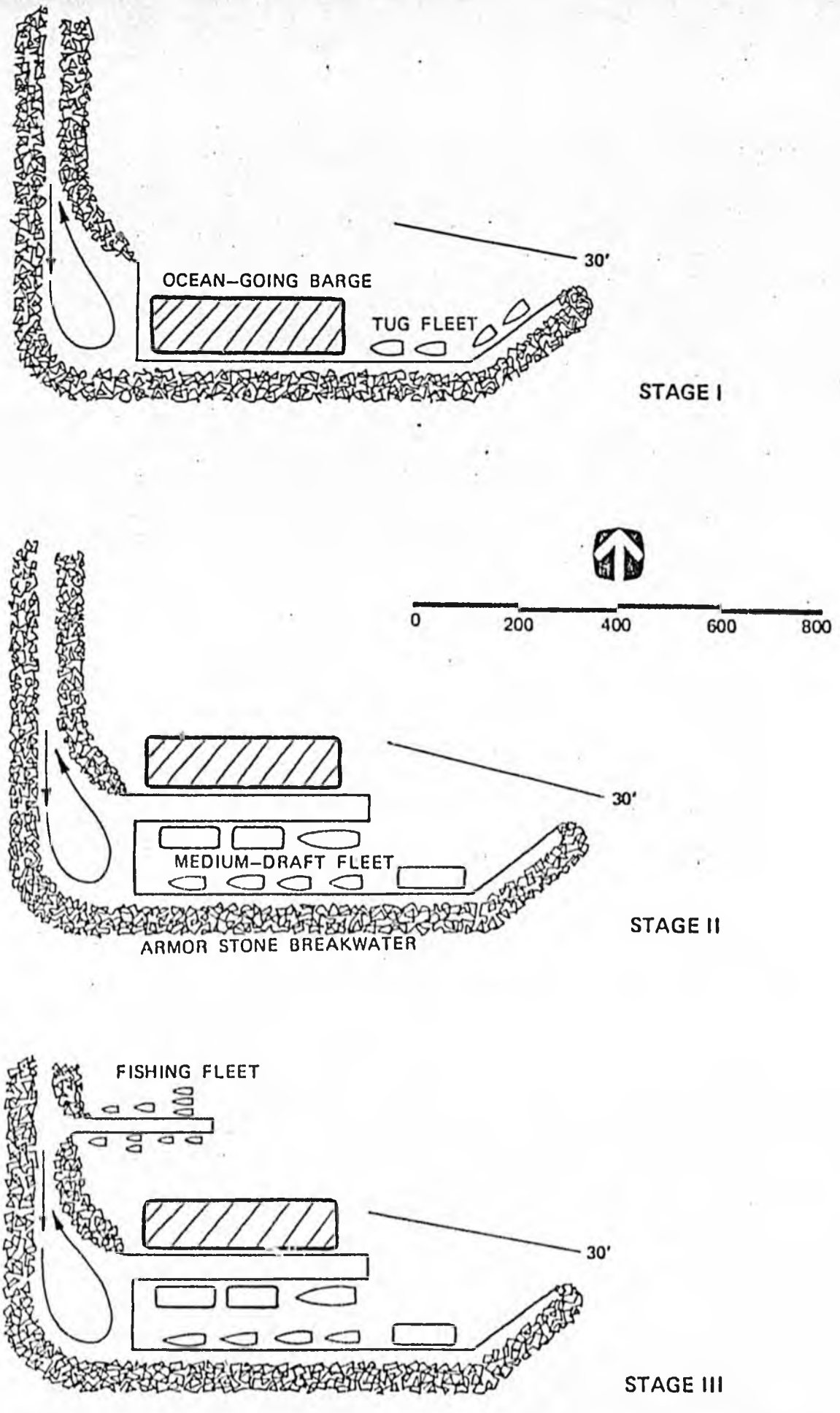


FIGURE 4.6: OFFSHORE FACILITY DESIGN

This phased development concept can be undertaken without disrupting existing port services since the Stage II and III construction sites do not directly impinge on the causeway traffic. Further, the causeway can be expanded in length if, in the future, the need for a deeper draft facility becomes apparent. During such expansion activities, the existing port should experience uninterrupted service as it is physically separated from the area of future expansion.

7.0 ECONOMICS

7.1 COST PROJECTIONS

The costs associated with the construction of the proposed port facility at Nome have been estimated using a variety of data sources. The large scale of this construction project and the remote location of Nome make a precise engineering cost estimate extremely difficult to achieve. All estimates presented in this report are in 1980 dollars.

Due to the limited nature of Nome's historic growth and development, cost estimates based on comparable construction projects are not possible. This makes it necessary to develop cost estimates from limited past construction experiences with proper adjustment for both cost escalation and the economy associated with large scale acquisition of construction materials. The major raw material required for the proposed port construction is quarrystone in various sizes ranging from large armor rock to small cobbles and rock fragments that comprise the "quarry run" causeway core. Approximately 800,000 cubic yards of quarry rock are needed for the construction of the offshore facilities.

It is obvious that the unit cost of quarry rock will have a major influence on the economic feasibility of the port development. For the purpose of determining the total project cost, unit costs for the various categories of quarry rock have been selected using prices quoted in the past escalated to 1980 price levels. It is understood in this analysis process that there is a practical limit to the funding capacity of the state government beyond which a port development is not possible. In a sense, the quarry rock unit costs are the controlling factor in the port construction feasibility and should be negotiated with this fact in mind.

The source of the quarry rock needed for the project is yet to be determined, however, potential quarry sites have been identified in close proximity to Nome. The assumed unit costs of quarry rock used in the cost determination are as follows:

Armor Rock	$25/cubic yard
Filter Rock	$ 8/cubic yard
Core (Quarry Run)	$ 5/cubic yard

While more detailed design work may lead to a lowering of the total estimated costs, it seems reasonable to assume that the negotiated unit costs for quarrystone cannot increase significantly above the stated levels without severely impacting ultimate project feasibility.

The general philosophy used for the port design is to construct a simple, efficient, and cost-effective facility that will require a minimum of maintenance. For this reason, basic operating needs are filled without detailed and costly amenities. It is assumed, for example, that no road paving will be undertaken. Also, while the additional Phase B parcel of land should be purchased initially, no improvements shall be placed on that land until bulk cargo facilities are required. The cost of land acquisition is estimated to be $2000/acre. At the present time, there is very little historic cost data upon which to base this figure. No comparable real estate sales have been undertaken in recent years to use as a basis for cost estimation. Negotiations between the City of Nome and the present owner of the land will establish the final cost of the parcel required for the onshore facilities.

An attempt has been made to minimize the need for imported construction materials due to the high cost of transportation to Nome. The major construction element that is not presently available at Nome is the steel sheetpile needed for the construction of the docking facility. The cost of supplying and driving

the sheetpile has been estimated based on prices presented in earlier reports (Gute and Nottingham, 1974; CH2M-Hill, 1976) and our own cost index for remote area construction.

A tabulation of all costs associated with the Port of Nome construction are presented in Table 9.

The total cost of construction of the Port complex is shown in Figure 7.1. The three stages of port development are compared in this figure with costs associated with each option.

The different costs associated with Stage II and Stage II only refer to the additional berthing facilities for auxillary barges and other medium draft vessels and for the small pier that is associated with fishing vessels and other comparably sized smaller craft.

