



Mulcahy

WORK DRAFT

Asper  
5/9/84 ✓

Original sponsor: Mulcahy

<u>Funding Information</u>	
General Fund	\$25,000,000
Other Funds	-0-
	<u>\$25,000,000</u>

1 IN THE SENATE BY THE FINANCE COMMITTEE

2 CS FOR SENATE BILL NO. 87 (Finance)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 THIRTEENTH LEGISLATURE - SECOND SESSION

5 A BILL.

6 For an Act entitled: "An Act making a special appropriation to the forest  
7 products business loan guarantee fund; reappropriat-  
8 ing money from the forest products business loan  
9 guarantee fund; and providing for an effective date."

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

11 \* Section 1. The sum of \$25,000,000 is appropriated from the reserve  
12 for emergency operating expenses account in the general fund (AS 37.05.159)  
13 to the forest products business loan guarantee fund (AS 45.94).

14 \* Sec. 2. Money from the appropriation made by sec. 1 of this Act that  
15 is obligated for the purpose of guaranteeing a forest products business  
16 loan is reappropriated to the emergency operating expenses account in the  
17 general fund (AS 37.05.159) as the principal of the guaranteed loan is  
18 paid, in amounts equal to the percentage of the loan guarantee multiplied  
19 by the payments on the principal of the loan.

20 \* Sec. 3. The unexpended and unobligated portion of the appropriation  
21 made by sec. 1 of this Act lapses into the emergency operating expenses  
22 account in the general fund (AS 37.05.159) on the earlier of the following  
23 dates:

- 24 (1) one year from the effective date of this Act;
- 25 (2) the date of a proclamation issued by the governor under  
26 AS 37.05.159(b)(1) requiring that money in excess of the balance in the  
27 emergency operating expenses account be used for operating expenses of  
28 state government; the lapse provisions of this paragraph apply only to the  
29 extent of the difference between the amount required by the governor's

1 proclamation and the balance of the emergency operating expenses account.

2 \* Sec. 4. This Act takes effect on the effective date of an Act that  
3 establishes a forest products business loan guarantee program.

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COMMITTEE REPORT

SENATE

FURTHER: FINANCE

1/28/83

Date: March 31, 1983

Mr. President:

The Committee on TRANSPORTATION has had SB 87

Making a special appropriation to the Department of Transportation and Public Facilities for construction of harbor facilities at St. George and St. Paul; eff. date

under consideration and (a majority of the committee) (the committee) reports it back with the following recommendations:

- <sup>may</sup> do pass  do not pass
- do pass with attached amendments(s)
- replace with CS for \_\_\_\_\_  same title
- and recommends \_\_\_\_\_  new title
- 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:

\_\_\_\_\_

*[Signature]*

\_\_\_\_\_

*[Signature]*

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*[Signature]*  
CHAIRMAN

Introduced: 1/28/83  
Referred: Transportation  
and Finance

Funding Information  
General Fund \$20,400,000  
Other Funds -0-  
\$20,400,000

1 IN THE SENATE

BY MULCAHY

2

SENATE BILL NO. 87

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - FIRST SESSION

5

A BILL

6

For an Act entitled: "An Act making a special appropriation to the Department of Transportation and Public Facilities for construction of harbor facilities at St. George and St. Paul; and providing for an effective date."

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8

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

11 \* Section 1. The sum of \$20,400,000 is appropriated from the general  
12 fund to the Department of Transportation and Public Facilities for construction of harbor facilities at St. George and St. Paul as follows:

14

St. George boat harbor \$ 8,400,000

15

phase I of St. Paul boat harbor 12,000,000

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\* Sec. 2. The appropriation made by this Act is for a capital project and is subject to AS 37.25.020.

18

\* Sec. 3. This Act takes effect July 1, 1983.

STATE OF ALASKA  
FISCAL NOTE

Revision Date: 11/30/83

## I. REQUEST

Bill/Resolution No.: SB 87  
 Title: Appropriation to DOT&PF for constr of harbor facilities at St. George & St. Paul  
 Sponsor: Senator Mulcahv  
 Requestor: Transportation & Finance  
 Date of Request: 10/1/83

## II. FISCAL DETAIL

Agency Affected: DOT&PF  
 Program Category Affected: Transportation  
 BRU, Program or Subprogram(s) Affected: Design and Construction

## EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL OPERATING	* 0.0	* 0.0	* 0.0	* 0.0	* 0.0	* 0.0

\* Maintenance and operations of port and harbor facilities is typically the responsibility of the local communities.

CAPITAL	14,000.0	12,900.0	9,000.0	-0-	-0-	-0-
** See Analysis						
REVENUE						

## FUNDING: (Thousands of Dollars)

GENERAL FUND	14,000.0	12,900.0	9,000.0	-0-	-0-	-0-
FEDERAL FUNDS						
OTHER (Specify Source)						
TOTAL	14,000.0	12,900.0	9,000.0	-0-	-0-	-0-

## POSITIONS:

FULL TIME						
PART TIME						
TEMPORARY						
TOTAL	-0-	-0-	-0-	-0-	-0-	-0-

## II. SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

This information was not provided by the sponsor.

## IV. ANALYSIS: Attach a separate page for any Analysis

Prepared by: William R. Snell, Director Phone: 266-1462  
 Division: Central Region Planning & Programming Date: 11/30/83

Approved by Commissioner: David W. Hauqen Date: 11/30/83

Department: Deputy Commissioner, Central Region

## Distribution:

Original to Legislative Finance  
 Copy to Office of Management and Budget (for Legislature introduced bills)  
 Copy to Department (for Governor introduced bills)  
 Copy to Sponsor  
 Copy to Requestor (if different from Sponsor)

9/14/83

1. Analysis of the fiscal impact on existing programs:

The amounting of funding required to complete the construction of the St. George project and Phase I of the St. Paul project may cause the delay in funding of other regional projects.

2. Analysis of the fiscal impact on new programs or activities:

The completion of these projects will accomplish a major step in diversifying the present single source economy of these two communities. These projects will also provide a significant commitment for the State to the expansion of the bottomfishing industry. The projects should provide considerable benefits to the communities of St. George and St. Paul, the Southwest Region, and the State.

The expansion of the bottomfish and existing high value fisheries industry through the completion of these projects would increase the economic base of the State. This may encourage investment by the private sector to continue the expansion of the bottomfish industry in Alaska.

3. Analysis of how the figures in the fiscal note were derived.

St. Paul's total two phase harbor development will cost \$20,000.0. A single phase project could be completed for \$17,500.0. This figure is based on the revised St. Paul Harbor Design. The degree of accuracy in the cost figures is based on a preliminary design estimate, within the range of -15% to +30%.

St. George's harbor development cost estimate is \$15,900.0. This figure has been based on the completed St. George Harbor Design. This cost estimate has been provided by the Buildings and Harbors Section personnel in the Department's Design and Construction Division. The degree of accuracy in the cost figures is based on a bid document ready, design estimate, within the range of -10% to +20%.

4. Additional information necessary to explain the fiscal note:

St. Paul's total two phased harbor development project will cost \$20,000.0. FY'84 (Chapter 107/SLA 83) provided \$7,000.0 for design and construction of Phase I. Although the existing \$7,000.0 will construct a breakwater that will allow the initiation of fisheries operations at St. Paul, an additional \$4,000.0 would permit the construction of a far more usable facility. Assuming that an additional \$4,000.000 is provided for Phase I, the total needed for Phase II would be \$9,000.0. If St. Paul was completed in one contract over two construction seasons, the total cost would be \$17,500.0. This would realize cost savings of \$2,500.0.

St. George's harbor development cannot be phased. The latest cost estimate is \$15,900.0. There is an existing construction fund of \$7,000.0 which includes \$3,395.0 from Chapter 25/SLA 82 supplemental for Chapter 82/81 port projects for the construction of this project. This \$3,395.0 was originally programmed by the Department to supplement the LaTouche Harbor Project until the Governor terminated work on LaTouche. An additional \$8,900.0 is needed to complete construction of this harbor project.

Additional information - see attached.

## DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

## CENTRAL REGION PLANNING AND PROGRAMMING

HB 170 and SB 87 POSITION PAPER

## PROPOSED ST. PAUL AND ST. GEORGE HARBOR CONSTRUCTION FUNDING

Introduction

DOT/PF has been involved in extensive harbor feasibility and design work in the Pribilof communities of St. Paul and St. George. Work accomplished to date has shown that harbor construction is both engineeringly and economically feasible at both communities. The Pribilof Islands are located in the midst of one of the world's richest yet virtually untapped fisheries. Development of the high value crab fisheries and the initiation of bottomfish industry is the basis for the economic justification of the proposed harbor projects. St. Paul is also studying the possibility of developing a marine service industry as a complement fishing activities.