A summary of the primary cost items of the three phases of construction are as follows:

PORT DESIGN	TOTAL COST
Stage I	
Barge Facility	$20,409,300
Stage II	
Barge Facility	$20,409,300
Medium-Draft Dock	3,383,100
	$23,792,400
Stage III	
Barge Facility	$20,409,300
Medium-Draft Dock	3,383,100
Fishing Vessel Dock	2,449,900
	$26,242,300

CONSTRUCTION COST ESTIMATE

TABLE 9.A

REFERENCE/PLAN NO. _____

LOCATION Port of Nome
Offshore Facilities - Phase I

JOB NAME Nome Port
JOB NUMBER TC 3373
PRELIMINARY [X] FINAL [ ]
BY P. Gadd DATE 6-1-80
CHECK _____ DATE _____

LINE	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
*	3400-FOOT CAUSEWAY				
1	Armor Rock	101,800	CY	$ 25	$2,545,000
2	Filter Rock	54,600	CY	$ 8	436,800
3	Core Rock	130,300	CY	$ 5	651,500
*	OFFSHORE TERMINAL				
4	Armor Rock	211,200	CY	$ 25	5,280,000
5	Filter Rock	75,700	CY	$ 8	605,600
6	Core Rock	264,000	CY	$ 5	1,320,000
*	ROADWAY SUBGRADE AND SURFACE				
7	Gravel	14,300	CY	$ 4	57,200
*	STEEL SHEETPILE (DOCK FACE)				
8	Sheetpiles	64,000	LF	$ 24	1,536,000
9	Pile Driving	533	EA	$620	330,500
10	Tiebacks/Hardware	800	LF	$100	80,000
11	Backfill Compaction	88,180	CY	$ 8	705,400
12	Dock Fenders	LS			32,000
13	Docking Hardware	LS			55,000
14	Navigational Aids	LS			15,000
	SUBTOTAL				13,650,000
15	Contingency (20%)				2,730,000
16	Engineering/Design (6%)				819,000
17	Supervision/Administration (6%)				819,000
18	PHASE I OFFSHORE FACILITIES TOTAL:				$18,018,000

CONSTRUCTION COST ESTIMATE

TABLE 9.B

REFERENCE/PLAN NO. _____

LOCATION Port of Nome
Onshore Facilities - Phase A + B

JOB NAME Nome Port

JOB NUMBER TC 3373

PRELIMINARY [X] FINAL [ ]

BY P. Gadd DATE 6-1-80

CHECK _____ DATE _____

LINE	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
*	LAND ACQUISITION				
19	Phase A	17	Acre	$2,000	$ 34,000
20	Phase B	53	Acre	$2,000	106,000
21	Land Preparation	70	Acre	$4,000	280,000
22	Road Construction	4,500	LF	$ 40	180,000
*	UTILITIES				
23	Water		LS		524,000
24	Fuel		LS		329,000
25	Electricity/Telephone		LS		105,100
26	Lighting	20	EA	$1,500	30,000
27	Administration Building	1,000	SF	80	80,000
28	Restrooms	5	EA	$10,000	50,000
29	Fencing (Phase A only)	2,500	LF	35	87,500
30	Signage		LS		6,000
31	SUBTOTAL				1,811,600
32	Contingency (20%)				362,300
33	Engineering/Design (6%)				108,700
34	Supervision/Administration (6%)				108,700
35	ONSHORE FACILITIES TOTAL:				$2,391,300

CONSTRUCTION COST ESTIMATE

TABLE 9.C

REFERENCE/PLAN NO. _____

JOB NAME Nome Port

LOCATION Port of Nome
Offshore Facilities - Phases II Dock

JOB NUMBER TC 3373

PRELIMINARY [X] FINAL [ ]

BY P. Gadd DATE 6-1-80

CHECK _____ DATE _____

LINE	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
*	DOCKING PIER AT 30 -FOOT CONTOUR				
36	Core Rock	24,580	CY	$ 5	$ 122,900
37	Sheetpile	76,800	LF	$ 24	1,843,200
38	Pile Driving	640	EA	$ 620	396,800
39	Sheetpile Tiebacks	960	LF	$ 100	96,000
40	Backfill Compaction	8,000	CY	$ 8	64,000
41	SUBTOTAL				2,522,900
42	Fenders		LS		10,000
43	Docking Hardware		LS		30,000
44	PHASE II DOCK: SUBTOTAL				2,562,900
45	Contingency (20%)				512,600
46	Engineering/Design (6%)				153,800
47	Supervision/Administration (6%)				153,800
48	PHASE II DOCK: TOTAL				$3,383,100

CONSTRUCTION COST ESTIMATE

TABLE 9.D

REFERENCE/PLAN NO. _____

LOCATION Port of Nome
Offshore Facilities - Phase III Dock

JOB NAME Nome Port

JOB NUMBER TC 3373

PRELIMINARY [X] FINAL [ ]

BY P. Gadd DATE 6-1-80

CHECK _____ DATE _____

LINE	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
*	DOCKING PIER AT 26 -FOOT CONTOUR				
49	Core Rock	16,870	CY	$ 5	$ 84,350
50	Sheetpile	56,000	LF	$ 24	1,344,000
51	Pile Driving	467	EA	$ 620	289,550
52	Sheetpile Tiebacks	700	LF	$ 100	70,000
53	Backfill Compaction	5,620	CY	$ 8	45,000
54	SUBTOTAL				1,832,900
55	Fenders		LS		8,000
56	Docking Hardware		LS		15,000
57	PHASE III DOCK: SUBTOTAL				1,855,900
58	Contingency (20%)				371,200
59	Engineering/Design (6%)				111,400
60	Supervision/Administration (6%)				111,400
61	PHASE III DOCK TOTAL:				$2,449,900

CONSTRUCTION COST ESTIMATE

TABLE 9.E

REFERENCE/PLAN NO. _____

LOCATION Port of Nome
Facilities Cost Summary

JOB NAME Nome Port

JOB NUMBER TC 3373

PRELIMINARY [X] FINAL [ ]

BY P. Gadd DATE 6-1-80

CHECK _____ DATE _____

LINE	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
*	PHASE I DEVELOPMENT				
18	Offshore Facilities				$18,018,000
35	Onshore Facilities				2,391,300
*	PHASE I TOTAL:				20,409,300
48	PHASE II DOCK TOTAL:				3,383,100
*	PHASE I + PHASE II TOTAL:				23,792,400
61	PHASE III DOCK TOTAL:				2,449,900
*	PHASE I + II + III TOTAL:				$26,242,300

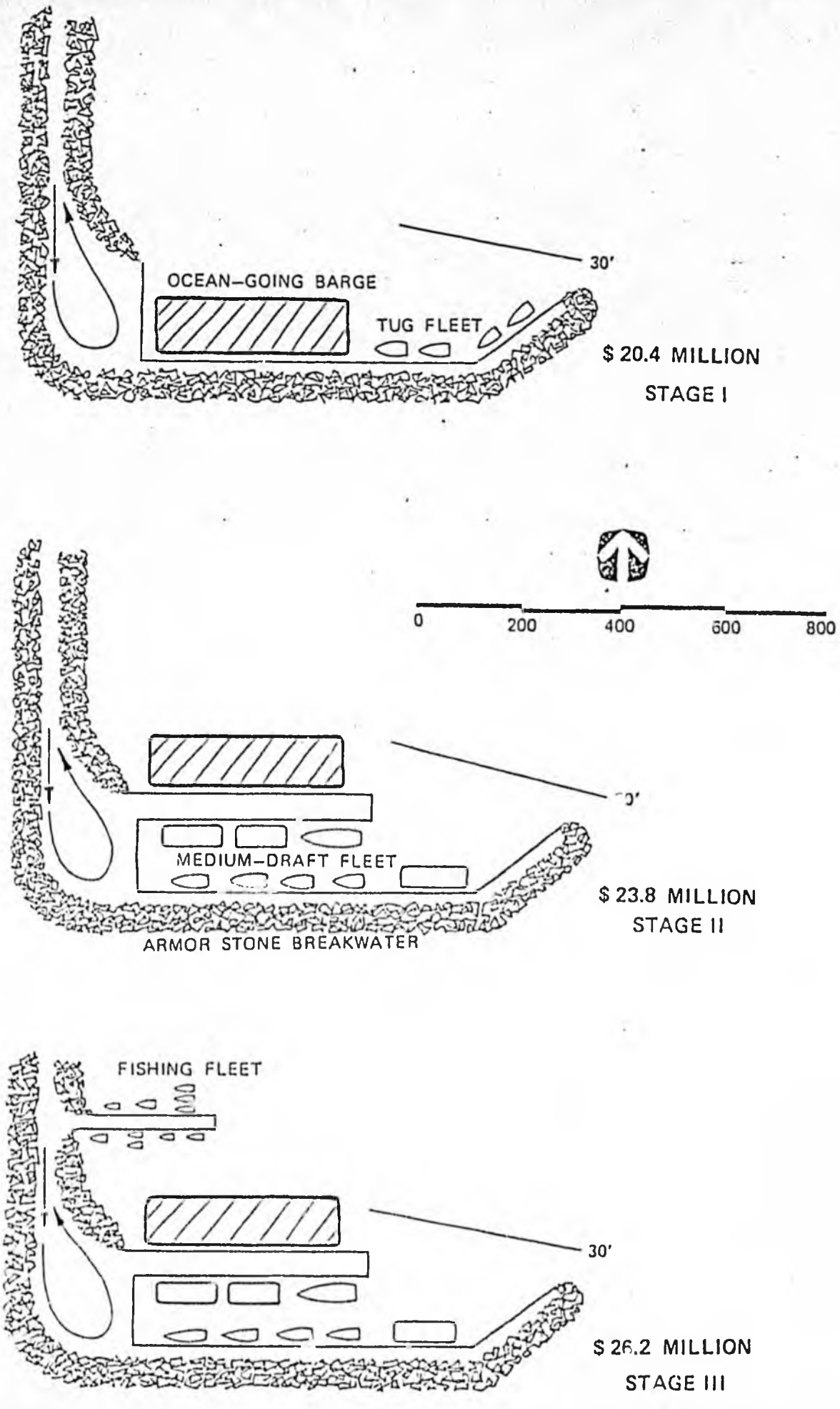


FIGURE 7.1 : TOTAL COST

Regardless of the specific offshore terminal design, the onshore facility configuration remains the same. Basic cost items included for development of the onshore facilities are as follows:

- o Land Acquisition
- o Land Preparation
- o Road Construction
- o Utilities
    - * Water
    - * Fuel
    - * Electricity/Telephone
    - * Lighting
- o Buildings
    - * Administration
    - * Restrooms
- o Fencing
- o Signage

The cost estimate presented herein assumes development of only the 35 acre onshore facility shown in Figure 5.1.

In order for the port facility to be totally self-supporting, annual port income would have to exceed the yearly costs of operations, maintenance, the initial construction costs, and the costs associated with the debt service on the initial costs. Port costs can be annualized as follows:

A.	Capital Recovery (50 Years @ 8%)	$2,145,000
B.	Operations/Maintenance	
	Maintenance	$ 260,000
	Staff Salaries	35,000
	Equipment Maintenance	10,000
	Administrative Costs	10,000
		$ 315,000

TOTAL: $2,460,000

The level of economic activity in the Nome region is not currently sufficient to generate the income needed to offset the projected $2,460,000 annual costs.

An analysis has been undertaken, however, to determine the extent to which the port projected revenues can offset the city's costs in operating and maintaining the facility.

7.2 REVENUE PROJECTIONS

In order to develop anticipated revenues which might be derived from the usage of port facilities in Nome, the rate structures of several other ports in Alaska were examined. In addition, the actual cargo transported through the Nome Harbor in 1979, amounting to a total of 33,100 tons (refer to Table 6), was applied against these rate structures. Nome cargo, if transported through the harbors at Anchorage, Homer, and Dillingham, would be as follows:

	General Cargo	Petroleum	Total
Total tonnage through Nome in 1979 (refer to Table 6)	8,100	25,000	33,100
Charges by the port if processed through the port at:			
($ in thousands)			
Anchorage	$ 20	$ 2	$ 22
Homer	$ 35	$ 35	$ 70
Dillingham	$111	$305	$416

Establishing Anchorage rates as the base for comparison, the ports would rank as follows:

Port	Port Charges as a Multiple of Anchorage
Anchorage	1.0
Homer	3.2
Dillingham	18.9

The present service area of the Nome Port is generally that area encompassed by the Nome Census Division. Although villages outside the Division may receive goods transshipped through Nome, it is likely that over 90 percent of incoming general cargo and petroleum products is destined for residents or users within the Division. A study of growth in the Division by the Corps of Engineers (1974A) projects a population of about 9,500 persons by 1985 and 15,800 persons by the year 2000, compared to a population in 1978 estimated at between 6,700 and 7,200 (refer to Section 2.8.1).

In the period from 1969 to 1979, the average cargo tonnage through the Nome Port amounted to between 4.6 and 4.9 tons per person per year, with no meaningful trends of increase or decrease in evidence. Therefore, using a figure of 4.75 tons per person per year, the following cargo projections resulted:

Year	Projected Service Area Population (Nome Census Div.)	Total Incoming General Cargo and Petroleum Products through Nome
Base Year (1979)	7,000	33,250*
1985	9,500	45,125
2000	15,800	75,050

* Compares with actual of 33,100 tons (refer to Table 6)

Utilizing a rate structure equivalent to 15.0 times the Anchorage rates results in annual revenues for the Nome Port as follows:

Year	Total Incoming General Cargo & Petroleum Products	Annual Revenues Rec'd from Port Charges & Fees
Base Year (1979)	33,250	$331,250
1985	45,125	$450,000
2000	75,050	$750,000

This amounts to an average rate of $10.00 per ton or about $0.50 per 100 pounds of cargo.

In addition, other port revenues will accrue from sources which cannot, at this time, be adequately quantified. These include:

1. Docking of workboats related to petroleum exploration, development, and production, primarily for the purpose of securing provisions and supplies, and transporting work crews and equipment.

2. Docking of fishing vessels operating in Norton Sound and nearby fisheries, primarily for the purpose of securing provisions and supplies.

3. Docking of vessels for the purpose of receiving minerals mined in northwest Alaska for transport to Japan or the "lower 48".