HB 170 and SB 87 proposed funding the St. Paul Phase I harbor project at \$12.0 million and St. George harbor development at \$8.4 million. This paper will present analysis of these funding levels and the relationship of the two harbor developments to each others.

St. Paul Harbor

The Current Estimate for a two phased construction project is \$20.0 million. A \$7.0 million project will construct approximately 1,000' of breakwater with a 350' spur. If an additional \$4.0 million can be added to the existing \$7.0 million, an 1,800' breakwater could be constructed as Phase I. Phase II would construct a 600' secondary breakwater and an access road on top of the entire main breakwater. The completed harbor will provide a 17 acre mooring basin. The current effort is based on the St. Paul Harbor Design Study. The design program is being managed by the City of St. Paul under a grant from the Department.

St. Paul harbor development will effect the local, regional, and state-wide economics in a positive manner. The environmental impact should be minimal. With proper land use controls, and other zoning requirements, the impact on St. Paul's socio-cultural environment should not be significant.

St. Paul's existing physical and governmental infrastructure adds to the attractiveness of locating a major harbor facility. St. Paul as a second class city with a full time city manager has the capability to manage and operate a harbor. The community is striving to determine the potential impacts that fisheries development will have on St. Paul and ways to mitigate them. St. Paul has a full time planner that is working with DCRA to develop land use control and zoning regulations that should aid

in controlling adverse socio-cultural impacts. The existing airport is capable of handling fully loaded C-130 cargo planes that could fly fish products to foreign and lower '48 markets.

#### St. George Harbor

The most recent estimate for the St. George breakwater project is \$15.9 million. This project cannot be phased. There is an existing construction fund of approximately \$7 million. Approximately \$8.9 million more is needed to fund this project. A large recent increase in the St. George cost estimate is the result of design changes required to offset the poorer than expected quality of armor stone actually found on the island. This single phase project would construct two breakwaters without innerharbor facilities. This project would create a useable 6.5 acre boat basin. It would cater to a local fleet and processing operation. St. George fisheries would be of local and regional significance with strong ties to the proposed larger development at St. Paul. The design of the breakwaters should be completed by July, 1983.