4. Docking of vessels and transshipment of cargo related to petroleum development activities on the Beaufort and Chukchi Seas. This may include export of quarrystone for oil drilling island construction in these areas.

5. Leasing of land within the port complex to private firms for the purpose of constructing and utilizing operations and storage buildings, fuel facilities, repair facilities, and similar structures, as well as for open land for container storage and other types of storage.

The above revenue items could add significantly to the revenue projections derived from incoming general cargo and petroleum products. The complex and speculative nature of this income requires that an accurate determination of this element of potential income must await further study in Phase B of the planning effort.

7.3 ECONOMIC CONCLUSIONS

It is anticipated that the annual cost of debt service, operation and maintenance activities of the port of Nome will exceed the income generated by the Port. This conclusion is somewhat speculative in part due to the inability of accurate forecasting of the extent and magnitude of developments in the petroleum, mining, coal and fishing industries. It does seem clear, however, that the income generated from port operations will exceed the cost of port operations and maintenance. Given the rather conservative port income scenario that anticipates income from the projected population growth only, the income roughly equals the yearly cost of port operations and maintenance. If other more optimistic scenarios develop that would increase port traffic, income levels would rise accordingly. The highly speculative nature of economic forecasting for Nome dictates that it be limited to those elements that seem most plausible. This has been our objective and it is upon this premise that our preliminary economic evaluation is based.

9.0 CONCLUSIONS

The planning, engineering and economic analyses undertaken in this report conclude that construction and operation of a deep-draft port facility in Nome, Alaska, is feasible from a functional, operational, and environmental standpoint. This conclusion is based solely on the expected growth rate of the city and region although additional growth-inducing factors are considered (petroleum, mineral, fisheries development), these rather speculating elements are not judged to be necessary for the port to succeed. It has been determined that port income will roughly equal the expected port operation and maintenance costs. A primary requirement for the economic viability of the port project is the ability of the State of Alaska to finance the initial costs of land acquisition, engineering design, and construction of the port facilities. The level of income generated by the port is not anticipated to absorb the total construction costs assuming even the most optimistic regional growth scenarios.

The port complex will be composed of onshore cargo storage/handling facilities connected to the offshore terminal by a 3600-foot long rubblemound causeway, as shown in Figure 9.1. The port facility will accomodate vessels with maximum drafts of 22 feet. At the offshore terminal, general and containerized cargo will be handled by vessel-fixed cranes as well as a dock-based mobile crane. Fuel, water, electricity and telephone services will be provided at dockside.

The site selected for the location of the onshore terminal is on an elevated plateau just west of the Snake River. This site is convenient to the city and city services and will lead to reduced dredging requirements at the present harbor due to the sand blocking effect of the causeway.

Onshore area requirements for the cargo storage/handling activities

transfer system in the future.

The existing harbor at Nome (in the Snake River) is envisioned as a small craft harbor with an anticipated vessel capacity of 80-100 boats. It is believed that the presently authorized depth of eight feet will not be required for the Snake River and that small craft traffic within the present harbor will be limited to vessels drawing four feet or less.

Environmental concerns that have been identified appear not to be of the nature or degree that would prevent port construction or operation. These concerns include:

- o Longshore Sediment Transport;
- o Ice Movement and Forces;
- o Salmon Spawning;
- o Crab Fisheries;
- o Expected Regional Growth;
- o Structural Foundation Support;
- o Cultural, Archeological Concerns.

Permitting requirements for the Port of Nome have been identified and include the U.S. Army, Corps of Engineers, Alaska Department of Transportation, Alaska Department of Fish and Wildlife, as well as other state and federal agencies. The total time to process all permit applications is 12-18 months, however, if opposition to the project is slight it is conceivable that this time requirement would be reduced.

9.1 RECOMMENDATIONS

Based on the findings of this report, it is recommended that the City of Nome initiate the following tasks in order to expedite the construction of the Port of Nome:

1) Obtain specific data at the proposed port site to properly describe site geology, offshore bathymetry and onshore topography.

2) Undertake negotiations to procure onshore land from present owner.

3) Conduct tidelands survey to allow State to grant ownership to the City of Nome for the offshore lands existing between the city limits and a line located two miles offshore.

4) Conduct refined economic assessment to better quantify the expected port income given various development scenarios.

5) Organize a citizens committee and assign specific responsibilities to establish the means to obtain financial support from the State for the port facility.

6) Provide site and contract specific guidance to Tetra Tech in order to proceed with development of Port of Nome Master Plan (Phase B of ongoing study).

PLEASE NOTE: THE PRECEDING PAGES HERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT.

SCR

52

Introduced: 4/19/82
Referred: Transportation

IN THE SENATE BY THE TRANSPORTATION COMMITTEE

SENATE CONCURRENT RESOLUTION NO. 52

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWELFTH LEGISLATURE - SECOND SESSION

Establishing the Alaska Railroad Personnel Advisory Committee.

BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

WHEREAS the United States government has expressed its determination to discontinue federal operation of the Alaska Railroad at the earliest possible date; and

WHEREAS at this time there is no realistic possibility of private acquisition and operation of the railroad; and

WHEREAS continued operation of the railroad is possible only if the state acquires the railroad from the federal government and provides for operation of the railroad; and

WHEREAS continued operation and development of the Alaska Railroad is essential to the long-term economic growth and development of the state and its natural resources and will serve an important public purpose; and

WHEREAS continued operation of the Alaska Railroad will promote the general welfare of the people of the state by providing important freight and passenger service to residents of the state, to businesses of the state, and to nonresidents visiting or doing business in the state; and

WHEREAS the service capacity of the Alaska Railroad is positively affected by the contributions of the Alaska Railroad personnel; and

WHEREAS the expeditious transfer of the Alaska Railroad to the State of Alaska hinges in part on resolution of personnel issues that arise in conjunction with the transfer;

BE IT RESOLVED by the Alaska State Legislature that an Alaska Railroad Personnel Advisory Committee is established to examine the personnel, collec-

tive bargaining, and employee benefit issues posed by the transfer of the Alaska Railroad; and be it

FURTHER RESOLVED that the Alaska Railroad Personnel Advisory Committee is composed of two members of the senate appointed by the president of the senate; two members of the house of representatives appointed by the speaker of the house; two members appointed by the governor; a person designated by the general manager of the Alaska Railroad; and a representative of each labor organization representing employees of the Alaska Railroad elected by the membership of that organization; and be it

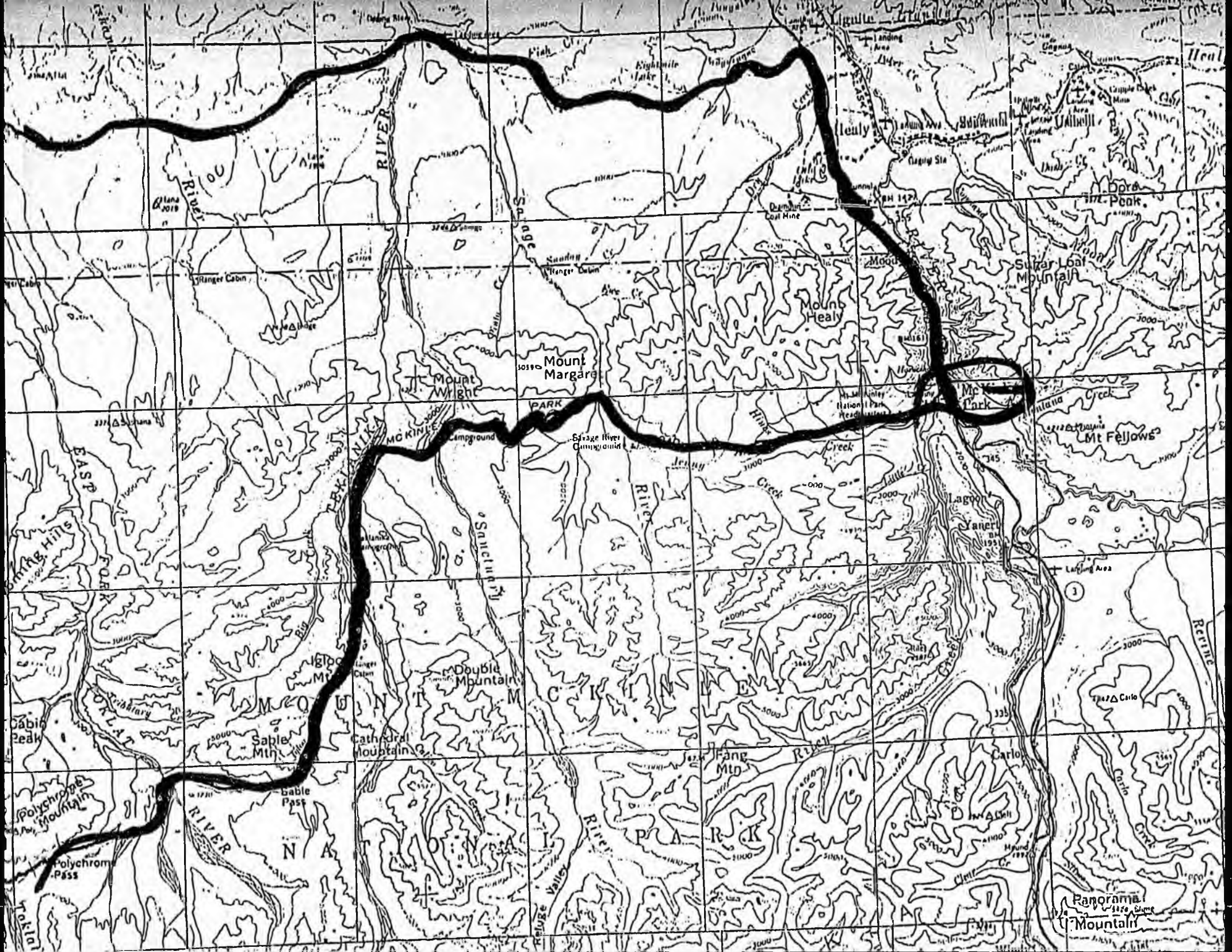
FURTHER RESOLVED that the Alaska Railroad Personnel Advisory Committee elect a presiding officer from among its membership, meet to examine the personnel, collective bargaining, and employee benefit issues posed by the transfer of the Alaska Railroad, and report its findings and recommendations to the legislature by January 30, 1983; and be it

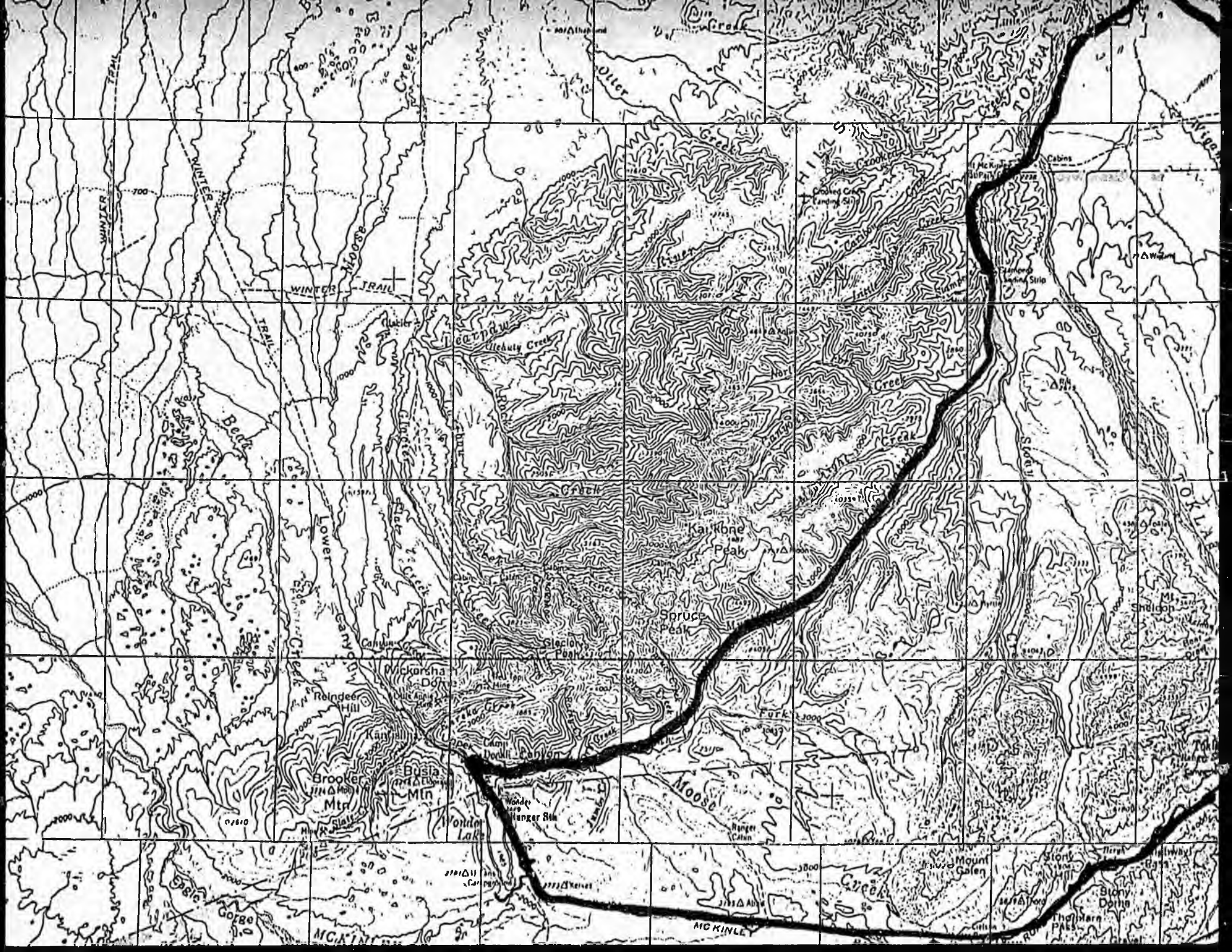
FURTHER RESOLVED that the Alaska Railroad Personnel Advisory Committee is terminated January 30, 1983.