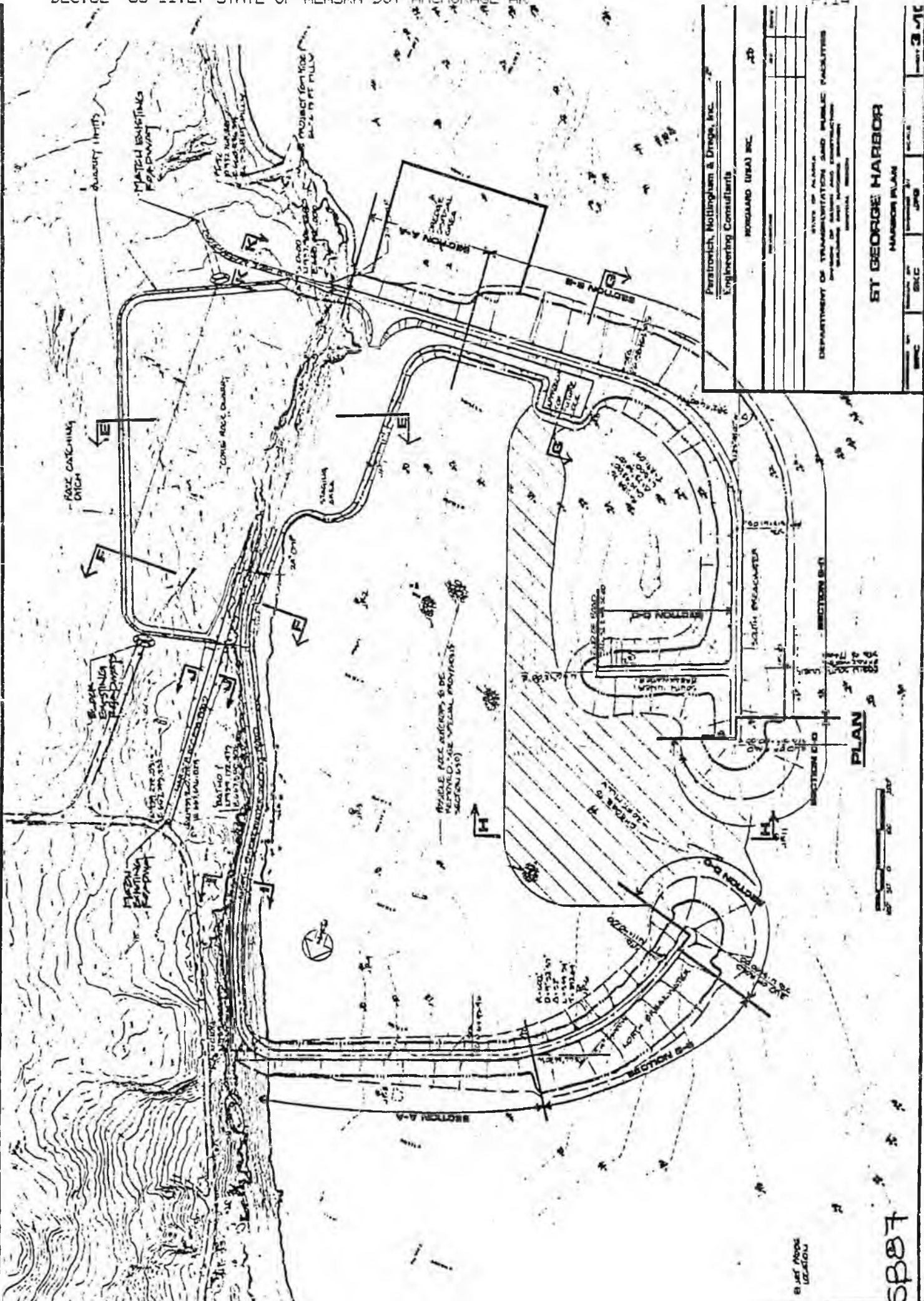
St. George has minimal physical infrastructure. Its existing airport is capable of handling light twin engine aircraft. Construction of an airport capable of handling fully loaded C-130's cargo planes estimated to cost \$17.0 million. Potential environmental impacts of the harbor development are minimal. This development should have a positive effect on St. George's socio-economic makeup.

St. George is an unincorporated community. There is a village council that provides a certain degree of leadership. The Tanaq Village Corporation is taking the lead in pursuing economic development and private investment for shoreside facilities. St. George, however, can not assume maintenance and operation responsibilities of the harbor until the community incorporates.