1. Employees
2. Rail Service Provided.

SCR

53


Mount Healy
Mount Margaret
Mount Wright
Sugar Loaf Mountain
Mt Fellows
Lagoon
Double Mountain
Sable Mtn
Cathedral Mountain
Fang Mtn
Carlo
Sable Pass
Polychrome Pass
Cabin Peak
Polychrome Mountain
Panorama Mountain
Savage River Campground
Campground
Ranger Cabin
Landing Area
Teklanika River
Savage River
Sanctuary River
Igloo Mtn
Mount McKinley
Mt Deborah
Wonder Lake
Kantishna
Denali Park
Headquarters
Denali Coal Mine
Eielson Visitor Center
Wilderness Access Center
Toklat River
Refuge Valley
Rock Creek
Moose Creek
Hines Creek
Jenny Creek
Igloo Creek
Sable Creek
Thorofare River
Mount Deborah
Mount Eielson
Mount Brooks
Mount Foraker
Mount Hunter
Mount Huntington
Mount Russell
Mount Dickey
Mount Crosson
Mount Dan Beard
Mount Silverthrone
Mount Barrille
Mount Tatum
Mount Fellows
Mount Carlo
Mount Deborah
Mount Eielson
Mount Brooks
Mount Foraker
Mount Hunter
Mount Huntington
Mount Russell
Mount Dickey
Mount Crosson
Mount Dan Beard
Mount Silverthrone
Mount Barrille
Mount Tatum
Mount Fellows
Mount Carlo


Creek
Moose
WINTER TRAIL
Cabins
Creek
Creek
Creek

11 groups
10,000
use private individuals -
Dave Allison
Beth Robinson -Self-

Introduced: 6/20/81
Referred: Transportation

IN THE SENATE BY FERGUSON

SENATE JOINT RESOLUTION NO. 53 am(title)

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWELFTH LEGISLATURE - SECOND SESSION

Requesting the National Park Service to improve an old mining road through the north addition to Denali National Park and Preserve and to extend the road to the Denali Park Road at Wonder Lake-Kantishna.

BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

WHEREAS an old mine road, constructed by the state to provide access between the Alaska Railroad to Healy and the Toklat River valley to obtain access to the Stampede Mine antimony deposits that were worked during World War II, has fallen into disrepair; and

WHEREAS the road now falls within portions of the Denali National Park and Preserve, as established by the 1980 Alaska National Interest Lands Act (P.L. 96-487); and

WHEREAS these additions to the Denali National Park and Preserve were established, according to the Congressional report issued with the 1980 federal Act, "to support populations of moose, wolf, and caribou as part of an integral ecosystem [so that] public enjoyment of these outstanding wildlife values would thus continue to be assured"; and

WHEREAS the old mine road ends at the Stampede Mine in the Toklat River valley, but could be extended along the watershed of that river to the vicinity of Kantishna and Wonder Lake, providing a road loop within the Denali National Park and Preserve; and

WHEREAS the Kantishna Hills-Dunkle Mine area of the park and preserve have been identified by the Alaska National Interest Lands Act as worthy of

special evaluation and study for, among other reasons, the potential value of wildlife and mineral resources; and

WHEREAS the tragic accident that recently occurred within Denali National Park underscores the need for improved transportation facilities within the park; and

WHEREAS the reconstruction and extension of the north addition road would provide a transportation facility that would benefit visitors to Denali National Park and Preserve and serve as an alternative road for further mineral evaluation and development work;

BE IT RESOLVED by the Alaska State Legislature that the National Park Service is respectfully requested to prepare plans for reconstruction + upgrade of the old Stampede Mine road through the north addition to Denali National Park and Preserve and its extension to the vicinity of Wonder Lake and Kantishna.

COPIES of this resolution shall be sent to the Honorable James G. Watt, Secretary of the Interior; to Mr. Ray Arnett, Assistant Secretary of the Department of the Interior for Parks and Wildlife; and to the Honorable Ted Stevens and the Honorable Frank Murkowski, U. S. Senators, and the Honorable Don Young, U. S. Representative, members of the Alaska delegation in Congress.

SJR

66

Bette -

Linda, from Rep. Fuller's office stopped in to "remind" us that CSSJR.66 was on calendar today. I told her it was Sen. Elliott's resolution but she thought that since it was reported out of Transportation you might need to respond or answer questions. As such - here is some of the relative materials.

Rep. Duncan was the author of the House version so he might speak — also maybe Rep. Haugen. Project.

Senator Elias ON

SJR 66 - Coast Guard User Fees

The United States Department of Transportation has proposed the imposition of Coast Guard User Fees on boat owners.

The intent is to recover from boat owners part of the operating expense for Coast Guard services such as search and rescue, navigation aids, etc.

These would be straight yearly charges to all boat owners including recreational and commercial fishing vessels and tugs.

The proposed rate schedule charges fishing vessels from $1,350 to $40,000 depending on size.

My biggest problem with this is that their smallest category is boats under 100 gross tons at a yearly fee of $1,350. This is enough to put many of Alaska's small boat fishermen out of business. And with our current crisis in the salmon industry these fees will be devastating to our fishermen.

Also many boats classed as "recreational" are more than that to Alaskans. They are basic transportation or used for subsistence hunting and fishing. Each of these would be charged from $50 to $600.

My other major concern is with the concept of charging user fees for such basic and appropriate government services as search and rescue and aids to navigation.

The "whereas" clauses of SJR 66 express some more concerns with the proposed fees.

The federal government is moving ahead right now with the Coast Guard fees. The Congress has a committee meeting scheduled in March to consider the proposal.

As a state full of people dependent on our boats, it is imperative that we express our concerns and opposition to the Coast Guard fee proposal to the federal government right away.

PLEASE NOTE: THE FOLLOWING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
U.S. COAST GUARD
WASHINGTON, D.C. 20593
PHONE:

2ND draft

DEC 23 1981

(To 158 adressees)

Dear :

Following the series of meetings held in September on the concept of establishing user fees for certain Coast Guard services, the comments received have been carefully reviewed. It was indicated at the meetings that an attempt would be made to inform all the interested groups and individuals of the results of this review and provide an update of the conceptual proposal.

The comments received at the meetings and subsequently were thorough, informative, and responsive. In addition to being responsive to the requests for information in nearly all areas, a number of suggestions were made concerning both the general philosophy of user fees as well as details of the demonstration fee schedule.

In light of the comments and recomendations received, and other information, a conceptual legislative proposal is being developed along with demonstration fee schedule revisions. Of necessity, both the illustrated budget level and the hundred percent recovery level used in the demonstration fee schedules have remained unchanged. As new budget figures and program distributions are developed, revisions in all the areas will be made to reflect the changes.

The enclosure includes a summary of a number of revisions to the demonstration fee schedules and the revised demonstration fee schedules.

A number of commenters expressed concern on some very basic philosophical and practical points. While all of these could not be accommodated, they were given very serious consideration. Many expressed concern over equity among marine users as well as among the various transportation modes. It is believed that the enclosed demonstation fee schedules reflect equity among the user groups. The need for user group input into setting the level of service to be provided was a common concern. It is clear that the services provided should reflect the needs of the users. This may be accomplished by incorporating the views of the users at both the national and local level.

ENCLOSURE(

As indicated, the comments received to date have been very helpful and responsive. The review process is continuing. The information included in the enclosure should be viewed as an "update" and not a final version. Please review the enclosure and make any comments that you feel are appropriate.

Thank you for your cooperation.

Sincerely,

Talked with: Wm. Riddel Cap't. 426-2274

J. W. KIME
Captain, U. S. Coast Guard
Deputy Chief, Office of Marine
Environment and Systems
By direction of the Commandant

Enclosures

D.C.
202-426-2008

Pol. - Send to:

Introduction

New demonstration fee schedules have been developed based on the comments and responses to the public meetings held in September and written comments and recommendations received subsequently. All comments were given careful review. The budgetary figures used previously and the hundred percent recovery level has been continued. It is recognized that the cost figures will need to be revised to reflect the program costs at the time of implementation.

Summary of Changes in Fee Schedules

1. Recreational Boats

   - Added internal boats (5 to 8 million)

   - Divided into three groups: Internal, Inland, and Coastal

   - All recreational boating SAR costs distributed to coastal group. Population and other appropriate costs distributed 75-25% between inland and coastal

2. Inland Uninspected Vessels

   - Number of towboats has been refined to reflect a more accurate number using inland waters

   - Classes of horsepower ratings have been changed from 4 to 3

   - Barges have been grouped into two sizes breaking at 1600 gross tons in lieu of 1000 gross tons

3. Fishing Vessels

   - Separated into domestic and foreign fleet

   - Fee is identical for each class of vessel, whether foreign or domestic to provide fair and equal treatment

4. Commercial-Domestic and International

   - Numbers of tugboats have been refined to reflect more accurate number using coastal waters

   - Three groups for tugboats used. Horsepower ratings used to group (similar for coastal and inland fees)

   - Barges have been grouped into two sizes breaking at 1600 gross tons with fees similar to like inland barges

   - A separate fee schedule established for Mobile Offshore Drilling Units (MODU's)

5. Great Lakes

- All fees similar to same types of commercial vessels in inland or coastal areas

- Domestic icebreaking surcharge during January 15 - March 31 period has been eliminated

6-11. Direct Charges

- Commercial vessel safety fee schedules expanded to present more discreet client identification

- Terminals "sized" with separate fee for very small terminal and a greater spread in terminal sizes

- An incident fee has been established for cargoes of particular hazard

CHART 2n

DEPARTMENT OF TRANSPORTATION

U. S. COAST GUARD

($ in Thousands)

ESTIMATED RECOVERABLE COAST GUARD OPERATING EXPENSE EXPENDITURES FOR FY 1982
COSTS RECOVERABLE BY INDIRECT CHARGES - RECREATIONAL BOATING.

	Totals	Internal	Inland	Coastal
+ Search and Rescue.....	$152,655	-	-	$152,655
+ Short Range Aids to Navigation.....	4,505	-	$ 3,380	1,125
+ Radionavigational Aids.....	366	-	-	366
+ Commercial Vessel Safety.....	1,000	-	750	250
+ Recreational Boating Safety.....	49,794	24,000	19,345	6,449
+ Port Safety and Security.....	291	-	216	75
+ Marine Environmental Protection.....	4,075	-	3,055	1,020
Subtotals	$212,606	$24,000	$26,746	$161,940
TOTAL			$212,606	

I. RECREATIONAL BOATING

A. Discussion

1. 100% of all allocated costs recovered.

2. Three groups of recreational boaters established:

   a. Those using only internal waters of states

   b. Those using only inland navigable waters

   c. Those using only coastal areas

3. Those using internal waters only do not benefit from CG operational services (e.g., SAR, aids to navigation) and therefore should not be charged for them.

4. Practically all search and rescue activity takes place in coastal areas. Therefore it is more equitable to charge higher fees for boats which use those waters, than those which restrict their activities to inland waters.

B. Demonstration Fee Schedule

1. Internal Waters - Annual Fees

	Number	Fee	Amount (000's)
Recreational Boats	6,000,000	$4	$24,000

2. Inland Area - Annual Fee

Class	Number	Fee	Amount (000's)
Less than 16 feet	2,600,000	$ 4	$10,400
16 to 26 feet	1,650,000	9	14,850
27 to 40 feet	57,000	15	855
41 to 65 feet	-		-
More than 65 feet	-		-
Total	4,307,000		$26,105

3. Coastal Area - Annual Fee

Class	Number	Fee	Amount (000's)
Less than 16 feet	400,000	$ 50	$20,000
16 to 26 feet	750,000	110	82,500
27 to 40 feet	200,000	200	40,000
41 to 65 feet	45,000	400	18,000
More than 65 feet	3,000	600	1,800
Total	1,398,000		$162,300
TOTALS			$212,405

under 100 gross ton

Chart 2b

DEPARTMENT OF TRANSPORTATION

U.S. COAST GUARD

($ In Thousands)

ESTIMATED RECOVERABLE COAST GUARD OPERATING EXPENSE EXPENDITURES FOR FY 1982 (1)

~~CONSTITUENCY/BENEFICIARY DIRECT CHARGES - COMMERCIAL AND FISHING~~

COSTS RECOVERABLE BY INDIRECT CHARGES - COMMERCIAL AND FISHING

	Totals	Inland - Towboats - Barges	Fishing Fleets - Domestic - Foreign	Commercial Domestic & International - Foreign & U.S. Inspected - Domestic (Inspected and uninspected) - Tug/Towboat - Barge (Inspected and uninspected) - MMM	Great Lakes - All
Search and Rescue	$113,604	$ 0	$ 92,304	$ 17,750	$ 3,550
Short Range Aids To Navigation	214,003	24,069	99,027	74,330	15,769
Radionavigational Aids	35,239	0	29,900	4,627	712
Bridge Administration	5,050	5,050	0	0	0
Domestic Icebreaking	12,630	0	0	3,791	8,047
Port Safety and Security	33,147	2,466	5	28,946	1,730
Marine Environmental Protection	44,030	4,343	7	30,200	2,200
Totals	$450,511	$36,720	$221,243	$167,732	$32,000

II. INLAND UNINSPECTED VESSELS

A. Assumptions

1. One hundred percent (100%) of allocable costs will be recovered.

2. Continued use of the fuel tax is proposed (P.L. 95-502). The current 4¢/gallon fuel tax applied to less than the total inland towboat fleet is recovering approximately $20 million. Therefore, it is estimated that an additional 6¢/gallon on the whole fleet would yield approximately $36 million.

3. The numbers of towboats listed below includes boats using inland waters. Horsepower ratings generally reflect varying levels of use of applicable Coast Guard programs. Similar horsepower ratings are also used for tugboats and towboats in the domestic coastal trade.

4. Barges have been grouped into two sizes. In addition to the annual fee for indirect services, inspected barges will also be subject to any applicable direct charge.

B. Demonstration Fee Schedules

1. Annual Fee

	Class	Number	Annual Fee	Amount (000's)
Towboats	- Less than 1000HP	2,520	$2,000	$5,040
	- 1000 to 4999HP	1,500	5,000	7,500
	- 5000HP and Over	160	10,000	1,600
	Subtotal	4,180		$14,140
Barges	- Less than 1600GT	20,000	800	$16,000
	- 1600GT and Over	4,000	1,600	6,400
	Subtotal	24,000		$22,400
	TOTAL			$36,540

FISHING FLEETS

~~FISHING FLEETS~~ (DOMESTIC AND FOREIGN)

A. Assumptions

1. Separate schedules will be proposed for domestic and foreign ~~Separate schedules will be presented for domestic and foreign fleets~~ and divided into the same classes
2. the fee schedule reflects an identical fee for each class ~~The fee schedule reflects identical fees for each class of vessel, whether foreign or domestic, to provide equal treatment~~ of vessel, whether foreign or domestic to provide equal treatment
3. Make-up of foreign category estimated from past fishing permit issuance and indicates the aggregate number of vessels in operation but does not double count where more than one permit is issued to a single vessel.