#### Conclusions

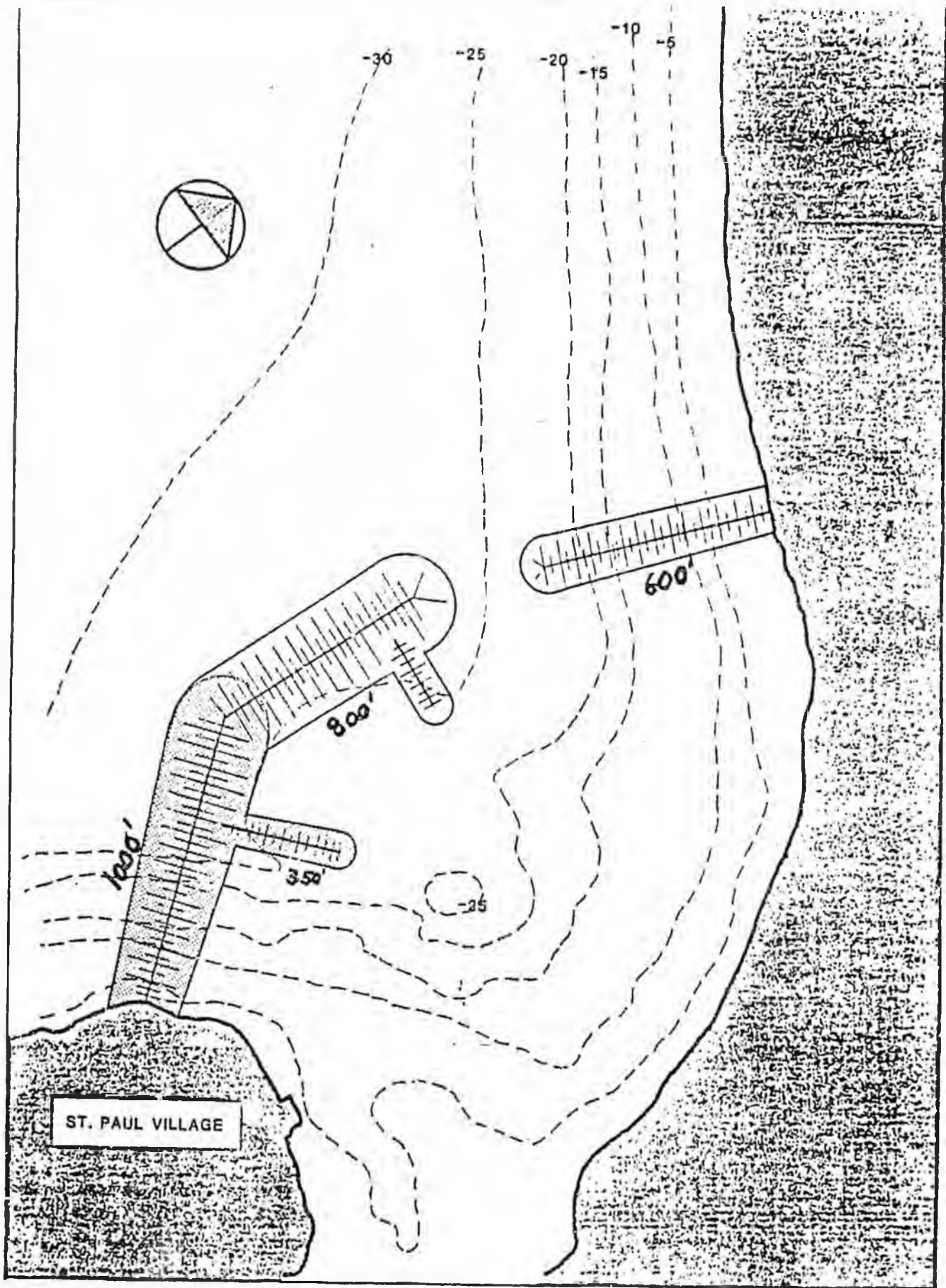
DOT/PF supports harbor developments in the Pribilofs. An earlier analysis of funding alternatives including private financial and bonding concluded that State funds are needed to initiate these developments. Such funding would act as seed monies that could open doors to alternative financing of subsequent phases and/or encourage private financing of shoreside facilities.

The St. Paul Harbor development is of greater regional and statewide significance than St. George. If a choice must be made between the two projects due to reduced state revenues, the St. Paul project should be given a higher priority than harbor development at St. George.



Parabrook, Nottingham & Drage, Inc. Engineering Consultants	
FORWARD (WRA) INC.	20
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES BUREAU OF AIRPORT AND AIRCRAFT ANCHORAGE AIRPORT	
ST. GEORGE HARBOR HARBOR PLAN	
DATE	SCALE
BY	JOB
CHK	3-11

SP07



PHASE 1

ST. PAUL HARBOR BREAKWATER

58 07



NORGAARD CONSULTANTS

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

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

OFFICE OF THE COMMISSIONER

January 10, 1984

Re: Fiscal Note Transmittal

Distribution

The Department of Transportation and Public Facilities hereby transmits the fiscal note and supporting documentation for the legislation identified below. This transmittal supersedes all previous distributions.

Bill No.: SB 87

Title : "...for construction of harbor facilities at St. George and St. Paul."

Sponsor : Mulcahy

Sincerely,



Ed Cronick  
Legislative Liaison  
Department of Transportation  
& Public Facilities

DISTRIBUTION:

Legislative Finance  
Legislative Sponsor  
Requestor - N.A.  
Office of Management and Budget - Lisa Emerson  
Impacted Agency(ies) Attn: Legislative Liaison - N.A.  
Regional Directors of Administrative Services - J. Merrill  
Regional Director P&P - R. Snell

STATE OF ALASKA  
FISCAL NOTE

Revision Date: 11/30/83

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** See Analysis						
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Prepared by: William R. Snell, Director  
 Division: Central Region Planning & Programming

Phone: 266-1462Date: 11/30/83Approved by Commissioner: David W. HaukenDate: 11/30/83Department: Deputy Commissioner, Central Region