B. Demonstration Fee Schedule - Fishing Fleets (Domestic/Foreign)

1. Domestic Fishing Vessels — Annual Fees

Class	Number	Annual Fee	Amount (000's)
Less than 100GT	120,000	1,350	$162,000
100 to 199GT	5,000	1,800	9,000
200 to 299GT	3,800	2,000	7,600
300 to 1599GT	500	20,000	10,000
1600GT and Over	100	40,000	4,000
Subtotals	129,400		$192,600

2. Foreign Fishing Vessels - Annual Fees

Class	Number	Annual Fee	Amount (000's)
Less than 100GT	0	$ 1,350	$ 0
100 to 199GT	0	1,800	0
200 to 299GT	450	2,000	900
300 to 1599GT	450	20,000	9,000
1600GT and Over	450	40,000	18,000
Subtotals	1,350		$27,900
TOTALS	130,750		$220,500

A. Assumptions

1. Vessels in international trade:
   A tonnage fee on gross registered tons will be used and collected by Customs

2. Vessels in domestic coastal trade:
   An annual fee will be used. Same classes and charges as commercial fishing vessels.

3. Towboats/tugs:
   Class sizes by horsepower reflect different levels of use of Coast Guard programs. The same classes and fees apply as to inland towboats and tugs.

B. Demonstration Fee Schedule

1. International Trade - (See Note (1))

	Net Registered Tons	Fee	Amount(000's)
Tonnage Fee	500,000,000	0.24	$120,000

2. Domestic Coastal Trade (Excludes listings under 3, 4 and 5)
   Annual Fee - (See Note (2))

Class	Number	Annual Fee	Amount(000's)
Less than 100GT	0	$1,350	$ 0
100 to 199GT	0	1,800	0
200 to 299GT	4,000	2,000	8,000
300 to 1599GT	200	20,000	4,000
1600GT and Over	500	40,000	20,000
Subtotals	4,700		$32,000

3. Tug/Towboats - Annual Fee

Class	Number	Annual Fee	Amount(000's)
Less than 1000HP	1,890	$ 2,000	$3,780
1000 to 4999HP	860	5,000	4,300
5000HP and Over	120	10,000	1,200
Subtotal	2,870		$9,280

4. Barges - Annual Fee (See Note (2))

Class	Number	Annual Fee	Amount(000's)
Less than 1600GT	1,800	$ 800	$1,440
1600GT and Over	2,400	1,600	3,840
Subtotal	4,200		$5,280

5. MODU's - Annual Fee

Class	Number	Annual Fee	Amount (000's)
MODU	580	$1,000	$580
TOTAL			$167,140

NOTE: (1) Tonnage fee similar to limitations of current tonnage tax administered by Customs.

(2) Vessels and barges sailing in both domestic and international trade subject to the greater of the annual fee or the tonnage fee.

PLEASE NOTE: THE PRECEDING PAGES WERE TREATED AS A UNIT IN THE ORIGINAL DOCUMENT.

ALASKA STATE LEGISLATURE - SENATE

SENATOR RICHARD I. ELIASON
P.O. BOX 143
SITKA, ALASKA 99835

POUCH V
JUNEAU, ALASKA 99811

COMMITTEES
FINANCE
RESOURCES
STATE AFFAIRS

February 9, 1982

Captain William Riedel
U.S. Coast Guard Headquarters (G - WS/11)
Washington D.C., 20593

Dear Captain Riedel,

Thank you for the information you provided my staff member Mary Levan by telephone and for the additional information you sent by mail. At your suggestion I am writing to express several of my specific concerns about the "user fees" which the federal government proposes to impose on boat owners.

I am enclosing for your review a draft copy of the resolution which I am introducing in the Alaska State Legislature. It touches on many of my concerns about the user fees.

The particularly important point to consider is the high fee proposed for fishing vessels under 100 gross tons. Most fishing vessels in Alaska fit into this category, but many of these are small, ranging from 16 to 40 feet. Using statistics from the Commercial Fisheries Entry Commission on gross weights reported for Commercial Fishing Vessel Licenses, I have figured out that of those which fall under the 100 gross ton category, over 83% are under 25 gross tons. And many of those are considerably smaller than 25 gross tons. It is discriminatory and inequitable to charge the same fee to a 20' foot handtroller whose net income is often about one thousand dollars and a 58 foot seiner who may make $20,000 or more. This is especially unreasonable when the user fee proposed is so high that it would put many small boat fishermen out of business and even be a hardship for many larger boat owners. Many of these fishermen have no alternative means of making a living.

If extra revenue must be collected, I don't believe most boat owners would object as much to higher charges for such direct services as vessel documentation, safety inspections, and special occasions when the Coast Guard patrols and stands-by such as salmon derbies and regattas.

The proposed fees seem inconsistent with President Reagan's philosophy of maintaining taxation on luxury items while providing incentives to encourage private enterprise. In the proposal we see fairly low fees for pleasure craft and exorbitantly high fees for even the very small commercial fisherman. Many of Alaska's fishermen are struggling right now financially and any fees imposed must be in line with their ability to pay this added expense. I suggest a rate structure based on length or weight of vessels beginning with very small boats at a very low rate and adding a small amount for each additional unit of weight.

I am also concerned about the fact that Alaska is dealt with in the proposal exactly as other coastal states are. Alaska has unique circumstances and problems and has special dependence on the Coast Guard. Boat owners are only one of the user groups for Coast Guard Services here. Great distances between towns and the lack of other medical and emergency services make all Alaskans dependent on the Coast Guard. Every resident of coastal areas is dependent upon marine transportation, ferries, and barges to get virtually all of their supplies. This makes each of these people indirect users of navigational aids, ice breaking services, and so on. The aviation industry also makes constant use of marine navigational aids. It is, of course, nearly impossible to collect specific user fees from all of the people dependent on the Coast Guard services, but it is unfair to hit boat owners alone with the burden of support.

Furthermore, there are vast areas in Western Alaska where there are almost no available Coast Guard services - no stations, no navigation aids, and emergency help is so far away as to be of little help in a real emergency. Boat owners in these areas can hardly be expected to pay the same fee as those who live in areas where Coast Guard services are constantly available and used.

Several more concerns are outlined in the attached resolution. These should be self-explanatory. As the resolved clause states, we request a review of the user fee proposal. I seriously question the very concept of imposing user fees for such a basic government service. Government has gotten into many areas over the last few years which are better

left to private enterprise or for which specific users ought to be charged. The Coast Guard, however, is an entity much like the military or the National Guard, an entity to provide basic security functions for the people, services which are appropriate for a democratic government to provide. If however, the user fees are indeed imposed, we implore you to see that they are administered justly and equitably and are not an unbearable burden to the people served.

Sincerely yours,

Dick Eliason
State Senator
District B

cc: Admiral John B. Hayes
Captain J.W. Kime