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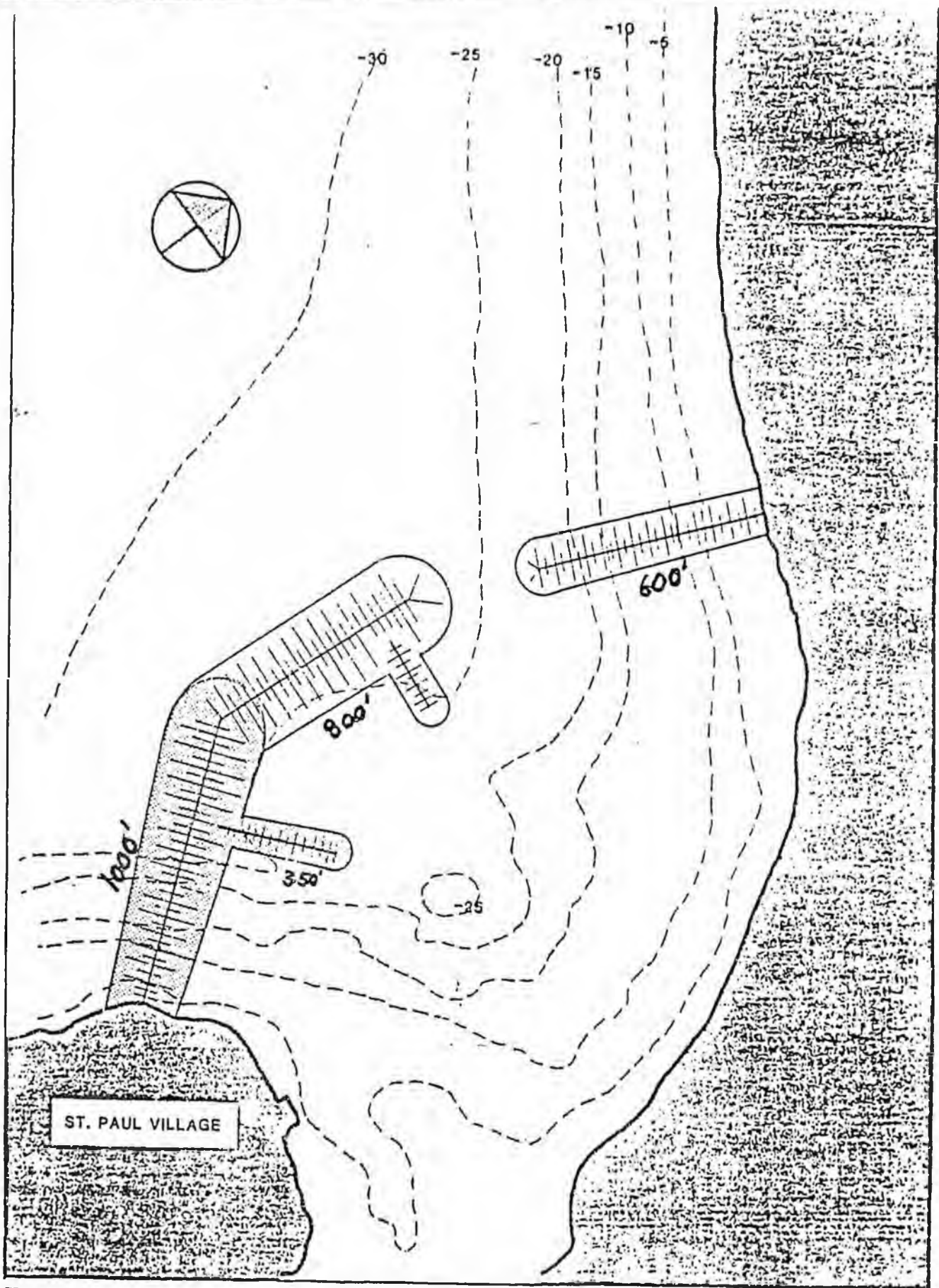
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#### Conclusions

DOT/PF supports harbor developments in the Pribilofs. An earlier analysis of funding alternatives including private financial and bonding concluded that State funds are needed to initiate these developments. Such funding would act as seed monies that could open doors to alternative financing of subsequent phase and/or encourage private financing of shoreside facilities.

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PHASE 1

ST. PAUL HARBOR BREAKWATER



NORGAARD CONSULTANTS

108

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

POUCH 2  
JUNEAU, ALASKA 99811  
PHONE: (907) 465-3900

OFFICE OF THE COMMISSIONER

January 10, 1984

Re: Fiscal Note Transmittal

Distribution

The Department of Transportation and Public Facilities hereby transmits the fiscal note and supporting documentation for the legislation identified below. This transmittal supersedes all previous distributions.

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Title : "...for construction of harbor facilities at St. George and St. Paul."

Sponsor : Mulcahy

Sincerely,



Ed Cronick  
Legislative Liaison  
Department of Transportation  
& Public Facilities

DISTRIBUTION:

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Legislative Sponsor  
Requestor - N.A.  
Office of Management and Budget - Lisa Emerson  
Impacted Agency(ies) Attn: Legislative Liaison - N.A.  
Regional Directors of Administrative Services - J. Merrill  
Regional Director P&P - R. Snell

STATE OF ALASKA  
PRELIMINARY STATEMENT OF FISCAL IMPACT

Bill No: SB87 Date on Bill: January 28, 1983  
 Title: Approp. for construction of harbor facilities at St. George & St. Paul.  
 Sponsor: \_\_\_\_\_  
 Requestor: Mulcahy

1. Estimate fiscal impact on:

a. Expenditures:

(Thousands of Dollars)

	FY 84	FY 85	FY 86	FY 87
Capital	20,400			
Operating				
Total	20,400	0.0*	0.0*	

b. Revenues:

Revenue							
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2. Source of funds to offset fiscal impact of bill:

\* Daily maintenance of port and harbor facilities is typically the responsibility of the local communities.

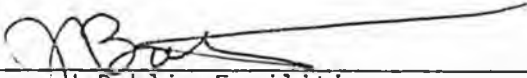
Not identified by sponsor

3. Assumptions: See attached Analysis.

4. Disclaimer:

This statement has not been reviewed by the OMB in the Office of the Governor. It therefor does not represent the final estimate of fical impact.

Prepared By: Wayne Weeks Phone: 465-4060  
 Division: DOT/PF, Planning & Programmng Date: \_\_\_\_\_

Approved by Commissioner:  Date: \_\_\_\_\_  
 Department: Transportation and Public Facilities

5. Distribution:  
 Original to Legislative Finance  
 Copy to OMB  
 Copy to Sponsor  
 Copy to Requestor

2/15/83

FISCAL NOTE: SB 87

III. ANALYSIS (cont'd)

A \$12.0 million allocation should be sufficient to construct the interim facility at St. Paul.

- The proposed \$8.4 million, combined with the \$3.66 million remaining from earlier appropriations, should be sufficient to construct the St. George breakwater, which is currently estimated at \$12.7 million. This figure is based on the assumption that suitable armor stone is available on St. George. A reevaluation of the quarry is currently being undertaken to confirm this. If an off-island quarry is needed for suitable armor stone, the price of the project will increase. The reevaluation of the armor stone and readjusted cost estimates if necessary, should be available by the end of March, 1983.

STATE OF ALASKA  
PRELIMINARY STATEMENT OF FISCAL IMPACT

Bill No: SB87 Date on Bill: January 28, 1983  
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1. Estimate fiscal impact on:

a. Expenditures:

(Thousands of Dollars)

			FY 84	FY 85	FY 86	FY 87		
Capital			20,400					
Operating								
Total			20,400	0.0*	0.0*			

b. Revenues:

Revenue								
---------	--	--	--	--	--	--	--	--

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 Prepared By: Wayne Weeks Phone: 465-4060  
 Division: DOT/PF, Planning & Programmg Date: \_\_\_\_\_

Approved by Commissioner:  Date: \_\_\_\_\_  
 Department: Transportation and Public Facilities

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III. ANALYSIS (cont'd)

A \$12.0 million allocation should be sufficient to construct the interim facility at St. Paul.

The proposed \$8.4 million, combined with the \$3.66 million remaining from earlier appropriations, should be sufficient to construct the St. George breakwater, which is currently estimated at \$12.7 million. This figure is based on the assumption that suitable armor stone is available on St. George. A reevaluation of the quarry is currently being undertaken to confirm this. If an off-island quarry is needed for suitable armor stone, the price of the project will increase. The reevaluation of the armor stone and readjusted cost estimates if necessary, should be available by the end of March, 1983.